

IPG BRADFIELD MASTER PLAN

AEROTROPOLIS PHASE 2 DCP COMPLIANCE ASSESSMENT

Table 1 Western Sydney Aerotropolis DCP Compliance Table

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PART 2.0 GENERAL PROVIS	IONS		
2.1 Recognise Country			
2.1.2. Engagement Requirement	nts		
Objectives O1. Establish cultural safety by in planning and design decision	considering Aboriginal peoples perspectives is.	A Connecting with Country Framework has been prepared by Yerrabingin (Appendix BB). A 'Walk on Country' site visit, 'Design Jam' consultation session and community feedback session was conducted by Yerrabingin in preparation of the cultural values research.	Yes
O2. Ensure diverse opportunities for connection to Country are considered and implemented in the design and planning of development, including through meaningful engagement with Aboriginal groups building upon engagement undertaken in the preparation of the Western Sydney Aerotropolis Plan, Parkland City SEPP and Aerotropolis Precinct Plan.		As above.	Yes
O3. Create opportunities for ca Aboriginal people and organisa and operation.	pacity building and economic development for tions across planning, design, construction	Engagement with Aboriginal stakeholders was undertaken to ensure the community had the opportunity to provide input for the proposal. Opportunities to engage Aboriginal businesses to implement public art, signage and wayfinding is provided.	Yes

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O4. Recognise and reflect Aboriginal connection to Country by protecting and enhancing significant natural features, as well as providing access and opportunities to care for Country.		Cultural values were highlighted during engagement sessions with the Aboriginal community. Key points of importance which is taken into consideration within the project are:	Yes
		 Being on Country: It is important to be on Country to talk about and see archaeological sites and landscapes. Feelings are an important aspect of the site. 	
		 Conservation of modified trees: Carved or scarred. 	
		 Wildlife corridors: Retention of Cumberland Plain Woodland, River flat Eucalypt forest and remnant vegetation. 	
		 Conservation of significant objects and places: Such as grinding grooves, ridgelines and sandstone areas 	
O5. Celebrate Aboriginal culture and language through naming, wayfinding, public art and cultural infrastructure which supports cultural practice.		The Bradfield Masterplan Public Art Strategy (BMPAS) prepared by Site Image (Appendix PP) details public art will be prepared to recognise and celebrate Aboriginal heritage, values and living culture in the public domain. This includes the consideration on whether the public art will be prepared with consideration of the animation, enhancement, enjoyment or understanding of its context.	Yes
PO1 The cultural values and heritage, waterways and landscapes of Country form a	 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 	A Connecting with Country Framework has been prepared by Yerrabingin (Appendix BB). A 'Walk on Country' site visit, 'Design Jam' consultation session and community feedback session was conducted by Yerrabingin in preparation of the cultural values research, identifying the following, high-level cultural values:	Yes

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key structuring element of development. Development retains and connects and provides access to landscape elements including ridgelines, waterways and native vegetation.	 (with experience in Aboriginal heritage and cultural values research). Cultural values research must be undertaken in consultation with Traditional Custodians (including through an on-site review). Cultural values research must identify within the proposed development site and any adjoining areas: a. cultural values and heritage significance, particularly within moderate to high areas of Aboriginal heritage sensitivity; b. significant cultural landscape elements, as they relate to cultural values; and c. significant waterways or bodies and areas of surrounding riparian vegetation as they relate to cultural values. 	 Being on Country: It is important to be on Country to talk about and see archaeological sites and landscapes. Feelings are an important aspect of the site. Conservation of modified trees: Carved or scarred. Wildlife corridors: Retention of Cumberland Plain Woodland, River flat Eucalypt forest and remnant vegetation. Conservation of significant objects and places: Such as grinding grooves, ridgelines and sandstone areas. Intergenerational equity: Accumulative impact. Connecting waterways; connecting Dharug, Dharawal and Gandagara people, and the wider community to Wianamatta Creek. This report did not identify any adjoining areas to the proposed site which holds cultural values and heritage significance. It did identify surrounding waterways and bodies of riparian vegetation however the proposal will not impact this. An Aboriginal Cultural Heritage Assessment (ACHA) was completed by Ecological (Appendix P). An assessment of cultural significance was undertaken as part of the ACHA report. It is made in relation to five values, consisting of social or cultural historic, scientific, aesthetic and spiritual. The ACHA identifies management measures to ensure that the proposal will not result in any adverse impacts to any items of significance at the site. 	

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	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 broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB). The Connecting with Country Framework prepared by Yerrabingin documents the process of engagement as well as the outcomes from this process. It demonstrates an authentic design narrative for the proposed development. These consultation sessions identified three overarching themes: 'The convergence of 3 clans' Water landscape Community driven The Connecting with Country Framework provides details of the potential impacts to the cultural values of the site and the mitigating, country design considerations. These design considerations will guide future development proposals. The 3 community driven principles have been incorporated into the mapped typology as well as the impacts/outcomes and the respective country design consideration responses. The Urban Design Report prepared by Urbis identifies how these themes has guided the built form layout through the following strategies: Reinforce creek to creek connections. This includes rehabilitation, protection and the appropriate access to the retained riparian corridors through the site. The Master Plan looks to provide better connectivity through the central riparian corridor. 	Yes

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		 Supporting walkability within the development. The Master Plan has been prepared to provide improved active walkability through the intended street design as well as the riparian corridors which will also facilitate active pedestrian and cycling transport routes with formal pathways. 	
		 Great view and physical access to nature. This includes the delivery of an improved ecological outcome through improved creek connectivity, provision of open space, nodes, street planting as well as the appropriate nature across the intended, built lots. These spaces look to maximise access to green space and deliver place with a communal feel, in which people are able to come together for a connected experience of Country. Emphasis on maintaining east-west view corridors to highlight views towards the Blue Mountains and the relationship between Wianamatta-South Creek and Badgerys Creek. 	
	 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) between ridgetops and 	As identified in the strategies above, the Urban Design Report prepared by Urbis (Appendix D) identifies how the three overarching themes has guided the built form layout of the broader masterplan. Urban Design Report prepared by Urbis incorporates the three overarching themes. The Connecting with Country Framework prepared by Yerrabingin provides further detail through country design considerations. Through these key design documents, development across the site will be designed to respect and respond to the significant	Yes

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	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.	 elements, systems and values across the site. This includes: Emphasis on maintaining east-west view corridors to highlight views towards the Blue Mountains and the relationship between Wianamatta-South Creek and Badgerys Creek. The Master Plan looks to use natural landforms at the site as a basis for design and will look to recycle materials from the site. During the future Planning Approval applications, the orientation building aspects will consider reference to natural land features. The supporting ecological works will deliver improved habitat connectivity and provide a positive ecological outcome. Protection and revitalising the existing riparian zones as well as activating them in a way that isn't environmentally detrimental but allows people to physically experience them. 	
	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.	This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB). A key direction of the proposed Master Plan is to restore and revitalise riparian corridors through a chain of ponds to the east, west and centre of the site. It enables water detention and retention capabilities, and the opportunity to connect with Country.	Yes

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		The proposed Master Plan seeks to protect and celebrate the existing waterways. The Integrated Water Cycle Management Plan prepared by Infrastructure and Development Consulting (Appendix MM) identifies that the required detention storage is proposed to be achieved primarily with water storage created which replicates the natural drainage patterns of the catchment.	
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 Aboriginal Stakeholders (Knowledge Holders, LALCs and the local Aboriginal and Torres Strait Islander community).	An ACHA was completed by Ecological (Appendix P) which identifies that the majority of the identified Aboriginal sites are located within these designated open spaces. The Aboriginal sites within the areas designated for future development are of low significance and are in existing high disturbance. The majority of sites to be impacted could not be reidentified through the archaeological investigations. The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies how the Landscape masterplan has been prepared in accordance with the Connection to Country framework's design considerations. The Connecting with Country Framework prepared by Yerrabingin (Appendix BB) identifies how "Non human kin" design considerations will facilitate opportunities to learn and appreciate the connection of all living things and the roles they have within Country. The framework identifies how the Masterplan will facilitate water nature play, with Communal spaces providing opportunities for people to experience and learn about First Nations culture through nature play. The Bradfield Masterplan Public Art Strategy (BMPAS) prepared by Site Image (Appendix PP) identifies that as public art will be prepared to recognise and celebrate	Yes

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		Aboriginal heritage, values and living culture in the public domain. This includes the consideration on whether the public art will be prepared with consideration of the animation, enhancement, enjoyment or understanding of its context.	
		Other relevant public domain design elements include:	
		 the spatial design of communal areas 	
		 cultural planting and communal gardens 	
		 materiality and theming 	
		 language and wayfinding elements 	
		 visual connections to important indigenous heritage items (i.e. Wianamatta South Creek) 	
		 Flexible use areas/ spaces designed for gathering and community use 	
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).	 This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB). The appropriate, ongoing communications will be held with the Aboriginal people to continue the integration of traditional knowledge into assessments and management plans. This includes: Ensuring the local Indigenous community is engaged in decision making throughout the process for development in conjunction with natural forms (Deep Country) as well as managing connection to Sky Country (views to the sky and light pollution). 	Yes

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		 Ensuring the Aboriginal community have been engaged in decision making about waterways through the entire development process. Ensuring the Aboriginal community are engaged in 	
		decision making about the use of language. Where possible use Dharug/Dharawal/ Gandangara language in naming and wayfinding.	
	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	 This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB). In accordance with 'Move with Country' the future development across the Masterplan Site will need to: Ensure 5% of staff working within the Aerotropolis are 	Yes
	aspirations for associated enterprise and economic development.	 of Indigenous descent. Ensure 3% of Aerotropolis contracts are awarded to Indigenous businesses. 	
		 Design spaces to accommodate cultural practice on site. 	
		 Design spaces to accommodate for the specific needs of Indigenous people and not interrupt Indigenous custodial roles. 	
	 Development proposals must outline how cultural knowledge has been integrated into environmental assessment and management strategies, and should consider opportunities for ongoing land 	A Connecting with Country Framework has been prepared by Yerrabingin (Appendix BB). A 'Walk on Country' site visit, 'Design Jam' consultation session and community feedback session was conducted by Yerrabingin. All participants workshopped different design principles, ideas,	

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	management and enterprise and economic development.	landscape elements which reflect Country and how these can be incorporated into the future design.	
		The outcomes of the Walk on Country and Design Jam which provided key principles and inputs to Connecting with Country and informing the urban design process for the site, are documented in a Connecting with Country Framework.	
PO4 Aboriginal culture is celebrated and embedded within building design.	 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. 	An ACHA was completed by Ecological (Appendix P) which identifies that the majority of the identified Aboriginal sites are located within these designated open spaces. The Aboriginal sites within the areas designated for future development are of low significance and are in existing high disturbance. The majority of sites to be impacted could not be reidentified through the archaeological investigations. Otherwise, it is noted that the Architectural Design Statement prepared by SBA Architects (Appendix T) identifies Connecting with country design considerations	Yes
		which will be explored in typical warehouse designs as well as typical developments across the Local Centre.	
	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)	This has been considered in the broader masterplan, the Connecting with Country Framework (Appendix BB), Urban Design Report (Appendix D) and the Bradfield Masterplan Public Art Strategy (BMPAS) prepared by Site Image (Appendix PP). The Connecting with Country Framework identifies the process of engagement undertaken with Traditional Custodians and Knowledge Holders. The Urban Design Report detail how the cultural values have translated into design outcomes.	Yes

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	has been undertaken, the development proposal is to respond to the findings.	Further consultation with, and permission from Traditional Custodians would be required to integrate the stories in an appropriate and meaningful way. Public Art Delivery Consultants are to ensure that additional budget required for consents from Traditional Knowledge Holders and associated expenses have been allowed for. The Public Art Strategy identifies an artist engagement and artwork delivery process where artwork budgets with a breakdown of artwork delivery costs, artist fees and associated expenses for Traditional Knowledge Holders to contribute would be factored in as part of this process. The ACHA includes a detail analysis of the previous aboriginal values research done in the area.	
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.	 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 	The Master Plan site will contain a Local Centre with an area of 3 hectares and does not contain metropolitan and/or specialised centres.	N/A

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	gathering (see Section 14.4, 15.5 and 15.6 of the Guideline).		
	2. When planning for and designing cultural infrastructure the proponent is to engage with relevant Traditional Custodians and other Aboriginal stakeholder types (i.e. Knowledge Holders, LALCs, Service providers and the local Aboriginal and Torres Strait Islander community) where appropriate (Section 2.1.2 of the Guideline).	N/A – Refer Above	N/A
PO6 Cultural narratives are embedded in public art.	 Public art should respond to culture and Country, particularly within identified areas of significant Aboriginal heritage and value. 	The Bradfield Masterplan Public Art Strategy (BMPAS) prepared by Site Image (Appendix PP) identifies that as public art will be prepared to recognise and celebrate Aboriginal heritage, values and living culture in the public domain. This includes the consideration on whether the public art will be prepared with consideration of the animation, enhancement, enjoyment or understanding of its context. As part of the art strategy, it is understood that additional budget is required for consents from Traditional Knowledge Holders and associated expenses, this resource has been considered and will be provided for required projects. Otherwise, a Public Art Brief is to be prepared for each nominated public art location, identifying the Connecting with Country documents and the Aboriginal Heritage and design considerations / approach for the site.	Yes

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	 Where a development proposal has identified the opportunity to deliver public art that is responsive to culture and Country, an Aboriginal person with a connection to Western Sydney is to be engaged to: Provide input into the preparation of the public art brief, and Contribute to the design of the public art. 	This has been considered in the broader masterplan, and the BMPAS prepared by Site Image (Appendix PP). A key process in Public Art Delivery will be the assembly and engagement of a Public Art Panel which will include a Specialist Aboriginal Art Curator. The Artist's Brief documents will be reviewed by the Public Art Panel.	Yes
PO7 Place names incorporate local Aboriginal language to enhance and strengthen the cultural connection to place.	 Where an existing geographical feature or public place already has a non- Aboriginal name, dual naming with the Aboriginal name, should be assigned where appropriate. More information can be found within the NSW Geographical Names Board's Dual Naming – Supporting Cultural Recognition factsheet. 	There are no existing geographical features or public art within the Site.	N/A
	2. New development including suburbs, public spaces, places, roads or administrative areas should give preference to the use of local Aboriginal language for naming purposes.	This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB). The Framework Report identifies that future development will ensure the Aboriginal community are engaged in decision making about the use of language. Where possible use Dharug/Dharawal/Gandangara language in naming and wayfinding. This will occur as part of the	Yes

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		Complying Development process and in consultation with the Geographical Names Board and Council.	
	3. For Aboriginal naming and dual naming, the proponent is required to consult with the NSW Geographical Names Board, Traditional Custodians, local language subject matter experts (and Knowledge Holders where appropriate) (Section 2.1.2 of the Guideline).	In connection with the above, should Aboriginal naming be utilised the proponent will consult with the relevant parties as nominated within the DCP.	Yes
	 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.	Yes
PO8 Wayfinding signage incorporates Aboriginal language, knowledge and art to enhance and strengthen the cultural connection to place.	 Wayfinding signage for development proposals is to be informed by cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate). 	This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB). The Framework Report identifies that where possible, there will be use of Dharug/Dharawal/Gandangara language in naming and wayfinding subject to the appropriate consultation.	Yes
	2. Wayfinding signage is to consider the inclusion of elements that reflect the history and pronunciation of the associated Aboriginal name(s) in the wayfinding strategy.	In connection with the above, should Aboriginal naming be utilised it will consider the inclusion of elements that reflect the history and pronunciation of the associated Aboriginal name(s).	Yes

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	 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.	Yes
2.2.1 Aboriginal Cultural Herita	ge		
Objectives O1. Ensure adequate protection archaeological resources.	n and appropriate management of	An ACHA was completed by Ecological (Appendix P) which identifies the site has been heavily disturbed from past land use. The ACHA recommends mitigation measures to ensure cultural values of the Aboriginal sites and potential deposits be protected	Yes
O2. Ensure long-term heritage conservation outcomes are retained or interpreted to reflect the history of the Aerotropolis area.		As above, the site has been assessed to indicate many of the registered Aboriginal sites could not be reidentified and have likely been impacted by the previous land use. Notwithstanding, measures are in place to protect the cultural heritage values of the site. In addition, the cultural values of the site and locality have been considered and interpreted into the design.	Yes
O3. Preserve the scenic and cultural heritage connections and values of waterways, riparian lands and ridgelines.		The scenic and cultural heritage connections and values have been identified and integrated into the design of the development. The Master Plan acknowledges the importances and celebrates the waterways, riparian lands and ridgelines.	Yes
PO1 New development adjacent to or within the vicinity of an	 New development is appropriately sited to ensure that the curtilage or setting of 	An ACHA was completed by Ecological (Appendix P) which identifies the site has been heavily disturbed from past land use, many of the registered Aboriginal sites could not be reidentified and have likely been impacted by the	Yes

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item or place of Aboriginal heritage significance or cultural value should not	the Aboriginal item or place of cultural value is retained.	previous land use. Accordingly, the ACHA recommends mitigation measures to ensure cultural values of the Aboriginal sites and potential deposits be protected.	
Impact on that item, or place. Development is to consider visual and physical connections between items and places	2. The development must consider surrounding landscaping, topography, views and connection with other Aboriginal sites. Possible uses for sites with identified Aboriginal heritage include passive open space, environmental conservation, and riparian corridors.	 This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB). The development considers: Emphasis on maintaining east-west view corridors to highlight views towards the Blue Mountains and the relationship between Wianamatta and Badgerys Creek. Providing 42.8ha of open space and riparian corridors, which will deliver an integrated blue and green grid across the site. Of note, this includes the central creek passing north south through the site which will enhance the riparian corridor connectivity and connection with country. South Creek PAD is in open space. If impacts are proposed, further investigations are required (including landscaping). The remainder of the site has been investigated and the high sensitivity site is within the riparian corridor and should be conserved. Additionally, the ACHA (Appendix P) includes an archaeological survey, which assessed the landform, topography and levels of ground disturbance and proximity to other sites. The investigation concluded that the land of the study area had been disturbed by past agricultural practices such as the construction of dams, ploughing and 	

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		modification of drainage channels and the levelling of the crest.	
PO2 Heritage items and landscapes shall provide for long-term conservation outcomes.	 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. 	 This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin (Appendix BB) as well as the other supporting specialist frameworks, including, but not limited to: The Connecting with Country Framework provides recommendations on the opportunities to engage with heritage and culture through signage and naming The Public Art Strategy (Appendix PP) identifies the procedures to integrate Aboriginal knowledge and values into the art making process. The Urban Design Report (Appendix D) details how the proposed open space, riparian corridors and built form will facilitate the appropriate level of access and opportunities for the sharing of Aboriginal cultural heritage, knowledge and values 	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 ACHA (Appendix P) recommends that AHIMS sites have been identified within areas of the Master Plan be appropriately conserved and managed to ensure the cultural values of the Aboriginal sites and potential deposits be protected.	Yes
PO3 The archaeological potential of sites is to be determined	 Any land with the potential to contain archaeological remains is to be subject to detailed investigations and assessment to determine the level of 	An ACHA was completed by Ecological (Appendix P) which identifies the site has been heavily disturbed from past land use, many of the registered Aboriginal sites could not be reidentified and have likely been impacted by the	Yes

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as part of detailed site investigations. Aboriginal archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	 archaeological intervention required. Intervention may include the following: c. Unexpected finds procedure; d. Monitoring during works; or e. Formal salvage excavation. 	previous land use. Accordingly, the ACHA recommends mitigation measures to ensure that conserved and managed to ensure the cultural values of the Aboriginal sites and potential deposits be protected. This includes the requirement for an AHIP prior to future development of the study area to cover impacts to AHIMS sites located within the proposed development footprint.	
2.2.2 Non-Aboriginal and Europ	bean Heritage		
Objectives O1. Ensure that development in sited to protect the heritage sig	n the vicinity of heritage items is designed and nificance of the item and its setting.	Assessments have been completed to confirm there are no listed or unlisted potential heritage items within 100m buffer of the study area.	Yes
O2. Ensure adequate protection and appropriate management of archaeological resources.		Measures are in place to ensure any items of heritage significance discovered will be appropriately managed and protected.	Yes
O3. Ensure that as much archaeology of Local, State, and potential National heritage significance is retained on site and interpreted within the new developments.		The site is does not contain an item of heritage significance, nor is there a listed or unlisted potential heritage item within 100m buffer of the study area.	Yes
O4. Ensure the continued relevance of historic values through long-term heritage conservation outcomes that reflect the history of the Aerotropolis area.		As above. Notwithstanding the local cultural values have been considered in the proposal to ensure they are respected and enhanced.	Yes
PO1 Inappropriate or unsympathetic alterations and additions of heritage	 Alterations and additions to existing heritage items do not dominate or detract from the original building in terms 	N/A – The site does not meet the criteria for local or state heritage significance, nor does it contain unlisted items of	N/A

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items are removed, and significant missing details and building elements are reinstated.	of scale, materials, siting, landscaping, and views.	potential heritage significance. Therefore, this benchmark is not applicable.	
	2. Any unsympathetic or inappropriate previous alterations or additions are removed.	N/A – The site does not meet the criteria for local or state heritage significance, nor does it contain unlisted items of potential heritage significance. Therefore, this benchmark is not applicable.	N/A
PO2 The impact of new development adjacent to or within the vicinity of a heritage item is minimised.	 Development in the vicinity of a heritage item minimises the impact on the setting of the item by: Providing an adequate area around the building to allow interpretation of the heritage item; Retaining original or significant landscaping (including plantings with direct links or association with the heritage item); Protecting and allowing the interpretation of archaeological features; and d. Retaining and respecting significant views to and from the heritage item. 	There are no listed or unlisted potential heritage items within 100m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
	8. 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.	There are no listed or unlisted potential heritage items within 100m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items or their siting.	N/A

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	9. 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.	There are no listed or unlisted potential heritage items within 100m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items or their siting.	N/A
	10. 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.	There are no listed or unlisted potential heritage items within the study area or within 100m buffer of the study area. Therefore, this benchmark is not applicable.	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.	 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. 	There are no listed or unlisted potential heritage items within 100m buffer of the study area. Therefore, the proposed development would not impact significant historical patterns of subdivisions.	N/A
	2. Any significant historical pattern of subdivision and lot sizes is to be retained.	There are no listed or unlisted potential heritage items within 100m buffer of the study area. Therefore, the proposed development would not impact significant historical patterns of subdivisions.	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.	There are no listed or unlisted potential heritage items within 100m buffer of the study area. Therefore, the proposed development would not impact significant historical patterns of subdivisions.	N/A
PO4	1. Any works that may impact a known, or potential, archaeological site must have	The Historical Heritage Assessment prepared by Ecological (Appendix KK) identifies that study area has low	Yes

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Archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	an archaeological assessment undertaken to determine the archaeological significance of the site and appropriate management procedures.	archaeological potential, and if an archaeological resource is present, it would not meet the heritage criteria to be considered locally significant, nor would it be considered 'relics' under the Heritage Act 1977. Whilst the study area has been assessed as having no archaeological potential, the report recommends that best practice be adopted, including an unexpected finds procedure.	
2.3.1 Waterway Health and Rip	arian Corridors		
Objectives O1. Protect and restore native a connectivity, ecological condition	and riparian vegetation to improve the on, and function of ecosystems.	The Master Plan seeks to protect and enhance the ecological outcomes of the site by creating a well connected green and blue grid.	Yes
O2. Ensure that development d	loes not adversely affect aquatic fauna.	The proposal will restore the riparian corridors traversing the site which will enhance the riparian vegetation and fauna.	Yes
O3. Effectively manage indirect and ongoing impacts of development adjacent to waterways to ensure vegetation in the riparian area, aquatic fauna, water quality and quantity is protected and maintained.		The riparian corridors are enhanced and rehabilitated to ensure improved outcomes for the site. Water quality, riparian vegetation, and biodiversity outcomes are achieved.	Yes
O4. Reinstate more natural con riparian land while not increasin	nditions in highly modified waterways and ng flood risk.	Water quality and water quantity is improved through the rehabilitation of the waterways.	Yes
PO1 Development retains and restores native vegetation and riparian corridors.	 Development maintains and protects waterways in accordance with the following guidelines: Strahler Order 1 watercourses with a catchment area of less than 15 hectares can be re-constructed and 	The Civil Engineering Report prepared by AT&L (Appendix Z) and the Integrated Water Cycle Management Plan (IWCMS) (Appendix MM) prepared by Infrastructure & Development Consulting (IDC) provide for solutions to Benchmark 1(a) and (b) relating to stormwater and drainage modelling.	1a. Yes 1b. Yes 1c. Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 /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. 	Strahler stream order 2 and above will be maintained in a natural state other than two reaches in Riparian Corridor 3. In this corridor, land use change, the introduction of a riparian street per the Precinct Plan and stormwater infrastructure to be implemented upstream of the corridor is necessary for land development and would leave this watercourse with reduced flows. This riparian corridor is proposed for re-alignment alongside the riparian street and to suit road geometry requirements in accordance with the Precinct Plan. A Vegetation Management Plan (VMP) which is approved as part of the IPG Master Plan process will be implemented to rehabilitate the retained riparian corridors.	1d. Yes
	 Retain areas of the Proteaceae shrubs for the Eastern Pygmy Possum Cercartetus nanus along or adjacent to 	Proteaceae were not recorded within the subject land, however the VMP can include provision of planting shrubs belonging to this family for Eastern Pygmy Possum.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	riparian areas to improve and maintain habitat connectivity.		
	5. Weeds from creeks, streams and riparian areas are removed and replaced with appropriate native planting.	Weeds would be removed and replaced to maintain fauna habitat as part of the VMP, which will be prepared and implemented at a future development stage pending Master Plan approval.	Yes
	6. Locate stormwater infrastructure including pipelines and detention basins wholly on certified-urban capable land consistent with the Plan's biodiversity consistent with the Plan's biodiversity certification approvals. Stormwater infrastructure is not to be located within land identified as avoided or land managed as a reserve.	Stormwater infrastructure is largely located on certified land (not certified urban-capable, as this is a term under the Cumberland Plan Conservation Plan that does not apply to the subject land). The avoided land category does not apply, and no land identified as a reserve is located within the subject land. Some stormwater infrastructure for the purposes of water sensitive urban design (WSUD) may be located within the non-certified portion of the subject land – please refer to the AT&L stormwater report (Appendix MM).	Refer to Comment
PO2 Protect key aquatic habitat where it occurs.	 Where aquatic habitat exists, proposed development responds to Policy and Guidelines for Fish Habitat Conservation and Management by the Department of Primary Industries and other relevant guidelines. 	A Riparian Assessment has been prepared by Ecological (Appendix RR) which includes an assessment of the Masterplan against the Fisheries Management Act. The assessment report identifies that the treatment of Riparian Corridor #3 requires removal of a portion of Type 3, Class 4 key fish habitat. However, the area proposed to be removed is heavily degraded with only overland flow and would not sever connectivity between fish habitats. Crossing designs have not been provided for this assessment. The remainder of the subject land protects other key fish habitat (3rd order and above).	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	2. Aquatic fauna habitat is rehabilitated in streams of Strahler Order 2 and higher.	As above.	Yes
	3. Existing habitat, such as fallen debris, is retained in streams of Strahler Order 2 and higher.	As above.	Yes
PO3 Development provides increased connectedness to high quality passive open space and the blue-green grid.	 Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian areas and species movements in accordance with NSW Department of Primary Industries' requirements to maintain fish passage. 	The Riparian Assessment prepared by Ecological (Appendix RR) identifies that road crossings will be designed and constructed in accordance with DPI Fisheries Policy and Guidelines for Fish Friendly Waterway Crossings. The major roadway proposed through the centre of the study area is the Eastern Ring Road (ERR). The western waterways will be channelised under the ERR to allow for continued species movement.	Yes
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.	 Riparian streets are to be designed generally in accordance with the indicative cross sections at Figure 2 and Figure 3 and Guidelines for Controlled Activities on Waterfront Land—Riparian Corridors Published by NSW Department of Industry in May 2018. 	A Riparian Street is proposed on the north side of Road 07 and has been designed in accordance with the DCP.	Yes.
	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.	Active transport paths, as well as seats and lighting, are accommodated in the outer 50% of the riparian corridors. Occasional encroachments into the inner 50% occur in the eastern and central corridors. These elements are consistent with the VMP at Appendix D of the Master Plan in that it may be used to compensate for the encroachments by revegetating further than what is	Partially compliant

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		required in other locations of the riparian corridors, as per the VMP. The Master Plan open space layout provides improved connectivity through the central riparian corridor compared to the Precinct Plan, particularly to facilitate connectivity, permeability and the activation of the riparian corridor.	
	3. On the side of the riparian corridor that is not adjacent to a public road, the outer 50% of the riparian corridor can form part of the front setback of development lots, provided the part of the setback that is within the riparian corridor is used for landscaped area and paths only (with permeable or semi-permeable surfaces).	As above.	Refer to comment.
	 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 	N/A – The mixed-use zone is not applicable to the site.	N/A

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	surfaces on the lot must be outside the riparian corridor		
	5. Within the Enterprise zone, development that includes office, retail or other active uses that create an active façade with surveillance to the riparian corridor or street may have a zero lot setback to the boundary fronting the street or riparian corridor. Where there is no street between the riparian corridor and the lot boundary, the lot may encroach into the outer 50% of the riparian corridor providing buildings and hard surfaces are set back at least to the outer boundary of the riparian corridor.	Riparian corridors are integrated throughout the Master Plan area and provide green and blue amenity to the frontage of the industrial and enterprise uses of the subject land. Hard surfaces such as roads and hardstand will be set back from the riparian corridors, and waterway crossings will be in accordance with the relevant DPI Fisheries guidelines where necessary.	Yes
	 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). 	The Master Plan is compliant with this control. Lots 5 and 7 have access via Road 3 and not across the raprian corridor.	Refer to Comment.
	7. Maintenance access for the stormwater drainage manager must be accommodated in the design of riparian streets. Further details on access requirements for maintenance is provided in Section 2.3.3 of the DCP	The Master Plan is compliant in that all maintenance corridors have been identified which allows the asset owner to maintain them.	Yes
2.3.2 Stormwater Management and Water Sensitive Urban Design			

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Objectives O1. Manage indirect and ongoing impacts of development on waterways to ensure that Wianamatta-South Creek Catchment water quality and flow objectives in the Aerotropolis Precinct Plan are achieved and maintained.		Impacts to the waterways are managed to ensure improved outcomes for water quality, water quantity and ecological health and compliance with the Precinct Plan.	Yes
O2. Ensure development is inte the Wianamatta-South Creek C	grated with water cycle management to meet atchment stormwater management targets.	Stormwater targets are achieved through the implementation of water cycle management measures.	Yes
O3. Utilise stormwater for passive irrigation of street trees to promote healthy trees, optimise canopy cover and contribute to streetscape, urban cooling and amenity.		Water Sensitive Urban Design Measures are employed to ensure the passive irrigation of the site, including street trees, urban cooling and amenity.	Yes
O4. Ensure overland flows are conveyed in a safe manner to the trunk drainage system.		Overland flows will be captured by the stormwater infrastructure and conveyed in a safe manner.	Yes
O5. Protect, maintain and restore the ecological condition, hydrology and hydrogeology of aquatic ecosystems (including but not limited to wetlands and riparian lands).		The blue-green grid is enhanced to restore and rehabilitate the waterways as well as the ecological and aquatic ecosystems.	Yes
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	 Compliance with the water quality targets below are satisfied where development applications demonstrate: To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system; and The requirements of PO4 in Section 2.3.2 are met. 	The Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) identifies that results of the MUSIC model demonstrate compliance with both the stormwater pollution removal and flow duration targets. The stormwater management system proposed includes a series of, and a subsequent scenario where the entire upstream catchments are developed. WSUD measures that are consistent with the <i>Technical Guidance for Achieving</i> <i>Wianamatta South Creek Stormwater Management Targets</i> and the DCP. This modelling demonstrated satisfactory performance in both a scenario where the subject site only is developed.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
stormwater system once operational.	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.	The proposed stormwater management system is not dependent on the Regional Stormwater system. The proposed basins are permanent and meet the waterway health objectives of the Precinct Plan.	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	 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 Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) identifies that results of the MUSIC model demonstrate compliance with both the stormwater pollution removal and flow duration targets. The stormwater management system proposed includes a series of, and a subsequent scenario where the entire upstream catchments are developed. WSUD measures that are consistent with the <i>Technical Guidance for Achieving</i> <i>Wianamatta South Creek Stormwater Management Targets</i> and the DCP. This modelling demonstrated satisfactory performance in both a scenario where the subject site only is developed.	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.	As above.	Yes
PO3	1. The WMS is to provide details of:	The Integrated Water Cycle Management Plan prepared by IDC identifies that to meet the relevant stormwater quantity, quality and flood management measures, the proposal will	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Development applications must include a Water Management Strategy (WMS).	 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). 	be delivered with the appropriate water management measures. DRAINS modelling software has been used to calculate the Hydraulic Grade Line (HGL) of the proposed estate-wide stormwater network, including pits, pipes, overland flow paths and detention basins. Detailed designs of overflows from wetlands to ponds and ponds to creeks will be designed at the next phase to ensure that the wetlands are able to discharge flows in a safe manner without overtopping onto the proposed cycleways. Due to the levels of the roads across the site, some pipes directed to the proposed wetlands may be submerged, however, the hydraulic modelling has confirmed that it will be able to satisfy the relevant design requirements.	
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.	 Development includes the following stormwater management measures within each lot created by the development: Minimum pervious areas to meet the requirements of PO8. Gross pollutant traps (GPTs) designed in accordance the 	 The proposed stormwater management treatment train for the site includes regional measures only and complies with all performance targets. This includes: Gross pollutant traps Wetlands Stormwater harvesting ponds 	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	 On-site stormwater detention GPT's upstream of wetlands and passive irrigation of street trees is utilised also, but not relied upon for water management functions. Additional on-lot initiatives are possible and at the discretion of future owners, but any performance benefits would be over, and above the minimum targets already met. 	
PO6 Development must not increase existing urban salinity or result in increased salt loads in waterways, wetlands, drainage line or soils.	 A salinity and or sodicity hazard assessment is required to ensure no impacts to both the waterways and built infrastructure. 	As part of the Geotechnical Assessment conducted by Cardno, results of analytical testing of the soils at the site were compared to the following guideline values derived from of Department of Land Water Conservation NSW, 2002: Site Investigations for urban salinity. It was found that the site is categorised as non-saline. A salinity management plan is recommended to be prepared prior to construction subject to further testing. Whilst the site has been found to be non-saline, further testing can occur at the earthworks stage and if any if any salinity is detected, a Salinity Management Plan can be implemented at that stage. Further, all water management infrastructure is to be lined to prevent any infiltration of additional water to below soil layers.	Yes
	 All WSUD systems must incorporate an impervious liner, unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater 	All water management infrastructure is to be lined to prevent any infiltration of additional water to below soil layers.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	will not adversely impact the water table and soil salinity (or other soil conditions).		
P07 Drainage is designed to safely convey overland flows.	 Designs shall ensure that flows are safely conveyed to avoid unsafe conditions for pedestrians and vehicles and to meet the requirements of Australian Rainfall & Runoff Guidelines 2019. 	Gutters and overland flow paths along roads and open spaces have been designed to safely convey overland flows. The Civil Infrastructure report prepared by AT&L identifies that the highflow weir will be designed at the next phase to ensure that the wetlands are able to discharge excess flows in a safe manner without overtopping onto the proposed cycleways. Due to the levels of the roads across the site, some pipes directed to the proposed wetlands may be submerged, however, the hydraulic modelling has confirmed that it will be able to satisfy the relevant design requirements	Yes
	2. Trunk drainage capable of conveying 1% AEP flow shall be designed as naturalised channels connecting to the existing stream system.	There are no drainage pipes draining catchments greater than 15ha capable of conveying 1% AEP flows. The integrated water cycle management plan by IDC includes a flood study that demonstrates satisfactory performance of the creek lines as trunk drainage infrastructure in the 1% AEP event.	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.	As above.	Yes
	4. Naturalised trunk drainage channels will commence when 15 ha of catchment contribute runoff flows.	As above.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO8 Lots achieve minimum perviousness to meet stormwater drainage manager requirements and green and cooling objectives.	 Development is to demonstrate that the perviousness rates identified below are achieved. Development in the Enterprise and Agribusiness Zone: iii. Employment – business, commercial, light industrial (three storeys and above) – 30% iv. Employment – Large format industrial and light industrial (up to two storeys) – 15% 	The proposed Local Centre as well as the business/enterprise area will achieve 63.6% and 59.1% perviousness respectively. All warehouse developments within individual lots adhere to the minimum 15% deep soil area of the total site area.	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% 	Noted	Yes.
2.3.3 Management and Access	to Regional Stormwater infrastructure and Wate	erways	
P01 Regional infrastructure Stormwater assets (including land and infrastructure) are managed and maintained	 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 	As mentioned earlier, all water management infrastructure is regional and has been nominated for acquisition by Sydney Water. As part of this Masterplan, the Land Reservation Acquisition Map in State Environmental Planning Policy (Precincts – Western City) 2021 is sought	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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 long of and access tion and 	to be amended to reflect the amended Stormwater Riparian corridor alignment.	
	to be borne by the developer.		
P02 Development provides management access to the stormwater drainage manager	 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. 	IPG is working with Sydney Water on the regional stormwater system, access and maintenance. Ownership is expected to be resolved in July 2024.	

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	2. The maximum area of land to be designated for access for this purpose is the vegetated riparian zone or the 1% AEP, whichever the greater, for all waterways. All costs associated with the value of land and easement creation are to be borne by the developer.	Noted	Yes
2.4 Vegetation and Biodivers	ity		
2.4.1 Deep Soil and Tree Cano	ру		
Objectives O1. Provision of de-compacted sustainable tree growth to incre	deep soil zones to provide sufficient space for ease the canopy cover across the Aerotropolis.	Sufficient deep soil zones will be achieved to support high quality canopy cover across the site.	Yes
PO1 Consolidate areas of deep soil and tree canopy and provide minimum dimensions which allow for sufficient tree planting.	 Tree canopy and deep soil is provided in accordance with Table 2. Applicants must also have regard for the site coverage and relevant pervious surface targets outlined in this DCP. 	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the tree canopy coverage for Riparian Corridors will have a minimum coverage of 50% in accordance with the DCP targets for park and open space. However, the tree canopy target contradicts the Wildlife Risk performance measures, looking to minimise wildlife attracting habitat. On lot landscaping will aim for a tree canopy cover of approximately 15%, streetscape and road corridors will target 50% and the Local Centre lots will target 25% canopy coverage. The canopy targets across these areas seek to provide a balanced approach between Aviation safeguarding measures and DCP Canopy Coverage targets.	Refer to Comment

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		Within on-lot setback landscape areas, the proposed strategy is for groups of screening trees, which do not exceed more than 5 trees. These groups are spread apart with only understory planting beneath the canopy areas. This is to ensure screening and a soft interface can be achieved, whilst ensuring wildlife hazard considerations are be met. It is also to deliver on a staggered approach to landscape screening whilst not creating dense vegetated on-lot setbacks that will attract nesting birds and wildlife.	
	2. Deep soil areas are to be a minimum 3m by 3m in dimension.	The Architecture Design Statement prepared by SBA Architects (Appendix T) acknowledges the requirement for deep soils areas to have minimum dimensions of 3m. Accordingly, the Masterplan estate design has adopted a minimum 3m setback to side and rear boundaries to streamline the deep soil efficiencies.	Yes
	3. Consolidate deep soil areas by establishing them right up to abutting boundary walls and fence lines.	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the Masterplan will consolidate areas of deep soil and provide minimum dimensions which allow for sufficient tree planting.	Yes
	4. Consolidate deep soil in setback areas and locate with adjoining deep soil areas in adjoining properties.	As per point above.	Yes
	 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 	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the tree canopy coverage for Riparian Corridors will have a minimum coverage of 50% in accordance with the DCP targets for park and open space.	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	outside the spaces identified for the court or field area.	 However, the tree canopy target contradicts the Wildlife Risk performance measures, looking to minimise wildlife attracting habitat. On lot landscaping will aim for a tree canopy cover of approximately 15%, streetscape and road corridors will target 50% and the Local Centre lots will target 25% canopy coverage. The canopy targets across these areas seek to provide a balanced approach between Aviation safeguarding measures and DCP Canopy Coverage targets. Otherwise, the Landscape Plan prepared by Site Image notes that the landscape design looks to consolidate areas of deep soil and provide minimum dimensions which allow for sufficient tree planting. 	
	 Deep soil planting areas are to be de- compacted before planting with no services to be installed within these zones. 	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the ideally soils will have: 500 mm depth that is freely draining & adequate nutrients, aeration and water retention and be uncompacted, separated from the proposed services trench.	Yes
2.4.2 Protection of Biodiversity			
Objectives O1. Ensure consistency with the requirements of the relevant biodiversity certification for the subject land where applicable.		The proposed Master Plan is located primarily within biodiversity certified land. The impact area is currently wholly biodiversity certified, however it is understood that the intention of HBV under the Precinct Plan is that it will become non-certified land. No further assessment of biodiversity under the BC Act is required for biodiversity certified land.	Yes
Performance Outcomes	Benchmark Solutions	Comment	Compliance
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O2. Ensure construction and op to native vegetation and ecolog	perational works avoid and minimise impacts lical communities.	Impacts to native vegetation and ecological communities is managed and avoided where possible.	Yes
O3. Retain and protect native vegetation areas, particularly those with Aboriginal cultural value, and provide for areas with a size and configuration that will allow for the survival and improvement of the native vegetation communities.		No native vegetation mapped as HBV will be cleared. The Master Plan will promote biodiversity values to achieve an improved outcome for the site.	Yes
O4. Implement the Sydney Reg Order where applicable.	jion Growth Centres Biodiversity Certification	Noted.	Yes
O5. Implement the Cumberland Plain Conservation Plan (CPCP) where applicable.		Noted. The proposed Master Plan is located primarily within biodiversity certified land.	Yes
O6. Manage fire risk by regimes that protect biodiversity and habitats in the long term		Noted. All APZ will be consistent with requirements of Planning for Bushfire Protection 2019	Yes
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	 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 	The proposed Master Plan is located primarily within biodiversity certified land. The impact area is currently wholly biodiversity certified, however it is understood that the intention of HBV under the Precinct Plan is that it will become non-certified land. No further assessment of biodiversity under the BC Act is required for biodiversity certified land. However, it is noted that some areas of HBV are to be impacted as described above. Areas that are not subject to development and contain TECs will be managed in accordance with a VMP to address the benchmark solutions of PO2.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	Department of Environment and Climate Change, 2005).		
	2. Fencing is to be constructed where required to protect threatened species habitat. Site design allows access to fencing for ongoing maintenance.	As above.	
	3. Temporary protective fencing to be erected around areas identified for conservation on or immediately adjoining the site prior to construction commencing.	Details of temporary fencing will be provided under the Construction Environment Management Plan (CEMP) and will be in accordance with the DCP. No-go areas will be delineated with protective fencing prior to works, to protect habitat that is not within the impact area and specifically within riparian corridors.	Yes
	4. Allow public access to temporary fencing to ensure ongoing maintenance throughout construction.	As above.	Yes
	5. Protect integrity of temporary fencing during construction.	As above.	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).	Barriers to movement of fauna are not expected to occur because of vegetation removal. Movement of fauna will be facilitated through the central riparian corridor (to be rehabilitated) and the major east and west corridors. The proposed development will therefore not encumber the movement of native animals through the landscape, or fragment significant native fauna habitats.	Yes
	 Locate Asset Protection Zones (APZs) for bushfire protection wholly within certified land. The appropriate APZ 	All APZs are located outside areas maintained for Biodiversity, predominantly within open water, pedestrian spaces, roads and within the building curtilage of individual	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	lots. All APZs will be consistent with requirements of Planning for Bushfire Protection 2019 and the radiant heat load used is less than 29 kW/m2 (residential equivalent) which will facilitate use of exempt and complying framework.	
	8. Contain domestic cats and dogs within certified-urban capable land, consistent with relevant council guidelines as permitted and appropriate.	The control of domestic animals is not relevant as the proposed Master Plan does not include residential development.	N/A
	 Provide for the reuse of native plants (including but not limited to seed collection) and topsoil from development sites that contain known or potential native seed bank. 	Seed collection of native vegetation is recommended prior to any clearing as described for the patch of PCT 4023.	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.	No wildlife corridors are located within the impact area as no wildlife corridors are mapped in the DCP, CPCP or Aerotropolis Precinct Plan. The Badgerys Creek riparian corridor, the central riparian corridor and South Creek/Wianamatta will be protected and rehabilitated under a VMP (ELA 2023a). This will provide substantial fauna connectivity throughout the subject land and into the wider landscape. Barriers to movement of fauna are not expected to occur as a result of vegetation removal. The proposed removal of HBV occurs in a small, isolated patches of exotic grassland – no native vegetation mapped as HBV will be cleared. Movement of fauna will continue be facilitated by the large extents of habitat within open space across the subject land, totalling 9.17 ha of native vegetation. The proposed Master Plan will therefore not	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		interfere with the movement of native animals through the landscape, or significantly fragment native fauna habitats.	
	2. Movement of fauna is facilitated within and through wildlife corridors by:	As above.	Yes
	 Ensuring that development, services and landscaping associated activities do not create barriers to the movement of fauna along and within wildlife corridors. 		
	 Protect fauna from potential construction hazards during pre- construction and construction. 		
	c. Prepare a pre-clearance native fauna survey immediately prior to clearing of native vegetation to ensure that arboreal mammals, roosting and hollow-using birds, bats and reptiles are stopped from accessing any vegetation to be cleared and are translocated prior to clearing. Translocation may require a licence from NSW Environment, Energy and Science under the Translocation Operational Policy.		
	 Adopt and implement open structure design for roads adjacent to known populations of the 		

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	 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	The development is not within 100 m of a Grey-headed Flying-fox camp. No raptor species were assessed as potentially or likely to be using the impact area, therefore raptor setbacks are not applicable.	N/A

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	from the nest to the nearest foraging grounds.		
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 majority of the impact area in proximity to the 'conservation area' (i.e., avoided land) is associated with stormwater infrastructure. Mitigation measures are provided to ensure lighting is in accordance with ASNZS 4282:2019 Control of the obtrusive effects of outdoor lighting. Measures such as shielding and use of warm-toned lights in proximity to the riparian corridor/avoided land will be utilised to ensure light impacts are minimised.	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.	Yes
	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.	As above.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	4. Ensure that any residual noise impacts on wildlife arising from development are appropriately mitigated	Daily timing of construction activities is recommended in accordance with the standard daytime hours to avoid noise impacts to wildlife during the evening and night.	Yes
PO6 Bushfire risk is minimised.	 Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones. 	All APZ are located outside areas maintained for Biodiversity, predominantly within open water, pedestrian spaces, roads and within the building curtilage of individual lots. All APZ will be consistent with requirements of Planning for Bushfire Protection 2019 and the radiant heat load used is less than 29 kW/m2 (residential equivalent) which will facilitate use of exempt and complying framework. There is no reliance on other hazard reduction techniques within native vegetation areas, such as burning.	Yes
PO7 Retain and protect koala populations and their habitats through mitigating indirect and ongoing impacts from development.	 For all certified-urban capable land adjacent to koala habitat, the following controls apply: Design subdivision layout, including perimeter roads and asset protection zones to reduce impacts to, and protect areas of, adjacent koala habitat. Signpost areas adjoining koala habitat to identify koalas in the area and associated penalties for non- compliance. Exclude planting tree species in open space, recreation areas and urban streets that are koala feed tree species set out below by 	Koala have not been recorded on the site or within proximity to it. The Subject land is not within a koala management area under Chapter 3 or 4 of the Biodiversity and Conservation SEPP. Therefore, the Subject land is not adjacent to koala habitat. Regardless, mitigation measures to avoid indirect and ongoing impacts to habitat outside the impact area have been provided in Section 6. Specifically, a preclearance survey has been recommended which will identify and relocate any fauna, including unlikely koala individuals, utilising the trees within the impact footprint prior to their removal. Consideration of the Biodiversity and Conservation SEPP in relation to Koala has been provided in Section 4.2 of the Biodiversity Assessment Report by ELA 2024.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 Schedule 2 – Central and Southern Tablelands and Central Coast Koala Use Tree Species of the State Environmental Planning Policy (Koala Habitat Protection) 2021. d. An ecologist shall be present through the duration of any pre- 		
	clearance koala surveys and vegetation clearing works to maintain oversight and responsibility of the activities and koala translocation.		
	 2. Where a koala exclusion fence is not installed between koala habitat and certified-urban capable land, the following development controls apply: a. Prepare a pre-clearance koala survey immediately prior to the removal of native vegetation to ensure minimal disturbance to koala habitat. Implement a 	As above.	Yes
	translocation plan if koalas are found. Translocation may require a licence from NSW Environment, Energy and Science (EES) under the Translocation Operational Policy.		

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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.		
	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.		
	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.		
	f. Manage roadside vegetation to increase the visibility of koalas.		
	g. Implement traffic calming measures for all development		

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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 V	/egetation		
Objectives		Vegetation is enhanced within the project boundary to achieve improved biodiversity outcomes whilst balancing	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O1. Conserve and manage exist of habitat and tree canopy cove	sting vegetation and contribute to the increase r within the Aerotropolis.	the requirements of wildlife hazards in regards to airport operations and safety.	
O2. Retain and preserve signifitient to the Western City Parkland vision and to mitigate effects of climated to mitigated to mitigate effects of climated to m	cant trees and other vegetation to contribute sion, vegetated ridgelines, and urban cooling e change.	Trees and vegetation to be removed because of the proposed masterplan will be done so in accordance with the BC Act.	Yes
O3. Protect and enhance native ecological communities, signific appropriately mitigating risks fro	e vegetation communities, threatened ant tree habitat and canopy, while om natural hazards.	No native vegetation mapped as HBV will be cleared. The Master Plan will promote biodiversity values to achieve an improved outcome for the site.	Yes
O4. Mitigate impacts of development and associated works on threatened ecological communities to improve and enhance ecological condition over the long term.		Areas that are not subject to development and contain TECs will be managed in accordance with a VMP.	Yes
O5. Prioritise development on land clear of vegetation and avoid locating development on steep and densely vegetated land.		This will be upheld where possible noting that the existing site has been largely cleared and no densely vegetated land is being proposed to be cleared. However, due to the large format of buildings and the need for bulk earthworks to create suitable levels, retention of all trees within the impact area is unlikely to be practical.	Yes
O6. Where site conditions require it, adopt the use of underground engineered tree pits to harvest rainwater and provide sufficient space for the development of tree roots and avoid conflict with surrounding infrastructure.		Noted.	Yes
PO1 Existing trees and vegetation are retained, protected, enhanced, and incorporated into the development, wherever possible.	 Development is designed to minimise impacts on trees, except for invasive species and/or noxious weeds. 	Due to the large format of buildings and the need for bulk earthworks to create suitable levels, retention of trees within the impact area is unlikely to be practical. The Biodiversity Assessment Report prepared by ELA identified five hollow-bearing trees will be removed because of the proposed Master Plan, in addition to eight stags. Three stags and one 100 mm hollow-bearing tree will be retained.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		Additional habitat trees are likely to occur in the east and west riparian corridors – there were not comprehensively surveyed for hollows or stags considering they are to be retained.	
		Trees and vegetation to be removed because of the proposed masterplan will be done so in accordance with the BC Act. To mitigate potential impacts to fauna, a preclearance survey must be undertaken prior to felling of trees in accordance with the FFMP (ELA 2024a).	
		Furthermore, the proposed masterplan incorporates site- specific landscaping and public domain works including footpaths, street trees, rehabilitation under a VMP and general landscaping. Where possible, vegetation consistent with remnant PCTs has been used for landscaping purposes.	
	2. Development is designed to minimise removal of trees (includes vehicular access, utility installations and ancillary development).	As above.	Yes
PO2 Minimise threats to the long- term survival of existing trees through tree preservation zones and pruning techniques.	 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 	Trees within the retained area will be protected using tree protection zones, which will delineate 'no go' zones for vegetation removal at the construction phase as per the CEMP prepared by SLR Consulting. Where possible, trees will be pruned instead of removed.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	Tree Protection Plan (Drawing and Specification).		
	 Any pruning or tree removal works that may impact threatened ecological communities are to adhere to the following best practice guidelines: Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (Department of Environment and Climate Change NSW, 2008) within and adjacent to the threatened ecological community; and Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (Department of Environment and Climate Change NSW, 2005). 	In connection with the above, should there be a risk any pruning or tree removal impacts threatened ecological communities, they will adhere to the following best practice guidelines.	Yes
	3. Development is designed to avoid impacts on trees, except for priority weeds in accordance with the Council's weed policy.	As above.	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	In connection with the above, the appropriate design measures for existing trees will be established.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	the 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.	 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. 	One hollow-bearing tree is proposed to be retained. Five hollow bearing trees will be removed because of the proposed masterplan. A FFMP (ELA 2024a) has been prepared that recommends that nest boxes are installed the existing vegetation of the east and east riparian corridors within the subject land. Hollow bearing trees that are felled should be cut into large sections and retained as deadwood within the VMP area.	Yes
	2. All nesting boxes and hollows shall be mounted at least 5m above the ground.	In connection with the above, any nesting boxes and hollows shall be mounted at least 5m above the ground.	Yes
	3. Requirement for 60% of nest boxes (replacement habitat) to be in place prior to clearing of hollow-bearing trees.	As above.	Yes
2.4.4 On Lot and Streetscape L	andscaping and Preferred Plant Species		
Objectives O1. Enhance the streetscape and promote a scale and density of planting that softens the visual impact of buildings		A Public Domain and Landscape Strategy is employed to demonstrate the high quality landscape outcomes proposed for the site to soften and enhance visual amenity.	Yes
O2. Provide a mix of canopy trees, shrubs, and groundcover to manage effects of urban heat and support environmentally sensitive design.		A diverse planting and landscape strategy is proposed to support urban cooling and support environmentally sensitive design.	Yes
O3. Landscaping and green (vegetation) assets are effectively managed, maintained and consistent with airport safeguarding requirements.		Landscaping and green assets have been designed with consideration of airport safeguarding requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO1 Plant species are provided in accordance with the preferred species identified for the Aerotropolis.	 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 Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that there is conflicting controls within the statutory planning framework regarding wildlife risk and landscaping. Although portions of the site (specifically the riparian corridors) are excluded from the restrictions of planting bird attracting species, these controls do apply to the rest of the development. The Landscape Plan provides a list of the landscape species sought to be delivered across the estate. A balanced approach on these competing requirements has been adopted, accordingly, the tree species are proposed to be delivered include: The landscape plans provide for fully restored riparian zones using species and densities that would be typical of a riparian corridor in Western Sydney and therefore include species that may attract wildlife. On-lot landscaping will feature wildlife attracting species very sparingly (only 3 or 4 per lot in Key areas) All other trees will be non- bird attracting species. Street trees will be selected from the exempt species list in the DCP (species that are not considered 'bird attracting') and that can be used within the 3km radius of the Western Sydney Airport. 	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 a well as the warehouse perimeters. Tree plantings of varying canopies and heights are proposed for these areas, as well as the internal street network to create green streets. The intended landscaping	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
intent of the architecture and built form		complements the architectural features of the proposed site as demonstrated in the Public Domain and Landscape Strategy (Appendix QQ).	
	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.	 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. Refer to the Public Domain and Landscape Strategy (Appendix QQ).	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.	 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.	An Aviation Impact Assessment (Appendix Q) has been prepared which demonstrates the Master Plan complies development controls around airport safeguards. The proposed development of buildings is permissible of up to 125.5m AHD within the site area. However, certain areas are subject to lower height restrictions that must be considered in planning future development. The maximum proposed building height subject to lower height restrictions is 96.21m AHD, which refers to the area extending south	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		from the northern-most tip of the site. If future development seeks to exceed this height further modelling will be required. The largest tree species will not breach these heights.	
	 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. 	Street Tree selection will ultimately be up to Liverpool City Council and TfNSW. Indicative species have been nominated based on a number of constraints including wildlife risk mitigation, canopy coverage, invasive roots etc During the documentation phase of the project, street tree locations will be coordinated with the civil infrastructure and the use of root barrier will be used where required. Ongoing maintenance will need to occur (as it always does) where clearance to the carriageway is an issue.	Refer to comment.
	 If required, trees can be planted in underground engineered tree pits to provide sufficient underground space to sustain the tree to maturity and beyond. 	Noted.	Yes
	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.	Trees are indicated to be planted at 8-12m spacing as per the DCP. This will allow for sufficient space for trees to reach maturity and to ensure canopy targets are met.	Yes
PO5 Landscaping design promotes safety and surveillance.	 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 of management that will be developed during documentation phase, will ensure that trees are maintained with a clear trunk to a height of 1.8m around facilities.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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 has avoided medium height shrub species along paths and close to windows and doors. Refer to the Public Domain and Landscape Strategy at Appendix QQ .	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 ensures species selected entrance does not obstruct visibility for the safe ingress and egress of vehicles and pedestrians. Refer to the Public Domain and Landscape Strategy at Appendix QQ .	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	 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. 	The Architectural Design Statement prepared by SBA Architects (Appendix T) identifies that for every 10 car parking spaces provided, an island planter bed of minimum 2.5m wide should be provided. In addition to the intended street tree plantings, the Public Domain and Landscape Strategy (Appendix QQ) design will feature at least 1 medium tree every 5 at grade car space (refer to page 98).	Yes
	2. Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road.	The Public Domain and Landscape Strategy prepared by Site Image identifies that canopy tree planting will provide shade cover across hardstand areas across the streets and	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		carparking areas with low native understorey planting ensuring sightlines are maintained throughout the carpark.	
	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 Architecture Design Statement prepared by SBA Architects (Appendix T) includes two parking scenarios such as on-grade parking and basement parking proposed for the future development in the Local Centre. These basement parking scenarios do not include basement parking that extends beyond the building envelope. Any future development will be conducted in accordance with this benchmark.	Yes
2.4.5 Street Tree Planting Requ	uirements		
Objectives O1. Utilise stormwater for passive irrigation of street trees to promote healthy trees, optimise canopy cover and contribute to streetscape and amenity.		Water Sensitive Urban Design strategies are employed to support the health of landscaping and amenity.	Yes
O2. Facilitate canopy street tre commensurate with the width o fronting that street, to enhance	e planting that reaches a mature height that is of the street and the height of development the amenity and identity of the street.	The Masterplan will facilitate canopy street tree planting that reaches a mature height that is commensurate with the width of the street and the height of development fronting that street.	Yes
O3. In preparation for planting growing environment capable of is provided.	the site is to be de-compacted to ensure that a of supporting the sustainable growth of a tree	The site will be prepared appropriately to ensure the sustainable growth of trees and planting.	Yes
PO1 Development is to incorporate street trees within	1. Street Tree heights and canopy spread are to be commensurate with the road reserve dimension.	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the Masterplan will facilitate canopy street tree planting that reaches a mature height that is commensurate with the width of the	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
public road reserves, designed to be passively irrigated through the stormwater drainage system and maximise stormwater losses through evapotranspiration		street and the height of development fronting that street, to enhance the amenity and identity of the street.	
	 Street trees are to be planted at a maximum of 10m intervals (trunk to trunk) on all local streets. 	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the Masterplan will street tree canopies will not touch and trees will be spaced 8-12m apart.	Refer to comment.
PO2 Continuous tree canopy cover is achieved along both sides of the street	1. Provide verge street trees.	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the streetscape will be planted with tree lined verges with typically large Canopy trees depending on the road typology.	Yes
	2. Provide kerb extension trees.	Noted and present within the Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ).	Yes
	3. Provide carriageway trees.	Noted and present within the Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ).	Yes
	4. Provide median street trees.	Noted and present within the Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ).	Yes
	 Retain and supplement trees along all proposed streets so that they provide green linkages across Aerotropolis. 	Trees are proposed along the internal vehicular network of the site, within the landscape setback. High quality tree canopy and landscaping contributes to re-vegetation of the area and support the green linkages across the Aerotropolis.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO3 Streets trees mitigate urban heat.	 Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day. 	As detailed in the Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) the streetscape will be planted with tree lined verges with typically large Canopy trees depending on the road typology. The targets for each road typology vary but are overall aiming for 50%. This canopy coverage accounts for the balanced approach between the aviation safeguarding measures will affect Canopy Coverage Targets for Streetscape.	Refer to comment.
	2. Provide 80% of east-west oriented streets with shade for active transit users during the hottest times of the day.	As above.	Refer to comment.
	3. Provide for deep soil planting within the streetscape, to enable trees to reach mature heights and contribute to canopy cover.	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies that the Masterplan will facilitate deep soil planting within the streetscape, to enable trees to reach mature heights and contribute to canopy cover.	Yes
	4. Provide landscaping within at grade car parking areas.	Noted and present within the Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ).	Yes
2.5 Flooding and Environment	ntal Resilience Management		
2.5.1 Flood Management			
<u>Objectives</u> O1. Ensure development in the Prone Land Policy and the prin Manual.	floodplain is consistent with the NSW Flood ciples of the NSW Floodplain Development	The Master Plan ensures key flood mitigation requirements and principles are achieved.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O2. Embed Aboriginal cultural knowledge and caring for Country practices to minimise the impact of development on flood behaviour and function of the floodplain and avoid adverse impacts to the existing flora, fauna and community.		Caring for Country practices have been acknowledged in the design of water management of the site.	Yes
O3. Minimise the flood risk to life and property, including to uses downstream, associated with the use of land considering the full range of flooding.		Flooding impacts have been managed to ensure no adverse impacts are proposed resulting from the proposed Master Plan	Yes
O4. Enable key community services and infrastructure that respond to flood threats to function during flooding		This has been acknowledged as part of the flood planning for the site.	Yes
O5. Allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change.		Development has been located on land compatible with flood function to avoid adverse impacts.	Yes
O6. Consider areas within the floodplain for amenity and recreation use where compatible with flood function and flood risk.		This has been noted in the design of the development. No development is proposed for the 1% AEP floodway.	Yes
O7. Development is not intensified in a floodway or flood storage area.		The Master Plan ensures no impacts to the existing flood behaviour or flood storage.	Yes
O8. Avoid adverse or cumulative impacts on flood behaviour and the environment.		As above.	Yes
O9. Enable the safe occupation and efficient evacuation of people in the event of a flood.		The vast majority of the site is situated above the PMF levels and evacuation is unlikely to be required.	Yes
PO1 Conveyance and storage of floodwaters through the floodplain is managed. The	<u>1% AEP Floodway and Critical flood Storage</u> <u>Areas (defined in Appendix A) Unsuitable for</u> <u>urban land uses</u>	The Flood Assessment prepared by IDC (Appendix HH) identifies that the 1% AEP floodway has been determined and demonstrated that no development is planned in this area.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
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.	 Except for concessional development, development is not permissible in this area – refer to clause 4.24 of the Parkland City SEPP. 		
	2. For concessional development, the applicant is to demonstrate that the structure can be undertaken in accordance with a Flood Impact and Risk Assessment (FIRA).	As above.	Yes
	 3. The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: a. Flooding on the development; b. The development on flooding; c. Flooding and the development on property and the existing and future community; and d. Climate change consistent with the objectives of this DCP. 	The integrated water cycle management plan prepared by IDC (Appendix MM) includes a flood study and FIRA in Section 5 that addresses 3a – 3d and shows satisfactory performance against these performance criteria.	Yes
	4. The FIRA has considered the impacts on flooding due to encroachment of structures and the associated collection of debris and potential for blockage.	The FIRA and modelling in Section 5 of the IWCMP prepared by IDC (Appendix MM) has taken all proposed structures and potential blockage into account	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	5. The FIRA assesses flood constraints for both pre and post development cases to ensure there are no significant detrimental impacts on flood behaviour or the community within and outside the development site.	The FIRA in Section 5 of the IWCMP prepared by IDC (Appendix MM) includes both pre and post developed scenarios and shows compliance with this requirement.	Yes
	 Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive 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. 	N/A There is no development of sensitive or critical land uses proposed.	N/A
	 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 integrated water cycle management plan prepared by IDC (Appendix MM) includes a flood study and FIRA in Section 5 that addresses 2a – 2d and shows satisfactory performance against these performance criteria.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	The FIRA in Section 5 of the IWCMP prepared by IDC (Appendix MM) has assessed these scenarios and shown no significant detrimental impacts.	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 	N/A No carparks are proposed in areas of inundation	N/A
	 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. 	No residential development is contained in the proposal	Yes
	6. Building Floor Levels are equal to or greater than the 1% AEP flood level plus 500mm freeboard in the following areas:a. Enterprise Zone;	The Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses this and shows satisfactory performance against these performance criteria.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	b. Agribusiness Zone; andc. Mixed Use Zone.		
	 <u>Outside Flood Planning Area to Probable</u> <u>Maximum Flood (defined in Appendix A)</u> <u>Unsuitable for Critical 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 Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses this and shows satisfactory performance against these performance criteria.	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 Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses this and shows satisfactory performance against these performance criteria.	Yes
	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	The Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses this and shows satisfactory performance against these performance criteria.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	upstream, downstream, or adjacent to the site.		
	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.	N/A – There are no sensitive or critical uses proposed as part of this development.	N/A
PO2 Development has minimal impact on flood behaviour.	 <u>1% AEP Floodway and Critical flood Storage</u> <u>Areas (defined in Appendix A) Unsuitable for</u> <u>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). 	Road bridges are proposed on Road 01 (1x), Road 03 (2x) and the Eastern Ring Road (1x) and Road 11 (x1) as shown in the Civil Engineering Drawings (Appendix AA).	Yes
	2. The FIRA demonstrates that the structure will not increase flood affectation to existing and proposed development within and outside the development site.	Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses afflux and shows satisfactory performance against these performance criteria.	Yes
	3. The FIRA considers the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.	The FIRA in Section 5 of the IWCMP prepared by IDC (Appendix MM) has included the full development of contributing catchments upstream of the site, with external upstream catchments not draining though the site's basins assumed to have their own water management infrastructure in accordance with this DCP.	Yes
	4. The FIRA demonstrates that the peak flow at the downstream hydraulic control	Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	addresses flows at the downstream hydraulic control (i.e. Elizabeth Drive) and shows satisfactory performance against these performance criteria.	
	 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 development will not increase flood affectation to existing and proposed development within and outside the development site. 	Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses afflux and shows satisfactory performance against these performance criteria.	Yes
	2. The FIRA demonstrates the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.	The FIRA in Section 5 of the IWCMP prepared by IDC (Appendix MM) has included the full development of contributing catchments upstream of the site, with external upstream catchments not draining though the site's basins assumed to have their own water management infrastructure in accordance with this DCP.	Yes
	3. The FIRA demonstrates that the peak flow at the downstream hydraulic control is maintained with development and that the shape of the flood hydrograph is generally maintained for events up to and including the 1% AEP flood event.	The Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses flows at the downstream hydraulic control (i.e. Elizabeth Drive) and shows satisfactory performance against these performance criteria.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 <u>Outside Flood Planning Area to Probable</u> <u>Maximum Flood (defined in Appendix A)</u> <u>Unsuitable for Critical Land Uses</u> 1. The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site. 	The Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses afflux and shows satisfactory performance against these performance criteria.	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.	The Integrated Water Cycle Management Plan prepared by IDC (Appendix MM) includes a FIRA in Section 5 that addresses afflux and shows satisfactory performance against these performance criteria.	Yes
PO3 Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.	 <u>1% AEP Floodway and Critical flood Storage</u> <u>Areas (defined in Appendix A) Unsuitable for</u> <u>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). 	Road bridges are proposed on Road 01, Road 03, road 11 and the Eastern Ring Road as shown in the Civil Engineering Drawings (Appendix AA). There are two pedestrian bridges over the central corridor near the Local Centre.	Yes
	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).	As above.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	3. All structures are of flood-compatible building components below or at the flood planning level.	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified civil and/or structural engineer prior to construction.	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).	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified civil and/or structural engineer prior to construction.	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. 	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified civil and/or structural engineer prior to construction	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.	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified civil and/or structural engineer prior to construction.	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 waterproofed and/or located above the flood planning level.	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified engineer prior to construction.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses 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. 	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified civil and/or structural engineer prior to construction.	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.	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified civil and/or structural engineer prior to construction.	Yes
PO4 All fill ensures the long-term stability of the development site and is not affected by erosion.	 The FIRA demonstrates that any fill as a result of the development will not be impacted by erosion and will have long term stability. 	Detailed engineering designs and documentation are to be prepared and certified by an appropriately qualified civil engineer prior to construction.	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</u> <u>Areas (defined in Appendix A) Unsuitable for</u> <u>urban land uses</u> 1. Applicant demonstrates that evacuation of the proposed development can be undertaken in accordance with the Local 	The FIRA in Section 5 of the IWCMP prepared by IDC (Appendix MM) includes a section on flood evacuation, noting that vast majority of the site is situated above the PMF levels and evacuation is unlikely to be required.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	Flood Plan or SES flood emergency management strategy for the area.		
	2. The FIRA demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area	See above	Yes
	 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. 	All buildings and carparks are situated above the PMF level as confirmed by the FIRA in Section 5 of the IWCMP prepared by IDC (Appendix MM).	Yes
	2. The FIRA demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.	See above	Yes
	 <u>Outside Flood Planning Area to Probable</u> <u>Maximum Flood (defined in Appendix A)</u> <u>Unsuitable for Critical Land Uses</u> 1. Vehicular access to precincts is designed to ensure rising road access/egress is provided to above the predicted peak level of the PMF. 	See above	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	N/A – no sensitive or critical uses are proposed	N/A
PO61% Are and urbPublic safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.1.Ber Stored Stored In bulk.1.Out Ma Un 1.	 <u>1% AEP Floodway and Critical flood Storage</u> <u>Areas (defined in Appendix A) Unsuitable for</u> <u>urban land uses</u> 1. No external storage of materials which may cause pollution or be potentially hazardous during any flood. 	This is a detailed design issue – no specific uses or tenancies are known at this time noting that the private lots are free of the 1%AEP as confirmed in Section 5 of the IWCMP prepared by IDC (Appendix MM).	Refer to comment.
	 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. 	This is a detailed design issue – no specific uses or tenancies are known at this time noting that the private lots are free of the 1%AEP as confirmed in Section 5 of the IWCMP prepared by IDC (Appendix MM)	Refer to comment.
	 <u>Outside Flood Planning Area to Probable</u> <u>Maximum Flood (defined in Appendix A)</u> <u>Unsuitable for Critical Land Uses</u> 1. No external storage of materials which may cause pollution or be potentially hazardous during any flood. 	This is a detailed design issue – no specific uses or tenancies are known at this time. noting that the private lots are free of the 1%AEP as confirmed in Section 5 of the IWCMP prepared by IDC (Appendix MM).	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO7 Fencing is designed and constructed so that it does not impede and/or direct the	 <u>1% AEP Floodway and Critical flood Storage</u> <u>Areas (defined in Appendix A) Unsuitable for</u> <u>urban land uses</u> 1. Use open type fencing. 	NA - Fences are not proposed within the noted watercourses. A small number of fences are proposed around the basins for human safety.	N/A
flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land.	2. Fencing is not permissible unless it can be shown, through a FIRA, not to impact on flood conveyance or behaviour.	NA - Fences are not proposed within the noted watercourses.	N/A
PO8 Earthworks including cut and fill do not impact flood storage areas.	 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. 	NA - Fences are not proposed within the noted watercourses.	N/A
	2. Fencing of flow paths is limited to permeable open type fences.	NA - Fences are not proposed within the noted watercourses.	N/A
	 <u>1% AEP Floodway and Critical flood Storage</u> <u>Areas (defined in Appendix A) Unsuitable for</u> <u>urban land uses</u> 1. The FIRA demonstrates earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events. 	Flood storage has increased on the post-developed site with the addition of detention basins.	Yes
	Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in	Flood storage has increased on the post-developed site with the addition of detention basins.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 <u>Appendix A) Unsuitable for Critical and</u> <u>Sensitive Land Uses</u> 1. The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events. 		
	 <u>Outside Flood Planning Area to Probable</u> <u>Maximum Flood (defined in Appendix A)</u> <u>Unsuitable for Critical Land Uses</u> 1. The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events. 	Flood storage has increased on the post-developed site with the addition of detention basins.	Yes
	2. Any fill platform associated with development does not create a local site-specific flood island isolating the user from safety during flooding	The proposed site does not include any flood islands.	N/A
2.5.2 Mitigating Urban Heat Isla	and		
Objectives O1. Design built form, including public and private open spaces with measures that reduce the impact of very strong and extreme heat stress days on residents, workers and visitors.		The Master Plan considers the impact of urban heat and seeks to minimise impacts by ensuring amenity and safety is incorporated into the design through urban cooling, shade, passive irrigation, material choice and vegetation planting.	Yes
O2. Manage urban heat island effects to ensure a high level of comfort for workers and residents throughout the year, with a focus on hot days and the summer period.		As above, the comfort and safety of workers and visitors is prioritised through the design of the Master Plan.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO1 Site layout of development and public domain mitigates urban heat island effect.	 Evaporative cooling is enabled through implementation of design initiatives and features, including: Misting infrastructure in public places during high and extreme heat days; and Irrigation of private open spaces (using harvested stormwater) with 50% of grassed areas and 100% trees irrigated. 	 Section 5 of the ESD Report and Sustainability Strategy has been prepared by Civille (Appendix UU) identifies the following evaporative cooling opportunities and recommendations: Adoption of Street trees to encourage passive irrigation and evaporative cooling. Irrigation of private open spaces with 50% of grassed areas and 100% of trees irrigated. Orientate buildings to take advantage of prevailing winds, natural ventilation and solar access. Integrate green infrastructure into buildings. Misting infrastructure on buildings and in public spaces Consider a target for the use of 'cool paving' materials, with high albedo resulting in thermal emittance, and/or permeability on individual lots 	Yes
	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.	Section 5 of the ESD Report and Sustainability Strategy has been prepared by Civille (Appendix UU) identifies that the Masterplan will consider a target for the use of 'cool paving' materials, with high thermal emittance, and/or permeability on individual lots.	Yes
	3. Public seating has adequate shading.	Section 5 of the ESD Report and Sustainability Strategy has been prepared by Civille (Appendix UU) identifies that the Masterplan has set benchmarks for canopy cover and green cover in streets and car parks and where tree canopy	Yes
Performance Outcomes	Benchmark Solutions	Comment	Compliance
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		cover is impractical, shade structures should be considered particularly to car parking areas.	
PO2 Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.	 Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access. 	Section 7 of the Architectural Design Statement prepared by SBA Architects (Appendix T) details how the Masterplan has been designed to so that buildings with amenity such as cafes or industrial ancillary offices generally avoid being located at the south side of large industrial components. Where this is unavoidable, these sensitive building elements will be positioned to maintain good easterly and westerly aspect for solar access. The intended warehouses will also feature materiality such as projecting roof canopy, skylight, perforated screen maximise the natural sunlight.	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.	As above.	Yes
	3. Integrate green infrastructure into buildings, including healthy vegetation, green walls, and irrigation in open spaces.	 Section 5 of the ESD Report and Sustainability Strategy has been prepared by Civille (Appendix UU) identifies that the Masterplan will consider the followings: Adopt the tree canopy to provide shade to the streets and lots. Adoption of Street trees to encourage passive irrigation and evaporative cooling. Section 7 of the Architectural Design Statement prepared by Site Image (Appendix J) identifies how the future 	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		 warehouse development will be designed to feature sustainable design such as: The use of green walls, not only for biophilic effects and the visual aesthetic, but also absorb excessive carbon dioxide and improving air quality by eliminating harmful toxins. Like a layer of shading, outdoor living walls can also cool down interior office spaces by lowering the temperature of the exterior surface. Simultaneously, the green walls also reduce heat loss and thus save energy by decreasing the amount required to cool or heat the buildings. Plants are established in the ground at the base of the green wall with attached mesh framework for the plants to 'climb-up'. 	
	4. A minimum of 50% of non-industrial rooftops are to be either vegetated, light coloured or irrigated using harvested stormwater.	 Section 5 of the ESD Report and Sustainability Strategy has been prepared by Civille (Appendix UU) identifies the following evaporative cooling opportunities and recommendations: Consider the use of roof and non-roof materials with high solar reflectivity values to mitigate the heat island effect where appropriate and consistent with airport safety. Consider setting a cool roof benchmark for individual lots. 	Yes
	5. Low heat conductive materials, appropriate insulation, wider eaves on	As above.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	northern and western facades reduce passive internal heating of the building.		
	 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. 	 Section 7 of the Architectural Design Statement prepared by Site Image (Appendix T) identifies how the future warehouse development will be designed to feature sustainable design such as: Architectural wire mesh reduce the heat gain from windows without compromising the views. The way that different lighting conditions interact with the wire mesh produces a varying effect on the facade. The openness of the mesh also means it will not allow hot air to accumulate between the mesh and the building. 	Yes
2.5.3 Salinity			
Objectives		This objective has been incorporated where possible.	Yes
O1. Manage and mitigate the in processes, to prevent any degr where present in the landscape	mpacts of development in relation to salinity radation of soils, groundwater or vegetation, e.		
O2. Minimise salt movement in design approaches and ensure salt load in existing watercours	the landscape to promote landscape-led e development will not significantly increase the ses.	This objective has been incorporated where possible. The health of the waterways is a key area of focus for the Masterplan to enhance its condition and ensure no adverse impacts result from the proposal.	Yes
O3. Ensure application of wate does not adversely impact the of waterways, groundwater dep vegetation.	r to the landscape and developable areas environmental value and the ecological health pendent ecosystems, soil quality, trees, and	As above.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O4. Assist government agencie landholders in developing appro	es, land management authorities and opriate salinity management practices	This is acknowledged and will be upheld where possible.	Yes
O5. To avoid or mitigate the im damage to buildings and infrast land.	pacts of salinity on development, including tructure and the loss of productive agricultural	The soils tested across the site is found to be non-saline. Notwithstanding, further Geotechnical investigation will be undertaken prior to construction to ensure any potential impacts will be appropriately managed.	Yes
PO1 The extent and location of salinity in the landscape and hydrogeologic regimes are accurately identified.	 Undertake salinity investigations prior to development and prepare a Salinity Management Plan. 	As part of the Geotechnical Assessment conducted by Cardno (Appendix JJ) results of analytical testing of the soils at the site were compared to the following guideline values derived from of Department of Land Water Conservation NSW, 2002: Site Investigations for urban salinity. It was found at all sites to be categorised as non- saline as seen in section 6.8 of the report. A salinity management plan is recommended to be prepared prior to construction. Further salinity testing is also recommended to delineate salinity conditions across soil profiles and development areas, considering final development details.	Yes
	2. Where required, the Salinity Management Plan considers water application rates, size of the block and timing and management of irrigation to ensure overwatering and salt movement is minimised.	As above	Yes
	3. A detailed salinity analysis, to be prepared by a qualified expert, will be required if:	As part of the Geotechnical Assessment conducted by Cardno (Appendix JJ) results of analytical testing of the soils at the site were compared to the following guideline	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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. 	values derived from of Department of Land Water Conservation NSW, 2002: Site Investigations for urban salinity. It was found at all sites to be categorised as non- saline as seen in section 6.8 of the report.	
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.	 Demonstrate that disturbance to the natural hydrological system is minimised by: Maintaining effective drainage, or where modification occurs, the modification provides effective drainage systems; Reducing waterlogging on the site and the potential for waterlogging via landscape-led design; Having minimal impact on the water table; and Having minimal impact on the hydrogeologic regime for sub soils, lateral flows, and deep groundwater systems. 	As above.	Yes
PO3	 Implement the following salinity management guidelines and codes of 	Section 6.8 of the Geotechnical Assessment conducted by Cardno (Appendix JJ) recommended that further soil salinity testing is completed to satisfy requirements of	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Salinity management and codes of practise are adhered to and based on NSW and local government guidelines	 practise (or updates thereto) for land development (not limited to): a. Western Sydney Salinity Code of Practice (Western Sydney Regional Organisation of Councils, 2003). b. Western Sydney Hydrogeological Landscapes: May 2011 (First Edition) data package. c. Relevant Australian Standards, including AS 2159, AS 2870, AS 3600, AS 3700 and AS 2870; and d. Local Government salinity initiative documents. 	DWLC Salinity Guidelines and / or completed as part of CEMP prior to construction activities.	
	 Where soil sampling is required to be undertaken as part of salinity investigations, provide the following details: Location of investigation soil samples and bores on plan; Electrical conductivity (EC) and texture profiling down the soil profile; Density of sampling; d. Use of electromagnetic (EM) survey; and 	Refer to Appendix A of the Geotechnical Assessment conducted by Cardno. Noted for any future soil sampling.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	d. Preliminary block layout to allow for development plans to address salinity issues.		
PO4 Achieve healthy ecosystems by supporting soil ecology and support water retention in the clay landscape of the Cumberland Plain.	 Retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors. 	Soils will be undisturbed and retained wherever vegetation is being retained. In other words, reference the soils within east (Badgerys) and west (South Creek) riparian corridors, and patches of HBV. Other areas (e.g. central riparian corridor) will require some instream works but healthy soils are to be achieved in accordance with the Vegetation Management Plan (Appendix C of the BMP). Revegetation will provide a VRZ that stabilises the stream banks, mitigating soil erosion. Soil preparation works (p.56 – 57 of the VMP) will improve the quality of substrate from its current condition, in order to support the revegetation, which will ultimately reduce run off and improve the soil's water infiltration.	Refer to comment.
2.5.4 Acid Sulfate Soils			
Objectives O1. Manage and mitigate the ir sulfate soils, where present in t	npacts of land development in relation to acid he landscape.	The site is not mapped as being affected by Acid Sulphate Soils.	Yes
O2. Ensure the environmental value and ecological health of waterways, soil, trees, and vegetation are appropriately protected from the release of acid water from disturbed acid sulfate soils.		The site is not mapped as being affected by Acid Sulphate Soils.	Yes
O3. Manage and mitigate the in soils and waterways where deg occur.	npacts on infrastructure within acid sulfate gradation and accelerated corrosion could	The site is not mapped as being affected by Acid Sulphate Soils.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
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.	 An Acid Sulphate Soils Assessment is to be provided with all development applications. 	The site is not mapped as being affected by Acid Sulphate Soils.	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.	The site is not mapped as being affected by Acid Sulphate Soils.	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.	The site is not mapped as being affected by Acid Sulphate Soils.	Yes
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.	 Development is designed in accordance with relevant standards to withstand increased corrosion and durability impacts associated with acid sulfate soil. 	The site is not mapped as being affected by Acid Sulphate Soils.	Yes
PO3 Land development avoids excavation, dewatering and disturbance of acid sulfate soil.	 Landscape-led design minimises the potential for environmental and waterway impacts from development on acid sulfate soils. 	The site is not mapped as being affected by Acid Sulphate Soils.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
2.5.5 Erosion and Sediment Co	ontrol		
Objectives O1. Protect the health of Wianamatta-South Creek and its tributaries from construction and building runoff and meet the performance criteria for ambient water quality objectives.		The health of the waterways is ensured as part of the Master Plan. The proposal will meet performance criteria for water quality objectives and ensure best management practice is achieved.	Yes
O2. Encourage vegetation retention, protect vegetation during construction and operation, and facilitate prompt rehabilitation through revegetation strategies.		The retention and protection of vegetation is achieved through the employment of a VMP and a considered public domain and landscape strategy.	Yes
O3. Minimise site disturbance during construction, reduce the amount of erosion, and stabilise construction works as quickly as possible following completion.		This is noted and acknowledged to be achieved where possible.	Yes
PO1 Development is to ensure 80% of all flows leaving the construction site achieves total suspended solids of 50mg/L or less and a pH of 6.5-8.5 during the construction and building phases until the site is stabilised and landscaped	 An Erosion and Sediment Control Plan (ESCP) must be submitted for sites less than 2,500sqm and a Soil and Water Management Plan must be submitted for sites greater than 2,500sqm. These plans must be prepared in accordance with Appendix D.21. 	Section 6 of the Civil Engineering Report prepared by AT&L L (Appendix Z) which identifies that an ESCP and / or Soil and Water Management Plan (SWMP) will be prepared prior to construction to support the staged delivery of the estate. Section 4.9 of the CEMP prepared by SLR Consulting also requires the preparation of a ESCP and WMS prior to the commencement of construction.	Yes
	2. The ESCP or CPESC must demonstrate compliance with the construction phase targets, outlined in the table below throughout the construction and building phases until the site is stabilised and landscaped.	Section 6 of the Civil Engineering Report prepared by AT&L (Appendix Z) identifies potential sources of pollution from activities and aspects of the works that have potential to lead to erosion, sediment transport, siltation and contamination of natural waters. It also provides a	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		construction phase soil and water management strategy which is prepared in accordance with:	
		 Protection of the Environment Operations Act 1997 	
		 Liverpool City Council's guidelines and specifications 	
		 Managing Urban Stormwater: Soils and Construction, Landcom, (4th Edition) (The "Blue Book") Volume 1 and Volume 2 	
		Wianamatta South Creek Stormwater Management Target In connection with the above, when an ESCP/SWMP is prepared, it will be prepared to demonstrate compliance with construction phase targets as identified in the DCP benchmark.	
	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.	 Section 6 of the Civil Engineering Report prepared by AT&L (Appendix Z) identifies suitable erosion and sediment control measures, and requirements for site inspection and maintenance to ensure best management practice is achieved. In connection with the above, if an ESCP/SWMP is prepared to demonstrate compliance with construction phase targets as identified in the DCP benchmark. 	
2.6 Road Design for Arterial and Sub-Arterial Roads			
Objectives O1. Design street networks to support the objectives of the NSW Government's Movement and Place framework.		The design of the road network has been completed to align with the relevant policies and guidelines where possible. The final design has been reached through thorough collaboration with TfNSW.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O2. Design key regional and st	ate roads consistent with the Precinct Plan.	As above.	Yes
O3. Design street networks to accommodate diverse modes of transport including heavy vehicles, cars, public transport, walking and cycling.		The design of the road network accommodates a range of vehicle types and considers the industrial land uses within the site, commercial uses, public transport and active transport connections.	Yes
PO1 The design, functionality and safety of arterial and sub arterial roads is consistent across the Aerotropolis Growth Area.	 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 internal road network consists of two Primary Arterial Roads, including the Eastern Ring Road and the Bradfield Metro Link Road. Generally, the Masterplan locates private lot vehicular access points from local roads (Local Industrial or Collector). The only exception is Lot 23 which is provided with a left-in, left-out to BMLR due to its isolation with frontages (within the IPG site) only to either ERR or BMLR. As the lower speed / order road, the decision was made to provide access to BMLR as opposed to ERR. Access is required in order to facilitate the servicing of the stormwater basins located in lot 23. Pending development of the Perich site in the future, there may be potential for local road connectivity to the east; however that is outside the control of the Applicant.	Refer to comment.
	2. Road design for Primary Arterial Roads, Primary Arterial Roads (Rapid Bus), and Sub arterial Roads as identified on the Precinct Plan are to be consistent with the typical arrangements shown below in Figure 5 to Figure 7.	The road design for TfNSW controlled arterial roads has adopted the cross-sectional corridor width nominated by DCP (Nov 2022). Allocation of road space within that corridor has been designed in consultation with TfNSW and is generally consistent with TfNSW Initial Assumption Book (Dec 2022) which is the more recent guidance and involves minor changes to individual elements such as more	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		consolidated Active Travel paths on the Primary Arterial Road (Rapid Bus) corridors.	
	3. Implement fauna-sensitive road design elements to minimise environmental impacts, such as vehicle strike during and after road construction and upgrading.	Noted. Fauna sensitive road design elements will be proposed during subdivision works certificate/ construction documentation in accordance with council and TfNSW requirements.	Yes
PO2 Support temporary site access that is required but not currently available.	 To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: The development complies with all other development standards; and The consent authority is satisfied the carrying out of the development will not compromise road safety. 	Lot 23 has frontages (within the IPG site) only to either ERR or BMLR and an eastern boundary to the adjoining (Perich) property. As the lower speed / order road, the decision was made to provide access to BMLR as opposed to ERR. Access is required in order to facilitate the servicing of the stormwater basins located in lot 23. Pending development of the Perich site in the future, there may be potential for local road connectivity to the east; however that is largely outside the control of the Applicant and hence a left-in, left-out access is proposed.	Refer to comment.
	3. 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.	Noted	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
2.7 Parking Design and Acce	SS		
Objectives		Parking is designed to ensure the function and safe movement of vehicles.	Yes
O1. Provide functional, safe, ar	nd efficient parking areas.		
O2. Minimise visual and ameni	ty impacts of car parking on the public domain.	Parking will be designed with regard to visual amenity and the public domain.	Yes
O3. Minimise visual and amenity impacts of loading and servicing on the public domain.		Loading and servicing areas will be visually screened from the public domain.	Yes
O4. Ensure adaptability of car parking provision and design where accommodated above ground to accommodate other uses over time.		This has been taken into consideration within the design.	Yes
O5. Ensure vehicle access arrangements are appropriate and minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees.		This objective has been noted and incorporated into the design of the proposed lots, street network, landscape and infrastructure.	Yes
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.	While all parking arrangement are indicative at this stage for the masterplan, the design has been based off the requirement stated in AS2890 and AS1428.	Yes
PO2 Prioritise use of basement car parking areas in mixed use areas and Centres.	 A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement. 	Basement access for vehicle entries proposed for the Local Centre is 6m wide.	Yes
	 Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level. 	This can be achieved and detailed subject to future development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
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.	 Parking areas do not significantly interfere with pedestrian through-site links. 	Parking areas have been designed not to significantly interfere with pedestrian through-site links. Pedestrian walking zones and crossings have been provided where suitable.	Yes
PO4 Above ground car parking is designed to activate the streetscape and not detract from the public domain.	 Locate vehicle access points on the secondary frontage or via a rear lane. 	The Architecture Design Statement Report prepared by SBA Architects (Appendix T) states that Road 01, Road 05 and Easement Road will be used as vehicle access points for buildings within the Local Centre.	Yes
	 Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages. 	Section 5 of the Architecture Design Statement Report prepared by SBA Architects (Appendix T) states that above ground car parking is prohibited for the developments in the Local Centre.	Yes
	 Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building. 	The Architecture Design Statement Report prepared by SBA Architects (Appendix T) describes how the majority of the car parking for the Local Centre is below ground.	Yes
PO5 Utilise integrated parking solutions to service multiple development sites.	 Where integrated basement car parking is used, these: Must provide shared access to the integrated basement car parking area; 	Section 5 of the Architecture Design Statement Report prepared by SBA Architects (Appendix T) anticipates that basement parking and some on-grade parking are proposed for the future development in the Local Centre. It has provided hypothetical designs demonstrating the viability of the local centre. Any future development will be conducted in accordance with this benchmark.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	c. Must demonstrate how shared access for adjoining sites, including circulation paths and breakthrough walls, will function and are to be accommodated;		
	 d. Have basement structures at a depth that adequately accommodates services, stormwater drainage and other infrastructure; and 		
	e. 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		
PO6 Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements	 Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes. 	Section 5 of the Architecture Design Statement Report prepared by SBA Architects (Appendix T) proposes that all vehicular access points are located at Road 01, Road 5 and the Easement Road. These access points are located away from the adjoining public open spaces such as the Riparian Corridor, the Local Park and the Promenade.	Yes
	2. At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition.	The design arrangement regarding vehicular access points will subject to future detailed design once the built form has been defined.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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 seen in SBA's Reference Master Plan Revision T in the Architectural Design Statement 2024.	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.	SBA's Reference Master Plan Revision T in the Architectural Design Statement 2024 has been designed with hardstands for heavy vehicles located away from staff and visitor parking. Lot 2 and Lot 14 require visitors and staff to enter the site using the same driveway as heavy vehicles however the parking has been separated from the hardstand. Staff/visitor vehicle parking is located at the western side of the proposed facility, with all heavy vehicle movements, including loading and unloading on the eastern side of the warehouse. This isolated instance of heavy vehicles mixing with passenger vehicles is typical of small unit industrial.	Refer to comment.
	 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. 	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has shown that pedestrian entries and car access are separated for each building in the allotments. However, detail regarding change pavement colour will be provided by future designers.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 d. Provide separate pedestrian access routes to building entries from the public domain and parking areas. e. Pedestrian access routes are direct, with good sightlines, intuitive wayfinding, and easy gradients. f. Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas 		
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.	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has shown that all vehicle access points are located at all internal roads. These access and egress points are capable of accommodating movement for forward direction within each individual allotment, which will be further detailed at later stage.	Yes
	2. Where a site has frontage to a classified road, provide access to an alternate road.	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has indicated that all vehicle access points will not be located along a classified road with the exception of Lot 23 which does not have alternate access.	Refer to comment.
	3. Ensure that all vehicles can enter and exit in a forward direction.	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has proposed 6m wide driveways for light vehicle, and minimum 10m wide for truck driveways. All driveways are capable of accommodating vehicles egress and access in a forward direction. The final layout of the	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		driveway will subject to future detailed design once the built form has been defined.	
	4. Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements.	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has proposed a minimum 10m width for truck driveways and hardstand width ranging between 36-38m, which are capable of accommodating turning movements of the largest design vehicle accessing the sites within the Enterprise + Industry Estate. For the Local Centre, the access for loading/ access will subject to future specific functions of the building for each individual lot and the largest design vehicle proposed.	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 and code, to avoid the need for waste truck drivers to carry keys or access cards/fobs with them.	The design arrangement regarding parking space and waste collection will subject to future detailed design once the built form has been defined.	Yes
PO8 Car parking spaces and associated infrastructure are designed with the potential to transition to other uses.	 All car parking spaces at grade, or if provided above the ground floor level within a building, shall demonstrate what infrastructure will be incorporated into the carpark areas of the building to allow for the easy transition to habitable land uses in the future. This includes consideration of: Retrofitting of utilities and services (water, electricity, and internet); 	The car parking areas have been designed with flexibility to allow future changes in use. The current land uses are primarily industrial however the Master Plan recognises possible future transition to more commercial and business uses. Appendix B, Figure 36.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 b. Building code requirements for a range of uses; c. Removable ramps; d. Greater reinforcement, such as steel (as residential/commercial spaces are heavier than car parks); and e. Flexible approaches for night-time use (see images below). 		
	2. All at grade or above ground car parking spaces within buildings have a floor to ceiling height of 3.0m to 4.5m (clearance free of mechanical servicing) to allow for adaption to other uses.	The Design Quality Strategy (Appendix C) outlines that the ground level floor to floor height will adhere to 5m height as per the DCP, so any potential ground level parking spaces can accommodate change of use if desire subject to future detailed design once the built form has been defined.	Yes
PO9 Parking layout, surfacing and drainage design responds to Water Sensitive Urban Design.	 With the exception of heavy vehicle entries, use pervious surfaces for at grade parking and driveway design other than entry for heavy vehicles. 	The perviousness diagram in Section 5 of the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has indicated that where individual allotment is unable to achieved 15% deep soil zone due to site constraints, pervious surfaces such as permeable pavers will be utilised and applied to surfaces such as parking bays or fire trails.	Refer to comment.
	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	The perviousness diagram in Section 5 of the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has indicated that where individual allotment is unable to achieved 15% deep soil zone due to site constraints, pervious surfaces such as permeable pavers will be utilised and applied to surfaces such as parking	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	contaminants from entering the stormwater system.	bays or fire trails. Car washing spaces has not been nominated at masterplan stage but can be considered at later stage subject to future detailed design once the built form has been defined.	
PO10 Utilise tandem, stacked, and mechanical parking where appropriate.	 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. 	No mechanical parking installations are proposed in the Masterplan design. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes
	2. Access to mechanical parking installations is to be designed in accordance with AS 2890.	As above	Yes
	 3. Tandem or stack parking will only be permitted where: a. Each tandem or stacked parking arrangement is limited to a maximum of two spaces; b. The maximum parking limit for spaces in the development is not exceeded; c. they are used for staff parking only; d. They are not used for service vehicle parking; and 	No tandem or stack parking are proposed in the Masterplan design. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	e. The manoeuvring of stacked vehicles is able to occur wholly within the premises.		
	4. Mechanical parking installations will be considered for developments involving the adaptive reuse of existing buildings where site or building constraints prevent standard parking arrangements.	No mechanical parking installations are proposed in the development. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes
	5. Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes.	No tandem, mechanical or stack parking are proposed in the development.	Yes
	6. The minimum length of a tandem space is 10.8m	As above.	Yes
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.	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
2.8 Travel Demand			
Objectives		This objective has been noted.	Yes
O1. Implement TDM to align w Precinct Plan.	ith mode share targets stipulated in the		
PO1	1. A Travel Plan must be submitted for:	Noted – this shall form a requirement for future Development Applications or Comply Development	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes.	 a. Any residential developments containing more than 50 residential units; and b. Any commercial or industrial developments which accommodates more than 50 employees 	Certificate submissions. It is expected that individual Travel Plans shall be approved by the Principal Certifying Authority (PCA), provided they are generally consistent with the master plan TMAP. Any building with more than 200 staff, except for industrial warehousing purposes, shall prepare a separate site-specific Travel Plan in consultation with TfNSW. Evidence of consultation shall be included within the Travel Plan, prior to PCA approval. In the event that TfNSW does not respond within 21 days from receipt of a draft Travel Plan, then that shall be taken as endorsement of the Travel Plan.	
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.	 To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: The development complies with all other development standards; Subdivisional roads generally conform with the road pattern shown on the Indicative Layout Plan; and The consent authority is satisfied the carrying out of the development will not compromise road safety. 	Lot 23 has frontages (within the IPG site) only to either ERR or BMLR and an eastern boundary to the adjoining property (Perich land). As the lower speed / order road, the decision was made to provide access to BMLR as opposed to ERR. Access is required in order to facilitate the servicing of the stormwater basins located in lot 23. A left- in, left-out access is proposed in recognition of future traffic volumes within BMLR and centre-running Rapid Bus lanes which are not conducive to turning movements other than at signalised intersections. TfNSW has been consulted in the development of the access strategy for Lot 23.	Refer to comment
	2. Where the consent authority grants such consent, the temporary access must be	Noted.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.		
2.9 Service and Loading Des	ign		
Objectives O1. To Provide functional, safe	, and efficient loading and servicing areas.	The specific technology of the loading facilities is subject to future detailed design and will be fit for purpose.	Yes
O2. Minimise visual and amenity impacts of loading and servicing on the public domain.		As above. Sufficient lot and landscaping design is achieved to ensure visual amenity impacts are minimised to the public domain.	Yes
O3. Ensure that adequate off-street loading, delivery, and servicing facilities are provided.		The specific operations of the building occupants is subject to future detailed design.	Yes
O4. Minimise the impacts of loading, deliveries and servicing operations on the safety and efficiency of the surrounding road system and resident/visitor movement.		As above.	Yes
PO1 Provide on-site loading and servicing that meets the demand generated by the development.	 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 	At the time of this application the specific operations of the building occupants and as such the waste collection points have not been confirmed. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	the site in only one (1) reverse vehicle movement.		
	2. All servicing, including waste and recycling collection, to be carried out wholly within the site with collection points at convenient locations.	Section 6.5 of the Waste Management Plan prepared by SLR (Appendix XX) includes this benchmark guidelines for future development at the site. 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	At the time of this application the specific operations of the building occupants is unknown and as such the waste collection points have not been confirmed. Section 6.5 of the Waste Management Plan prepared by SLR (Appendix XX) has provided examples of proposed waste collection points to demonstrate this control can be achieved. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes
PO2 Loading and unloading facilities are adaptable to future technologies.	 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. It is envisaged that reverse logistics will be considered during the design.	Yes
PO3 Service vehicle types are appropriate to the scale and	 Swept turning paths provided for HRV and single articulated vehicles (20m). 	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has proposed a minimum 10m width for truck driveways and a hardstand width ranging between 36-38m, which are capable of accommodating turning movements of	Refer to comments.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
requirements of the proposed development.		the largest design vehicle accessing the sites within the Enterprise + Industry Estate.	
		Section 10 of the TMAP prepared by Ason Group confirms that Road 05 has been adopted in accordance with the WSA DCP as suitable for the proposed uses within the local centre being a High Street Commercial Centre Road. This is further shown in Figure 12 of Section 5.3 of the Civil Infrastructure Report prepared by AT&L and in the Civil Engineering Plans (Appendix AA). The High Street Commercial Centre Road has been designed with the suitable swept turning paths for the largest design vehicle accessing the Local Centre.	
	 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. 	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has tested each subdivided lots with indicative building footprints. At high level, each allotments are large enough to accommodate any demand for service vehicles but this will subject to the future development noting that the Master Plan is seeking approval for Super Lots as per the Proposed Structure Plan shown in Section 5 of the Urban Design Report prepared by Urbis.	Yes
	3. Off-street loading and unloading facilities are provided for all commercial and industrial premises	The Reference Masterplan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix T) has tested each subdivided lots with off street loading and unloading facilities for commercial and industrial premises. However, the final design will subject to future detailed design noting that the Master Plan is	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		seeking approval for Super Lots as per the Proposed Structure Plan shown in Section 5 of the Urban Design Report prepared by Urbis.	
2.10 Airport Safeguarding			
Objectives O1. Safeguard the future 24-ho appropriate protections for the	our operations of the Airport and provide surrounding community.	The Master Plan ensures the safe operations of the airport.	Yes
PO1 Development does not generate turbulent emissions into the protected airspace.	 Any plumes caused by a development do not: Have peak vertical velocities of more than 4.3m/sec; or Incorporate flares, unless an aviation impact assessment is completed and determines flares are acceptable. 	An Aviation Impact Assessment has been prepared by Tango 5 Aviation Pty Ltd(Appendix Q). The assessment report identifies Planned activity within the proposed development assumed not to produce exhaust plumes which will impact on Airport Operations refer to Section 4.7.1.3 Rooftop Exhaust Plumes. If there are any exhaust plume with a velocity in excess of 4.3 m/s from any vent on top of the building, it is unlikely to reach the height of the lowest PANS OPS or OLS.	Yes
PO2 Development does not impact on aviation or the operation of the Airport regarding light emission and reflective surfaces.	 Development must comply with the provisions of the Civil Aviation Regulations 1988 (Cth) and not cause distraction or confusion to pilots due to its configuration, pattern or intensity or prevent clear reception of aerodrome lights or signals. 	The proposed development is within 6km of the centre of an applicable runway but lies outside Zone D, and therefore is not covered by Guideline E. The proponent need take no specific actions in respect of lighting.	N/A
	4. Lighting within the primary light control zones – Zones A, B, C and D:	As above.	N/A

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 a. Must not exceed the following intensity of light above a 3-degree horizontal: i. Zone A – 0 candela (cd); ii. Zone B – 50 cd; iii. Zone C – 150 cd; and iv. Zone D – 450 cd. OR b. Be fitted with a screen/shroud that prevents the light emission above the horizontal plane. 		
	 5. 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. 	As above.	N/A
	6. The appearance, material, reflectivity and aesthetics of the roofscapes consider the flight path and flight zone.	As above.	N/A
2.10.2 Noise			
Objectives		The Master Plan ensures the safe operations of the airport.	Yes
O1. Safeguard the future 24-hour operations of the Airport and provide appropriate protections for the surrounding community.			

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O2. Development does not intro	oduce or intensify noise sensitive uses.	No noise sensitive uses are proposed as part of the Master Plan.	Yes
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 use not a permissible use within the site zoning and is also 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.	An Acoustic Assessment has been prepared by EMM (Appendix NN), which identifies the necessary standards will be adopted for the ANEC sites to address aircraft LSmax flight noise levels, internal levels. The fundamental tool used for building site acoustic planning purposes around aerodromes is Australian Standard AS 2021 – 2015 Acoustics – Aircraft noise intrusion – Building siting and construction.	Yes
2.10.3 Wildfire Hazards			
Objectives O1. Safeguard the Airport from compromise safe operations.	incompatible development that could	The proposed land uses are compatible with the operations of the airport.	Yes
PO1 Development does not attract wildlife which would create a safety hazard to the operations of the Airport	1. All waste bins are designed and installed with fixed lids.	Section 4.3 of the Waste Management Plan prepared by SLR (Appendix XX) includes this benchmark guideline for future development at the site. The WMP identifies that waste bins will be designed and installed with fixed lids. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	2. Any bulk waste receptacle or communal waste storage area is contained within enclosures that cannot be accessed by birds or flying foxes.	Section 4.3 of the Waste Management Plan prepared by SLR The Waste Management Plan prepared by SLR (Appendix XX) includes this benchmark guideline for future development at the site. The WMP identifies that bulk waste or communal waste storage will be contained within closures. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	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 site contains three (3) on-linee detention basins, all of which drain within 48 hours after a rainfall event. The site also contains a number of wetlands and ponds that have been designed and detailed in accordance with Sydney Water's <i>Stormwater Scheme Infrastructure Design Guideline (version 2022-1.0).</i> This includes the Guide's recommendations on wildlife prevention.	Yes
	4. Buildings and structures are designed to minimise the opportunity for roosting areas.	This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes
PO2 Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport.	 Refer to Appendix B for a list of suitable landscape species. 	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies there is conflicting controls within the statutory planning framework regarding wildlife risk and landscaping. Although portions of the site (specifically the riparian corridors) are excluded from the restrictions of planting bird attracting species, these controls do apply to the rest of the development. The Landscape Plan provides a list of the landscape species sought to be delivered across the estate. A balanced approach on these competing requirements has been	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		 adopted, accordingly, the tree species are proposed to be delivered include: The landscape plans provide for fully restored riparian zones using species and densities that would be typical of a riparian corridor in Western Sydney and therefore include species that may attract wildlife. On-lot landscaping will feature wildlife attracting species very sparingly (only 3 or 4 per lot in Key areas) All other trees will be non- bird attracting species. Street trees will be selected from the exempt species list in the DCP (species that are not considered 'bird attracting') and that can be used within the 3km radius of the Western Sydney Airport. 	
	2. In areas within the 3km wildlife buffer but outside of the Parkland Priority Areas shown in Figure 8, a report prepared by a suitability qualified and experienced ecologist is to be submitted.	A Wildlife Management Assessment Report has been prepared by Ecological (Appendix YY).	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.	Section 4.4 of the Biodiversity Assessment Report by ELA confirms that development is not within 100 m of a Grey- headed Flying-fox camp. No raptor species were assessed as potentially or likely to be using the impact area, therefore raptor setbacks are not applicable.	Yes
2.11 Service and Utilities			

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Objectives O1. Ensure the construction of utility services/infrastructure provision occurs in a logical and staged manner, and in sequence with development.		Infrastructure will be developed in an efficient manner to ensure it is staged with the proposed Master Plan.	Yes
O2. Encourage innovative and sustainable utility and servicing across the Aerotropolis to promote effective and efficient delivery of services. Ensure utilities designs and locations consider space for alternative future services.		The design of infrastructure and utilities will support the efficient delivery of the Master Plan.	Yes
O3. Design and provide utility infrastructure to integrate with and not negatively impact use of the public realm, liveability, and the environment.		Infrastructure that is not already existing on site will be designed and located to adequately integrate with the building design and the public domain.	Yes
O4. Infrastructure (new and existing) is protected from the impacts of urban development.		The Master Plan will ensure impacts are managed to new and existing infrastructure.	Yes
O5. To ensure land use and development is integrated with water cycle management including service planning for potable water, recycled water and wastewater.		The Master Plan is designed to ensure the integration of water cycle management.	Yes
PO1 Site is serviced with	 Meet the design requirements as per the Western Sydney Street Design Guidelines Section C5.4 Electricity. 	Noted	Yes
-	2. Locate electricity supplies within verge	Noted	Yes
PO2 Services and utilities (hydrants, NBN boxes etc) are designed and located to integrate with building context and the public realm.	 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 	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

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	c. Make a positive contribution to the public domain.		
	7. 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.	Noted	Yes
	8. 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.	Substations and other services located on the street will be integrated into the building setbacks so as to ensure that they do not dominate the pedestrian experience.	Yes
PO3 Infrastructure is adequately protected from development.	 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	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.	Noted	Yes
	 Development adjacent to any future fuel pipeline is subject to a land use risk 	N/A – The site is not adjacent to any future fuel pipeline.	N/A

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	safety audit with the relevant buffers provided, subject to the airport authority.		
	4. Locate infrastructure taking into account any future road widening to minimise relocation of assets.	This has been considered in the Masterplan.	Yes
PO4 Shared utility trenches combine multiple utilities within a compact area of the street verge, and futureproof service location within road	 Refer to the provisions within the Western Sydney Engineering Design Manual for details on shared utility trenching. 	Noted	Yes
	2. Avoid placement of services within the road carriageway.	Noted	Yes
	3. Ensure sufficient width in the utility corridor.	Noted	Yes
	4. Avoid disruptive works across/ under existing carriageways.	Noted	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. Pending further consultation with the relevant utility services agencies	Yes
PO5 Infrastructure allows for colocation of compatible similar uses	 Allow for the installation of the following within the utility corridor: a. Recycled water purple pipes; b. Vacuum waste collection system; 	 Noted. a. Recycled water pipes have been allowed for. b. To be addressed in detailed design subject to tenant requirements. c. To be addressed in detailed design subject to tenant requirements. 	Refer to comment

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	c. Hydrogen district cooling/heating systems; andd. Micro-grids for energy sharing	d. To be addressed in detailed design subject to tenant requirements.	
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.	Communications conduits are proposed to be reticulated along road verges throughout the development.	Refer to comment
	 Follow the design guidance as per the Western Sydney Street Design Guidelines Section C5.6 Telecommunications and Section C6.3 5G Mobile Telecommunications. 	C5.6 Noted C6.3 Pending consultation with the relevant utility services agencies	Refer to comment
PO7 Development is to be serviced by recycled water.	 Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; Bring a purple pipe for recycled water to the boundary of the site; 	Noted a. Noted b. Noted c. Noted. Subject to tenancy requirements d. Noted. Detailed design and documentation shall be prepared in accordance with Sydney Water requirements.	Refer to comment

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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. 		
2.12 Sustainability			
Objectives O1. Minimise energy consumption and achieve net zero energy emissions by 2030.		A Sustainability Strategy by Civille has been developed to demonstrate how the Master Plan achieves this objective.	Yes
PO1 Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.	 All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site. 	Section 4.3 of the Sustainability Strategy and ESD Report prepared by Civille (Appendix EE) identifies that the ratings tool (Nabers/Greenstar) will be used to meet the objectives of NGERS and can form the key directions to achieve 2030 Net Zero targets. Where the net zero energy target cannot be accommodated on site, the proponent must provide an offset e.g. with a Power Purchase Agreement.	Yes
	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.	As above.	Yes
2.13 Smart Places			

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Objectives O1. Support the Aerotropolis as a connected, open data digital city and global innovation hub to improve life for individual citizens, future populations, businesses, and communities, in line with the NSW Smart Places Strategy and Smart Western City Program.		Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Yes
O2. Embrace innovative develo technologies and utility provisio	pment by installing new and emerging n.	As above.	Yes
O3. Support a resilient and sustainable region that uses technology to manage natural resources efficiently and is focused on environmental, air and water quality.		As above	Yes
O4. Build on initiatives over time in line with the Australian Digital Inclusion Index		As above	Yes
PO1 Implement multi-function poles (Smart Poles) where street poles are required that accommodate multiple functions.	 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. 	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
Performance Outcomes	Benchmark Solutions	Comment	Compliance
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	 9. Meet the following design requirements: a. Placement is a minimum of 600mm from the face of kerb; b. Placement avoids impacts on existing and future mature street tree canopies; c. Co-locate with other street furniture; and d. Pit and pipe to each light pole is provided to enable the future upgrading to 'intelligent' lights and the installation of 'smart meter' to Council specification at each new lot. 	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
PO2 Pit and pipe infrastructure support future requirements to service smart city infrastructure.	 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. 	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
PO3 Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource	 Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption. 	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
	2. Use smart technologies to monitor and self-regulate building environment and	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
management throughout their operational lives.	operations (e.g. lighting, heat, ventilation, and air conditioning).		
	 Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid. 	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
	 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 	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
PO4 Embedding smart technologies enhances experiences in the public domain and creates liveable public open spaces.	 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. 	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
	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.	Investigations are currently underway for the design and integration of Smart Places technologies across the estate.	Refer to comment.
2.14 Design for Safe Places			
Objectives		Future development will seek to ensure CPTED principles are incorporated. The Master Plan is designed to ensure	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O1. Design in accordance with Design (CPTED) principles.	Crime Prevention Through Environmental	the built form will not preclude passive surveillance and visibility.	
O2. Ensure the development co and safety of streets and the pu	ontributes to the activity, vibrancy, diversity ublic domain through the day and night.	Whilst detailed design of the buildings will be completed at a later stage, the Master Plan seeks to ensure the effective integration of the public domain with the proposed land uses.	Yes
PO1 Passive surveillance is maximised	 Visibility and surveillance are provided in all areas of development. 	 Section 5 of the Architecture Design Statement (Appendix T) and Masterplan (Appendix B) prepared by SBA demonstrates how all industrial building ancillary offices should be oriented towards the internal roads or towards Riparian Corridors where adjoining to maximise views and surveillance of these public spaces. Blank walls are discouraged from frontages interfacing the riparian corridors and local parks. For future development across the Local Centre, commercial/ retail buildings main frontage should be oriented towards the internal streets, particularly the Promenade. This benchmark is to be addressed in future developments across this area. 	Yes
	2. Adjoining buildings overlook public places.	As above.	Yes
	3. Building frontages face streets and transport corridors to provide passive surveillance.	Hardstands are located to face internal streets and transport corridors. Offices are dispersed across multiple locations in the development and are oriented to overlook public spaces and view corridors.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	4. Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed) (as indicatively shown in Figure 9).	At this stage of the proposal, details regarding the tenancy use and capacity are yet to be formalised, however, the future retail uses will have transparent security and allows for additional passive surveillance out to the public open spaces.	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 visibility, enabling a greater level of security.	 Building entrances are accessible, clearly visible, legible and allow users to see into or out of the building before entering / exiting. 	 The Architecture Design Statement prepared by SBA (Appendix T) identifies that the ancillary office and reception building areas for the future industrial buildings will feature a sculptural form and distinct entrance. Additionally, distinct architectural features, double volumes and glazed treatment to signify entry points. Section 4 of the Crime Prevention Through Environmental Design (CPTED) Assessment prepared by Urbis (Appendix CC) recommends that future development should ensure that main building entry points are clearly visible from primary street frontages and enhanced with awning, building signage and high-quality architectural detail. Future uses across the Local Centre and enterprise will be designed in accordance with this benchmark. 	Yes
	2. Pedestrian paths have well defined routes, clear sight lines and do not channel users into dead ends that are poorly lit or to areas with opportunities for concealment (as indicatively shown in Figure 8)	Pedestrian paths have been designed to have clear paths and sight lines that do not channel users into dead ends. Artificial lighting is also intended across the site to avoid poorly lit areas.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots. 	No sharp inwards turning corners or entrapment spots exist in the design.	Yes
	4. If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance.	CCTV surveillance system will be specified in later design stages of the development if required.	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.	 Car parking areas and structures are designed in accordance with CPTED principles. 	The proposed locations of the warehouses, offices and outdoor carparking areas are designed so that passive surveillance is provided. Basement parking as part of any future development will be designed in accordance with these benchmarks. Enterprise development will be designed to provide the appropriate level of surveillance in accordance with these benchmarks as part of future developments.	Yes
	2. Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour.	CCTV surveillance system will be specified in later design stages of the development.	Yes
	3. Ground levels of car park structures are sleeved with active uses to support passive surveillance.	No ground level carpark structure are proposed.	Yes
	4. Ensure passive surveillance to and from the public domain for at grade car parking areas.	The entrance lobbies and offices of the proposed industrial developments allow for passive surveillance within the carparks as well as surveillance of the adjoining streetscape or riparian corridors. Enterprise development will be designed to provide the appropriate level of	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		surveillance in accordance with these benchmarks as part of future developments.	
	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 not identified at this master planning stage. These will be included in the detailed design of lots, which will be undertaken at a later stage as part of a complying development process.	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	While the detailed design of buildings will be undertaken during the complying development process, indicative building renders prepared by SBA Architects show building facades which incorporate visual transparency (including glazing) to facilitate passive surveillance from and to the public realm.	Yes
2.16 Waste Management and	Circular Economy		
O1. Incorporate well-designed the building design stage.	and innovative waste and recycling facilities in	The incorporation of high quality and efficient waste and recycling facilities will be addressed in future development stages based on tenant requirements.	Yes
O2. Encourage circular economy infrastructure including but not limited to reuse and repair facilities, sharing and leasing facilities, reverse vending machines and community recycling centres within the Aerotropolis.		As above.	Yes
O3. Minimise the amount of waste generated and going to landfill.		Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
O4. Maximise waste separation and resource recovery.		Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O5. Provide innovative and bes systems and technologies for re product stewardship.	t practice waste management collection euse, recycling, organics collection and	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
O6. Provide waste and recyclin residents, neighbours and the p noise, traffic and odours from w facilities are accessible, integra use.	g facilities that do not impact on amenity for public, such as visually unpleasant areas, vaste collection services, while also ensuring ted wholly within the built form and easy to	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
PO1 Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities.	 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. 	Section 4 of the Waste Management Plan prepared by SLR (Appendix XX) identifies that a vacuum waste system is not proposed for this development given the limited quantities of putrescible type waste expected to be generated. Central on-site food processing, whether composting, worm farms, dehydrators or small-scale anaerobic digestion, is not proposed for development at this stage as the quantities of food waste expected would not justify such systems. The viability of an on-site food processing unit will depend on available quantities and types of food and the particular use for the development. Space is available should tenants wish to install an on-site food processing system in the future. The purpose of the WMP is to also 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 providing a single collection point for waste and recycling.	Section 4 of tThe Waste Management Plan prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. This benchmark is to be	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		incorporated and addressed in future development stages based on tenant requirements.	
	 Demonstrate that organic waste can be managed in the building through measures such as: Multiple options for on-site organic waste to maximise recovery (e.g. communal composting, worm farms, individual composting, dehydrators); Organics and recycling service to all households; or Energy generation from organic waste (anaerobic digestion) at lot and precinct scale 	The Waste Management Plan prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. The WMP identifies that garden organics generated across the site will be managed through reuse on-site or contractor removal for recycling at licenced facility. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes
PO2 Waste and recycling facilities promote waste separation and reduce contamination. Materials are separated at source to achieve higher value recovery.	 Collection points (including but not limited to reverse vending machines and ewaste drop-off) must be located with adequate space for servicing, ease of use and to encourage the separation of waste material. Collection points are documented in the waste management plan and are easily accessible. 	Section 4 of the Waste Management Plan prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. The WMP identifies that waste management will provide separate receptacles for general waste, recycling and paper and cardboard throughout public areas, as well as within staff areas, to encourage source-separation of waste streams. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	2. Provide separate and enclosed storage for liquid, chemicals, and hazardous waste.	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
	3. Where general waste chutes are used, provide for the collection of recycling and organic waste at each level within the building.	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
	4. Consolidated organic waste drop off points are designed to minimise any potential odour and vermin risks. This includes the provision of rooms that are temperature controlled and suitably ventilated.	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
PO3 The location of waste management is clearly indicated for each site and neighbourhood.	 Provide uniform waste management design and colour coding in accordance with AS 4123 across residential and commercial developments. 	Section 4 of the Waste Management Plan prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. The WMP identifies that waste management will use consistent signage and colour coding throughout the Development. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes
	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.	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO4 Waste bins are provided to a level commensurate with waste produced for each development as outlined in Council's waste and recycling service	 Waste storage areas are designed to: Accommodate the required number and size of waste bins; Provide space for the bins to be accessed, rotated and manoeuvred for emptying; Allow for future waste separation practices; and Account for different uses in mixed use development through the provision of separate and enclosed collection rooms for both residential and commercial uses. 	The Waste Management Plan prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. The WMP identifies that the waste storage areas for the Development must be large enough to adequately store all quantities of operational waste and recycling between collections. Given the nature of the Development and its size and scope, a front lift waste collection service is the most likely to be provided at this development. Bins of 3m3 capacity are the most likely to be used and these have been assumed when calculating bin numbers and storage space. Additional storage space would be required for bulky waste. The WMP details the estimated number of bins required for weekly storage of operational waste and recycling generated by the Development.	Yes
	 Align building design and collection points with Council's waste and recycling services and collection fleets. 	 Section 4 of the Waste Management Plan prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. The WMP identifies that the waste storage areas are to feature access provisions for waste collection vehicles in accordance with Council's requirements: Collection on-site Access by a heavy rigid vehicle throughout the vehicle's entire onsite path of travel 	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		 Collection will not impede access to, within or from the site for other users Collection vabiales will enter and exit the site in a 	
		forward direction	
		This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	
PO5	1. Waste storage areas are to:	The Waste Management Plan (Appendix XX) prepared by	Yes
Implement innovative waste management storage	a. Be well-lit and ventilated;	development at the site. The WMP identifies that the	
systems that are safe,	b. Include water and drainage facilities for cleaning the bins and bin	following design consideration for waste storage areas:	
healthy, and efficient.	storage area;	 The room is to be fully enclosed, walled and not permit through access to other on-site waste infrastructure. 	
	 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 	 The floor is to be waterproofed, non-slip and sealed in accordance with the Building Code of Australia to permit the use of wash facilities. 	
		 The floor is to be graded to a central drainage point connected to the sewer, enabling all waste to be contained and safely disposed of. 	
	e. Comply with Local Council Policy and contractual service provisions.	 The room is to be partitioned and enclosed with a minimum 2.7m unobstructed internal room height in accordance with the Building Code of Australia. 	
		 The room is to be provided with an adequate supply of water through a centralised mixing valve and hose cock. 	

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		 The room to incorporate adequate lighting and natural/mechanical ventilation in accordance with the Building Code of Australia. These benchmarks are to be incorporated and addressed in future development stages based on tenant requirements. 	
	 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. 	Section 4 of the Waste Management Plan has been prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. The WMP identifies that the bins can be stored inside each unit and moved outside for collection. The waste collection areas should be located to allow forward access by a collection vehicle. Front lift collection vehicles require approximately 6.2 m overhead clearance when emptying bins. The waste collection area should be situated where there are no overhead structures or at least none that provide less than 6.2 m clearance. The waste storage area is to be built in accordance with the Building Code of Australia. Collection vehicles will be able to enter and exit the site in a forward direction with unobstructed access, adequate driveways, and ramps of sufficient strength to support waste collection vehicle allowed for. These benchmarks are to be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	3. Provide safe and easy access to waste and resource recovery areas for residents, building managers and collection contractors.	Section 4 of the Waste Management Plan prepared by SLR (Appendix XX) includes these benchmark guidelines for future development at the site. The WMP identifies that to allow for ready movement of bins into and out of the bin storage area, the bin storage area is to provide a floor area of at least 150% of the total minimum bin footprint. Waste storage areas will allow unimpeded access by site personnel and waste disposal contractors. This benchmark is to be incorporated and addressed in future development stages based on tenant requirements.	Yes
	 Ensure waste and recycling areas flexibly adapt to other types of waste and materials storage over time. 	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
	5. Design waste and recycling facilities to prevent litter and contamination of the stormwater drainage system.	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
PO6 Waste management storage systems minimise negative impacts on the streetscape, public domain, building presentation or amenity of pedestrians, occupants, and neighbouring sites.	 Waste storage and collection areas are to: Where possible, be integrated wholly within the developments built form; Not be visible from the street or public domain; Not adjoin private open space, windows, habitable rooms, or clothes drying areas; 	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 d. Not be located within front setbacks; and e. Comply with Local Council Policy and contractual service provisions. 		
	2. Collection points and systems are designed to minimise noise for occupants and neighbours during operation and collection	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
PO7 Recognise waste types, generation rates and separation needs may change during the useful life of a building.	 Waste and resource recovery facilities are sited to enable possible future expanded floor area. 	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
	2. Design waste and resource recovery facilities to enable installation of new, potentially larger equipment	Noted. To be incorporated and addressed in future development stages based on tenant requirements.	Yes
2.18 Earthworks and Retaining	ng Walls		
PO1 To ensure site planning considers the stability of land, its topography, geology and soils.	 Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability. 	Noted	Yes
	2. A Geotechnical Report is to be submitted with applications proposing to change site levels.	A Geotechnical Assessment Report was prepared by Cardno (Appendix JJ).	Yes
	3. Excavation and fill shall be adequately retained and drained in accordance with	Noted	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	the Western Sydney Engineering Design Guidelines		
PO2 To ensure that earthworks and retaining wall construction is suitably designed and landscaped to ameliorate its visual presentation to and from the public domain and adjacent properties.	 Level transitions must be managed between lots and not at the interface to the public domain. 	The cut and fill requirements within the Site have been defined through multiple design iterations and careful consideration of minimise retaining walls fronting Badgerys Creek Road and minimising the extent of retaining walls fronting proposed estate roads as much as possible	
	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).	Noted	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.	The development proposes to allow for a wider deep soil zone between retaining walls, at 2.0m, to deliver a better wide deep soil zone between retaining wall tiers as a design quality initiative. This enables wider plant beds which can deliver a better landscape design response and higher quality vegetation. Trees proposed in these locations have stronger growth given the additional space provided in the plant bed.	Refer to comment
	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.	Noted	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs. 	Noted. Subject to building structure and tenant operations requirements.	Refer to comment
	6. Retaining wall design and materials shall complement architectural and landscape design	Noted. Subject to further design development and detailed designs.	Refer to comment
PO3 To encourage reuse of fill material from within the Aerotropolis Precinct.	 Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person. 	Noted.	Yes
	2. Where possible, fill material should be sourced from within the Aerotropolis Precinct.	Noted.	Yes
	 Topsoil should be preserved on site and suitably stockpiled and covered for re- use 	Noted	Yes
2.19 Public Art			
This section supplements the Councils' public art policies and applies only to development greater than 20 hectares or with a capital investment value exceeding \$20 million.			nt value exceeding
Objectives O1. Enrich and enliven the public and private domain with high quality,		Public art will be integrated into the Master Plan to enrich and enliven the public and private domain.	Yes

aesthetic, and functional art.		
O2. Provide public art consistent with Council's Public Art Policy	The requirements and guidelines under the policy are supported under the Master Plan.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O3. Recognise and celebrate A the public domain.	boriginal heritage, values and living culture in	A Public Art Strategy is prepared to ensure the future collaboration and engagement is achieved.	Yes
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 Public Art Strategy prepared by Site Image (Appendix PP) identifies the key locations and types of art to be commissioned on both public and private land. The strategy identifies the relevant and appropriate art typologies for the intended Masterplan. The locations and typologies / themes have been carefully considered, taking into account natural features, proposed built form, circulation, view corridors, uses, amenity, activation, character and wayfinding. As part of the artworks proposals assessment process and criteria, proposals will need to be of suitable scaled and sited to respond to context and opportunity.	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.	A Public Art Masterplan forms part of the Public Art Strategy prepared by Site Image (Appendix PP). This identifies the general siting locations and different public art typologies across the site. This will facilitate the delivery of at least 1 public art across the publicly available and accessible spaces of the estate.	Yes
PO2 Public art is provided to capture and reflect the qualities and essence of place, community values and the stories of past and	1. Artwork is the result of collaboration with an artist to deliver a coordinated and cohesive development and public art response	The Public Art Strategy prepared by Site Image (Appendix PP) identifies the detailed aspects that will each contribute to preparation of site specific Artist. This includes the appropriate collaborative processes including Artist selection and engagement; expert panel guidance of artwork development to achieve design excellence; cost planning and constructability input; appointment of commercial fabricator; and suitable team coordination from	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
present cultures, places, and people.		inception to completion and through long term maintenance.	
		Additionally, a strategy include 'Public Art Storylines which identifies the themes of public art to be interwoven into the landscape and urban forms across the Masterplan. The Public Art Storylines are formulated through research, consultation, collaboration, and creative assembly of site and locality themes to create a cohesive sequence of meaningful, engaging and stimulating precinct themes and journeys	
	2. Public art is created in conjunction with a community consultation process to ensure alignment between public art, cultural/community values, and development.	 The Public Art Strategy prepared by Site Image (Appendix PP) identifies that community engagement / consultation in support of future public art proposals will require the preparation of an ongoing consultation strategy which will: Identify the process of community engagement site wide and for each art work Outline the Community Consultation strategy Consultation results and feedback to be incorporated into the BMPAS document in regular updates along with artwork commissioning and delivery updates 	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 	This has been considered in the broader masterplan. The Public Art Strategy prepared by Site Image (Appendix PP) identifies a key process in Public Art Delivery to be the assembly and engagement of a Public Art Panel which will include a Specialist Aboriginal Art Curator. The Artist's Brief documents will be reviewed by the Public Art Panel.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 b. Initiated by the local community (i.e. Unsolicited requests for public art). 	Additionally, the Public Art Consultant will create and maintain a register of experience public artists as a basis for creating selected artist tender panels. This includes experienced public artists, with categories relating to locality and origins, diverse multi-cultural origins and backgrounds, and specifically Aboriginal and Torres Straight Island artist.	
	4. Public art themes provide a response to elements particular to a place.	The Public Art Strategy prepared by Site Image (Appendix PP) identifies the expression of themes that will be explored across the differing land uses and places across the site.	Yes
PO3 Public art is easy to maintain	 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. 	The Public Art Strategy prepared by Site Image (Appendix PP) includes details of the material and maintenance requirements for artworks. This includes details regarding the durability, sustainability and maintenance requirements for materials. Additionally, any strategy identifies that any Public Art should demonstrate 'Safety in Design Assessment.	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.	The Public Art Strategy prepared by Site Image (Appendix PP) identifies that artist engagement will include a valid contract is in place that outlines IP, contractual obligations and deaccessioning requirements / procedures. For the future detailed artwork designs to receive detailed design approval, they require deaccessioning agreements to be in place.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
3.0 DEVELOPMENT FOR ENT	ERPRISE AND INDUSTRY, AND AGRIBUSIN	ESS	
3.2 Parking and Travel Manag	gement		
PO1 To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality.	 On-site car parking is to be provided in accordance with Table 3. 	The carparking across the Enterprise & Industry estate has been considered and designed to meet the parking DCP parking rate. Section 7 of the Architectural Design statement prepared by SBA Architects (Appendix T) provides a table of compliance for large, mid and small format industrial buildings, demonstrating the warehouse designs will meet the DCP carparking requirements. Carparking across the Local Centre will be provided with a mix of on-grade and basement parking in accordance with the DCP requirements.	Yes
	 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. 	For activities not identified in Table 3 such as café and business park, the parking rates has been guided in accordance with TfNSW Guidelines.	Yes
PO2 To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles).	 Vehicular access and driveways widths must be sweep path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles. 	At masterplan stage, vehicular access and driveways widths allowed for both cars and trucks have been designed in accordance with AS2890 for sites within the Enterprise and Industry. Detail design will subject to future general arrangement of buildings.	Yes
	2. The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.	Detail design will subject to future general arrangement of buildings.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	The Reference Master Plan Revision T in the Architecture Design Statement Report prepared by SBA Architects (Appendix J) has proposed minimum 10m wide for truck driveways and hardstand width ranging between 36-38m, which are capable of accommodating turning movements of the largest design vehicle accessing the sites within the Enterprise + Industry Estate.	Yes
	4. Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).	The levels between the road and the individual lots have been considered for the masterplan. Any length of the ramps is pre-empted to accommodate mitigate change in level and designed in accordance with AS2890. Detailed design will subject to future general arrangement of building.	Yes
	5. Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	Indicative loading facilities such as hardstands are shown on the masterplan but will subject to future general arrangement of building.	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 	 All indicative loading and unloading areas shown on the Reference Master Plan Revision T in the Architecture Design Statement Report (Appendix T) are; a. Designed based on a typical warehousing arrangement and operational. b. Car parking and waste storage are generally separated, however this will be subject to future detailed design. c. All hardstands are generally separated from path of other vehicles. However, for Lot 2 and 14 requires visitors and 	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	d. Located behind the building alignment of any street boundary and where visible from a public place, be provided with appropriate screening.	 staff to enter the site using the same driveway as heavy vehicles however the parking is separated from the hardstand. Staff/visitor vehicle parking is located at the western side of the proposed facility, with all heavy vehicle movements, including loading and unloading on the eastern side of the warehouse. This isolated instance of heavy vehicles mixing with passenger vehicles is typical of small unit industrial. d. The masterplan has shown that generally all loading areas are located behind the building alignment. However, where the loading areas fronting the road or riparian corridor, 6m and 5m landscape setback respectively applies as per DCP for natural screening. 	
	7. Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.	This can be easily accommodated, but will subject to future detailed design.	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	Detail design will subject to future general arrangement of buildings and consultation with future traffic engineer.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO3 To minimise the impact of vehicle access points on the quality of the public domain and streetscape.	 Driveways should be: Located considering any services within the road reserve, such as power poles, drainage inlet pits and existing street trees; Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; and For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic. 	Separate Light Vehicle and Heavy Vehicle access points are proposed for all large warehousing lots greater than 15,000m ² . Lot 23 is limited to a singular access point due to frontages governed by ERR and BMLR. As such, consolidated access is suitable for that lot. The indicative layout for Lot 14 shall be subject to further detailed design but is intended to provide a smaller unit sizes for which it is typical to see some car parking within hardstand areas. However, it should be noted that such development typically serviced by smaller Heavy Vehicles with reduced inherent safety risks associated. Where possible, future detailed design shall ensure that any Heavy Vehicle reversing areas are isolated from Light Vehicle and pedestrian movements.	Refer to comment.
PO4 To support the complementary use and benefit of public and active transport.	 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, 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; 	Details of bicycle destination facilities will subject to future design due to unknown number of staffs for each development at this stage. Future design will need to comply with the DCP.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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 		
	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	Details of bicycle parking, facilities and storage will subject to future design due to unknown number of staffs for each development at this stage. Future design will need to comply with the DCP.	Yes
Car parking rates: <u>Warehouses or distribution</u> <u>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	N/A	The Masterplan included in the Architectural Design Statement prepared by SBA Architects (Appendix T) has allowed for design of the indicative parking arrangement based on the rate stipulated in the DCP. However, subject to future design of the final buildings' footprints, the parking number may change accordingly.	Yes
Bicycle Parking rate: 1 space per 1,000 sqm of gross floor area of industrial	N/A	The number of bicycle parking rate will be based off the DCP rate, and this will be detailed in future based on the final building footprints.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
activities (over 2000m2 gross floor area)			
3.3 Built Form			
3.3.1 Building Siting and Desig	n		
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.	 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. 	 A height strategy has been prepared by Urbis. This details how the IPG Master Plan seeks to predominately retain the existing height controls under the Precinct Plan, with 24m applying to the enterprise and light industry uses across the site and 52.5m within the Local Centre and the business and enterprise uses which frame the centre. This ultimately reflects the existing height controls within the Precinct Plan, key variation to the existing height controls proposed by IPG is to propose a maximum building height for potential high-bay and multi-storey warehousing of 52.5m. The proposed locations for high bay warehousing have been informed by range of design principles and considerations including: Proximity to the airport – the strategic location of the site being directly adjacent to the WSI present a desirable attribute to attract cargo and logistics industries which require high-bay warehousing facilities. Land size and configuration – The contiguous and regular lot configuration and land size within the eastern and western parcels provides suitable block layouts for high-bay warehousing. Given the scale of this typology, IPG are proposing additional setback requirements as part of the Design Quality Strategy 	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		(refer Section 3.4), to ensure minimal impacts and overshadowing, and also to improve sight lines within the streetscape.	
		 Built form transition from the Local Centre – The proposed locations for high-bay warehousing are suitably distanced from the Local Centre to ensure a gradual transition in building height towards the areas of highest amenity and urban activity. 	
		 Access arrangements – The western parcel of high- bay warehousing is situated within the first stage of the Master Plan which will be unlocked in the interim through access from Badgerys Creek Road. 	
		 Response to wind shear restrictions – To ensure future development and proposed height controls comply with wind shear trigger controls and requirements (refer Section 3.3). 	
		 Slope analysis – the earthworks have been designed to follow the natural topography as closely as possible. Lot pads have been graded to slope towards intended drainage points and to minimise retaining walls. 	
		 Compatibility with adjoining land uses – the proposed location of high-bay warehousing within the eastern and western parcels ensures there are no impacts on adjoining land uses. The eastern parcel within the panhandle directly adjoins enterprise and light industry uses to the immediate north and south which is a compatible land use with similar operations. 	

Performance Outcomes	Benchmark Solutions	Comment	Compliance
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 5.	 The Architecture Design Statement prepared by SBA Architects (Appendix T) identifies the setbacks and landscape setbacks required for: Eastern Ring Road + Bradfield Metro Link Road (primary arterial and sub-arterial roads) Internal Roads (Collector + Local Industrial Road) Rear Setbacks Side Setbacks The Masterplan prepared by SBA Architects includes dashed, red and green outlines which demonstrate how the large format warehouse facilities and mid-sized format warehouse facilities as well as the intended commercial buildings comply with the minimum setback and landscape setback requirements of the DCP. The reduction of the proposed setback along BMLR from 20m to 6m is to achieve a more suitable interface and public domain outcome between the proposed local centre built form and the public transport corridor along BMLR. Delivering a built form interface closer to the public transport corridor improves pedestrian amenity and also passive surveillance, in accordance with CPTED principles. The buildings also enhance the sense of enclosure and a human scale along the BMLR interface. 	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	2. Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding primary arterial roads):	The proposal intents to use building setback zones with a combination of the permitted development types listed.	Yes
	a. Landscaping;		
	 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.		
	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.	Only where required, access driveways have been incorporated to run alongside and rear boundaries.	Yes
	 Setbacks to public roads may also incorporate loading dock manoeuvring areas and associated hardstand and off streetcar parking provided the minimum setbacks in Table 5 are achieved. In addition to the setback requirements in Table 5, setbacks that incorporate an off- 	Where required, loading dock manoeuvring areas, associated hardstands and off-street carparks have been incorporated within building setbacks only.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	street parking area must demonstrate the location of the car parking area:		
	a. Promotes the function and operation of the development;		
	 b. Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and c. Does not detract from the streetscape values of the locality 		
	5. Additional setbacks may be applicable to avoid construction over easements.	No additional setback to avoid construction over easements appear to be currently applicable to the site.	N/A
	 For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic. 	Setbacks on the corner of the lots have been ensured to be clear of any visual obstructions for perpendicular traffic.	Yes
3.3.3 Landscape Setbacks			
PO1 To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and	 Landscaped area is to be provided in accordance with Table 5. Note control (4) and (7) in PO1 of Section 3.6.2 allows different landscape setbacks to those identified in Table 5 for loading dock manoeuvring areas and on-site car parking. 	The proposed development complies with the landscape setback requirements. Refer to the Masterplan prepared by SBA Architects (Appendix B).	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
shade, and contribute to overall streetscape character.	2. A Landscape Plan prepared by a Landscape Architect is to be submitted with all development proposals.	A Public Domain and Landscape Strategy has been prepared by Site Image (Appendix QQ).	Yes
	3. Existing remnant vegetation and paddock trees shall be retained where practical within setback areas and integrated with landscaping plans.	Where paddock trees and remnant vegetation are sought to be retained can be retained within setback areas and integrated into landscape plans this will be completed.	Yes
	 Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed 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
	5. Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shade and assist with cooling.	The Public Domain and Landscape Strategy prepared by Site Image (Appendix QQ) identifies how landscape trees will be provided across the northern and western setbacks to buildings to provide shade and assist with cooling.	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 Acoustic Assessment prepared by EMM (Appendix NN) identifies the adjoining sensitive receivers. As demonstrated in the Masterplan prepared by SBA Architects (Appendix B) there are substantial landscape areas providing buffers to the sensitive receivers.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	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.	Section 7 of tThe Architecture Design Statement prepared by SBA Architects (Appendix T) identifies that for every 10 car parking spaces provided, an island planter bed of minimum 2.5m wide should be provided.	Yes
	8. Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	Where possible, landscape screening measures have been proposed to ensure car parks, vehicular manoeuvring areas, garbage areas and storage areas are screened appropriately.	Yes
	9. Paving, structures and wall materials should complement the architectural style of buildings.	Details of the proposed materials is provided in Section 7 of the Architectural Design Statement, prepared by SBA Architects (Appendix T). With regard to the intended enterprise and industry architecture, the design of industrial building is largely dictated by functional requirements and consist of a simple structure clad, the facade specific to industrial component should be constructed with durable materials that can withstand the wear and tear of daily operation. Additionally, the application of material + colours for the office express the fine-grained, out-ward-looking appearance inherent to this typology. The different materials for the ancillary offices will break down the scale of the façade and denote the change in functional programs. The indicative designs provided throughout the design statement also demonstrate the paver materials to be used to complement the different architectural building styles.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		Any future development will be conducted in accordance with this benchmark.	
 Building setbacks Primary arterial and sub- arterial roads – 20m Collector streets - 12m Local streets - 7.5m Rear and side boundaries – 5m 	N/A	The Masterplan has been prepared in accordance with the building setbacks required. Refer to the Masterplan prepared by SBA Architects (Appendix B).	Yes
 Landscape setbacks Primary arterial and sub- arterial roads – 10m Collector streets - 6m Local streets - 4m Rear boundaries – 2.5m 	N/A	The Masterplan has been prepared in accordance with the landscape setbacks required. Refer to the Masterplan prepared by SBA Architects (Appendix B).	Yes
3.3.4 Building and Architectura	l Design		
PO1 To ensure buildings achieve a high level of sustainability and environmental performance.	 Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling. 	Section 7 of the Architectural Design Statement prepared by SBA Architects (Appendix T) details how the Masterplan has been designed to so that buildings with amenity such as cafes or industrial ancillary offices generally avoid being located at the south side of large industrial components. Where this is unavoidable, these sensitive building elements will be positioned to maintain good easterly and westerly aspect for solar access. The	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		concept design of the ancillary offices of warehouses features materiality such as projecting roof canopy, skylight, perforated screen maximise the natural sunlight.	
	 Development proposals shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: 	The Sustainability Strategy and ESD Report prepared by Civille (Appendix UU) details how the future development across the Masterplan Site will incorporate the appropriate design measures to achieve these ESD objectives.	Yes
	f. Building and window orientation;		
	g. Window size and glass type;		
	h. Insulation;		
	 Natural ventilation and light with generous, all weather openings; 		
	j. Utilise extensive roof areas for energy and water collection;		
	k. Air flow, ventilation and building morphology to support cooling; and		
	I. Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.		

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO2 To ensure new development contributes to a visually cohesive urban environment and responds to the adjacent scale and character of the area	 Buildings shall be oriented so building frontage is parallel with the primary street frontage. 	The Masterplan (Appendix B) has illustrated that the industrial buildings with ancillary offices are oriented so that their main frontages respond to the primary streets.	Yes
	2. Building design should minimise overshadowing within the site and on adjoining buildings.	Section 7 of the Architectural Design Statement prepared by SBA Architects (Appendix T) stipulated that buildings with amenities such as ancillary offices or cafés will be located at the northern portion of the lot to avoid being overshadowed by the industrial buildings. Where this is impossible to achieve due to site constraints, these buildings with sensitivity will maintain the easterly or westerly aspect for solar access.	Yes
PO3 To encourage innovation and a high standard of architectural design, utilising quality materials and finishes.	 External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection. 	Section 7 of the Architectural Design Statement prepared by SBA Architects (Appendix T) identifies the material selection for future developments will be selected to minimise reflectivity and glare impacts.	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.	Section 7 of the Architectural Design Statement prepared by SBA Architects (Appendix T) identifies the future development designs will feature material and colours that accentuate forms and break down building dimensions and massing to create an appropriate scale and amenity to the public domain.	Yes
	 Large expanses of wall or building mass should be relieved using articulation, variation in construction materials, fenestration or alternative architectural enhancements. 	Section 7 of the Architectural Design Statement prepared by SBA Architects (Appendix T) identifies the future development designs will feature façade articulations which enhance the building amenity and create visual interest along the streetscape.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building. 	Section 7 of the Architectural Design Statement prepared by SBA Architects (Appendix T) consist of the design concepts for commercial buildings and industrial ancillary offices that utilise spatial qualities such as of double volume space, feature screens and weather protection to create identifiable entry points that read cohesively as an overall design. Final detail will subject to future design of the buildings.	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 details and final locations for the plant and mechanical equipment will be explored at later stage, however the DCP requirement is expected to be adhered to.	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 indicative design concept of the office component included in Section 7 of the Architectural Design Statement (Appendix T) has demonstrated that the subdivided lots of the Masterplan, with DCP setbacks applied, will still have sufficient room to for architectural articulation. This allows the main office to be cohesively designed as an integral part of the industrial buildings, with identifiable entries fronting the access roads. Final design of the buildings will subject to detail at later stage, including the principles of Universal Design.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses. 	The indicative design concept of the office component included in Section 7 of the Architectural Design Statement (Appendix T) has shown that design elements such as sculptural roof form, has been utilised to define the entry point as a double volume space. This will assist with the reading of spaces as the transitions change between office lobby and the industrial buildings. However, final design of the buildings will subject to detail at later stage.	Yes
	8. Roof design must provide natural illumination to the interior of the building	The indicative design concept of the office component included in Section 7 of the Architectural Design Statement (Appendix T) has shown that the proposed roof form defines the office foyer as a double volumetric space, which in turn encourages natural light into the office space. However, final design of the buildings will subject to detail at later stage.	Yes
3.3.5 Communal Outdoor Areas			
PO1 To contribute to amenity for employees.	 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. 	The indicative design concept of the office component included in the Architectural Design Statement (Appendix T) has shown the communal outdoor area integrated with the main office of the industrial buildings. However, final design of the buildings will subject to detail at later stage.	Yes
	2. In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	The indicative concept design included in Section 7 of the Architectural Design Statement (Appendix T) has shown the communal outdoor area being integrated with the proposed landscape areas and have generous views to the	Yes
Performance Outcomes	Benchmark Solutions	Comment	Compliance
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		surrounding greeneries. However, final design of the buildings will subject to detail at later stage.	
	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 indicative concept design included in Section 7 of the Architectural Design Statement (Appendix T) has shown that there are mix of soft and hard landscaping within the proposed communal outdoor area to cater for different activities. However, final design of the buildings will subject to detail at later stage.	Yes
	4. Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.	The indicative concept design included in the Architectural Design Statement (Appendix T) has shown that the proposed communal outdoor area is relatively flat, which will allow continuous flow of activities. However, final design of the buildings will subject to detail at later stage.	Yes
	5. Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21 June.	Given the location of the riparian corridors within the site and the proposed ERR alignment, there are limited options for lot configuration and the orientation of buildings on site. For the existing configuration to maintain solar access, the placement of buildings and amenity is to avoid being located at the south site of large industrial components. Where this is unavoidable, these sensitive building elements will be positioned to maintain good easterly and westerly aspect for solar access, which still achieves a desirable outcome.	Refer to comment.
	 Outdoor communal areas shall immediately adjoin a staffroom/lunchroom with kitchen facilities. Where this is not possible, the 	Generally, in the warehousing development settings, staff lunchroom with kitchen facilities are located close to the outdoor communal areas. However, final design of the buildings will subject to detail at later stage.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	outdoor communal area is to be provided with a suitably designed weatherproof outdoor kitchen for the use of staff.		
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.	 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. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	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.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 Sky signs and roof signs that project vertically above the roof of a building are not permitted. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 4. In the case of multiple occupancy of a building or site: m. Each development should have at least one single directory board listing each occupant of the building or site; n. Only one sign is to be placed on the face of each premises either located on or over the door; and 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 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.	 Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	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.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	3. Signs are to be contained fully within the confines of the wall or awning to which they are mounted.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	4. Illuminated signs are not to detract from the architecture of the building during daylight.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 5. Illumination (including cabling) of signs is to be either: a. Concealed; b. Integral with the sign; 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	c. Provided by means of carefully designed and located remote or spot lighting.		
	 A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 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. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	8. A maximum of one illuminated sign is permitted on each elevation of each building.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	9. Illuminated signage shall be oriented away from residential receivers	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
3.5 Lighting			
PO1 To provide adequate external security lighting for employment activities, whilst minimising adverse impacts on adjoining premises and	 Lighting details shall be provided as part of development proposals. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	2. Lighting is to be designed or directed to not cause light spill onto adjoining sites,	The proposed development is within 6km of the centre of an applicable runway but lies outside Zone D, and therefore	N/A

Performance Outcomes	Benchmark Solutions	Comment	Compliance
surrounding rural-residential areas.	sensitive receivers or impact Airport operations.	is not covered by Guideline E. The proponent need take no specific actions in respect of lighting.	
PO2 To encourage energy efficient lighting.	 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. 	Section 4 of the Crime Prevention Through Environmental Design (CPTED) Assessment prepared by Urbis (Appendix CC) recommends that considering the 24/7 operation of the precinct, investigate opportunities to provide adequate lighting in all public areas, entrances to buildings and warehouses, car parking areas and concealed corners around the precinct, in accordance with Australian Standards. Adequate lighting ensures there are no dark corners and passive surveillance is maintained both day and night to deter potential offenders, provide natural wayfinding and reduce risk of vandalism.	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.	Future design will need to adhere to this control.	Yes
	2. Palisade fencing is encouraged.	This will not be addressed at masterplan stage but Future design will be prepared with consideration of this benchmark.	Yes
	3. Solid fences above 1 metre in height are not permitted along street frontages.	This will not be addressed at masterplan stage but Future design will need to adhere to this control.	Yes
PO2 To ensure that the security needs of the development are	 No fencing other than a low ornamental type may be erected at the front or secondary street site boundary. 	This will not be addressed at masterplan stage but Future design will need to adhere to this control.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
satisfied in a manner which complements the surrounding landscape design and streetscape quality.	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.	This will not be addressed at masterplan stage but Future design will be prepared with consideration of this benchmark.	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.	 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. 	At this stage of the proposal, details regarding the tenancy use and capacity are yet to be formalised, however, Section 5 of the Acoustic Assessment prepared by EMM identifies noise allowances for the proposed lots. The allowance goals form the basis of target levels for specific lots, and inform the noise assessment that would accompany a CDC approach to development of lots within the IPG site. It would be the responsibility of each applicant / tenant / operator to provide a noise assessment to the satisfaction of the Principal Certifying Authority (PCA) to assess noise emissions from their lot/s and demonstrate that the noise allowances for their specific lot to ensure there are no amenity impacts for adjacent tenancies or nearby residents.	Yes
	2. Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of	The Acoustic Assessment prepared by EMM (Appendix NN) was prepared in accordance with the NPfl, 2017.	Yes

Performance Outcomes	Benchmark Solu	tions	Comment	Compliance
	Environment, Water, 2011).	Climate Change and		
	3. An Acoustic R acoustical eng where propose traffic generat will create nois impacts, eithe operation, tha developments areas. The Ac outline the pro	Report by a qualified gineer must be submitted ed development, including ed by that development, se and/or vibration r during construction or t impacts on adjoining or nearby rural-residential coustic Report should posed noise amelioration I management methods.	The Acoustic Assessment prepared by EMM (Appendix NN) was prepared in accordance with the NPfl, 2017.	Yes
	4. Acoustic Repo developments noise impacts noise emission and operation consultant sho consent autho acceptable an industrial deve noise levels.	orts for individual a must assess cumulative , including likely future ns from the development of the Precinct. The buld liaise with the relevant ority to determine nenity goals for individual elopments and background	The Acoustic Assessment was prepared by EMM (Appendix NN). It is noted that the site is bound by a large CSR site to the north and a similar large Perich land holding to the south. These three sites have the potential to result in cumulative noise to the existing and further residential intensification of Kemps Creek and Rossmore to the east. Accordingly, the adoption of -5 dB is considered appropriate and strictly in accordance with the NPfI. Future developments will be undertaken in accordance with the relevant criteria, considering the potential for cumulative noise impacts.	Yes
	5. The use of me equipment ma close to sensit	echanical plant and ay be restricted in areas tive receivers, such as	It is noted that at this stage of the proposal, the selection and location of mechanical plant has not been finalised. Compliance with the relevant criteria can be achieved with	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	adjoining rural-residential development and educational establishments.	the relevant criteria and recommendations identified in Section 7 of the Acoustic Assessment prepared by EMM	
	 Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography. 	It is noted that at this stage of the proposal, detailed design of roof elements has not been finalised. Compliance with the relevant criteria can be achieved with the relevant criteria and recommendations identified in Section 7 of the Acoustic Assessment prepared by EMM	Yes
	 Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas. 	Noted.	Yes
4.0 Non-Residential developm	nent in Centres		
4.1 Road network and design			
4.1.1 Street design			
Objectives O1. Design street networks to support the objectives of the NSW Government's Movement and Place framework.		The proposed street design supports the Movement and Place Framework, to achieve a well connected, safe and efficient network.	Yes
O2. Design the local road network generally consistent with the Aerotropolis Precinct Plan.		The street network design is generally in accordance with the Precinct Plan. It has been prepared with ongoing engagement with relevant agencies to ensure the best outcomes for the site and surrounds.	Yes
O3. Design the local street network to accommodate diverse modes of transport including cars, public transport, walking and cycling.		A diverse range of vehicular and active transport modes have been incorporated into the movement network. The Master Plan supports vehicles both large and small to	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		accommodate industrial uses, public transport options as well as walking and cycling paths.	
O4. To contribute to the creation of an interesting and attractive streetscape.		The Master Plan seeks to enhance the public domain and streetscape by creating strong links to the blue and green grid. These outcomes will improve streetscape amenity and create an attractive outdoor environment.	Yes
O5. Provide a safe and convenient public transport, pedestrian and cycleway network		As highlighted above, the proposed public domain is interwoven with the green infrastructure and riparian corridors. This high-quality and high amenity outdoor environment is the backdrop for the movement network, to allow public and active transport users to engage with the natural environment.	Yes
PO1 The design, functionality and safety of Collector and Local roads within Centres is consistent across the Aerotropolis.	1. Road design for Collector and Local roads within as identified on the Aerotropolis Precinct Plan are to be consistent with the typical arrangements shown in Figures 13 to Figure 16.	The Typical Street Section - Collector Road is detailed in the Master Plan. This has been informed by the landscape strategy prepared as part of the co-design process with the Technical Assurance Panel.	Refer to comment.
4.2 Built form			
Objectives O1. Ensure high quality architecture, design and built form outcomes which respond to topography, site characteristics and the public domain.		Detailed design of the built form will be confirmed at a later stage. The design and materiality will adhere to the DCP control to ensure it achieve high quality outcomes.	Yes
O2. Encourage pedestrian activ	vity in the streets and other public spaces.	The public domain and streetscape are designed to ensure high quality and high amenity. The green and blue grid is	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
		well design to ensure pedestrian engagement with the natural environment.	
O3. Clearly define the character of the main street by activating the street and public domain.		As above, the street network is appropriately designed and activated according to its use and connection to the riparian corridors.	Yes
O4. Provide a high quality public domain to achieve desired employment outcomes.		Workers and visitors will have access to a high quality public domain.	Yes
O5. Establish a consistent front building alignment and landscaped streetscape in accordance with the intended character of the Precinct.		The Master Plan ensures smooth transitions and alignment with buildings and the landscaped streetscape to enhance the character of the precinct.	Yes
4.2.1 Relationship to the public domain			
PO1 Building massing responds to context and future character including significant landforms, topography, landscape, built environment and the public domain.	 Building design responds appropriately to topography, with regular transitions that maximise integration between ground floor level and street level. 	Building designs has been based off the levels proposed by AT+L and promote smooth transitions between the ground level and street level. The design of the transition will be further explored at later stage.	Yes
	2. Building design is to incorporate a variety of materials and a schedule of materials and finishes is to accompany all development proposals.	As detailed in Section 7 of the Architectural Design statement prepared by SBA Architects (Appendix T) the materials for the Local Centre were selected to be robust and low maintenance in the higher parts of the buildings, and more natural, tactile, and visually interesting at the lower levels near the public interface, reinforcing the design's human scale.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	3. Materials provided to building under crofts are to be integrated into the main building facade treatments.	Details of the proposed materials will adhere to the DCP control and subject to the design development at later stage.	Yes
PO2 Built form is orientated to activate the street and public realm, to provide positive address and architectural presence to the street.	1. Locate and establish continuity of active uses such as retail outlets and restaurants at ground level street frontages built to the boundary, and offices (or residential) above ground level.	The indicative concept design included in Section 7 of the Architectural Design Statement (Appendix T) has shown that the Local Centre buildings will have active uses at the ground level along the proposed Promenade.	Yes
	2. Non-active (i.e. non-retail, non- commercial, non-entertainment or non- community uses) uses to the principal street frontages are to be minimised.	The indicative concept design included in Section 7 of the Architectural Design Statement (Appendix T) has shown that non-active uses are generally co-located at Road 01, Road 02 and Easement Road, which will subject to future detail design.	Yes
	3. Provide wide and legible entry/lobby areas and pedestrian pathways accessed from a public street or public open space.	The indicative concept design included in Section 7 of the Architectural Design Statement (Appendix T) has shown that all buildings fronting the Promenade will have pedestrian access located along the Promenade. Where the building adjoins both road and the promenade, the pedestrian entry will be located at the Promenade, which is essentially a public walkway.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	4. Building facades at street level on active frontage streets and facing the public realm are to contain predominately clear glazing free of advertising and be open to the street. Dark glazed facades are not supported.	Future design will be detailed at later stage and adhere to this control.	Yes
	5. Upper floors are to be designed to overlook streets and public places to provide casual surveillance.	The indicative concept design included in the Architectural Design Statement (Appendix T) has shown all upper floors of the commercial buildings are addressing the streets and public places to promote casual surveillance. Future design will be detailed at later stage and adhere to this control.	Yes
	6. The combined length of walls with no openings, car park entrances and service areas, cannot exceed 20% of the width of the primary street frontage.	Future design will be detailed at later stage and adhere to this control.	Yes
	7. Ground levels are to accommodate a range of tenancy sizes, including smaller tenancies that provide visual interest and numerous opportunities for interaction and activity along the street front.	Future design will be detailed at later stage and adhere to this control.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	8. Shopping centres and arcades are to maximise activation of the adjacent street and public domain and enhance permeability between public streets and places.	Should there be any shopping centres or arcades within the Local Centre, the design will be detailed at later stage and adhere to this control.	Yes
	9. Ground floor tenancies and building entry lobbies are to have entries and ground floor levels at the same level as the adjacent footpath or public domain.	The sections included inection 7 of the Architectural Design Statement prepared by SBA (Appendix T) has shown that the building entries have been designed based on the proposed level provided by AT&L to be the same level as the Promenade, streets and laneways. Future design will be detailed at later stage.	Yes
4.2.2 Amenity and sustainabilit	y		
PO1 The floor-to-floor height provides flexibility to adapt to future permissible uses.	 Provide a minimum floor to floor height of: a. 5m on the ground floor of commercial buildings; and b. 3.6m on the first commercial floor and any commercial the floor above. 	Adhering to this control, the proposed floor to floor height is 3.6m. To maximise the active frontage along all streets, 5m is proposed on the ground floor.	Yes
PO2 Building depth and length is an appropriate scale to	 Building depth from facade to core is to be 12m. 	The proposed subdivided lots have sufficient area for buildings to accommodate this control and will be detailed at future stage.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
ensure adequate light, cross ventilation, and amenity for occupants. Building design and modulation create interest and suit the functionality of the building	 Podiums are setback 3m from the property boundary fronting existing and new streets. 	 The setbacks control for the Local Centre varies depending on different conditions and are as follows; <u>The Promenade</u> Buildings fronting the street should be set back a minimum of 5m at level 3 and above. Promenade setbacks are to reinforce the pedestrian movement connecting the Local Park, the Riparian and the future public transport. Promenade setbacks are to establish legibility when traversing the Local Centre Promenade setbacks are to establish the Promenade as the main activity strip within the Local Centre Eaneways Laneway setbacks are to provide a more intimate pedestrian experience or private space Laneway setbacks are to denote change or contrast in activity via built forms as compared to Promenade or Local Park. Laneway setbacks are to promote passive surveillance and active pedestrians use throughout the day Easement Road The minimum building setback is 3m from the boundary. 	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Performance Outcomes	Benchmark Solutions	 Comment Easement Road setbacks are to reduce visual and shadow impact to the Local Park. Road 01/Road 05/Bradfield Metro Link Road The minimum building setback is 6m from the boundary. Minimum 3m landscape setback. Minimum setbacks to establish hierarchical street pattern that contrast to the promenade or Local Park. Minimum setbacks to encourage variety of landscaping opportunities to soften built forms and promote perviousness. Minimum setbacks to minimise potential shadow impact to the adjoining southern neighbour. These setback provisions have been designed within the local centre to promote the following design quality 	Compliance
		principles (refer Section 13 of the Master Plan Report) and to achieve a superior design and placemaking outcome that is superior to the DCP provision of 3m, in the context of the local centre. The design of the local centre was informed by a thorough co-design process which identified a series of design quality principles, which the proposed controls above, can help achieve.	
	3. Any part of a building more than 40m in length must be designed with at least two distinct building components, each of which is to:	The proposed subdivided lots have sufficient area for buildings to accommodate this articulation and will be detailed at future stage.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	a. Have its distinct architectural character; andb. Not exceed 25m in length.		
	4. Buildings less than or equal to 40m in length, may have a single architectural character provided that the cohesive elements establish a 'fine grain' articulation.	The proposed subdivided lots have sufficient area for buildings to accommodate this articulation and will be detailed at future stage.	Yes
	5. The maximum gross footprint for a commercial tower is 1,500 sqm.	The proposed subdivided lots have sufficient area for buildings to accommodate this articulation and will be detailed at future stage.	Yes
4.2.3 Building setbacks and se	paration		
PO1 Building setbacks and separation provide for variation of built form in the street, and adequate upper building separation to support privacy, ventilation, and solar access.	 In a commercial building, the setbacks for podium and tower elements are as follows: a. Ground floor and podium: Nil setback (built to the property boundary). b. Tower: A primary street setback of minimum 6m; 6m side setbacks; 	 The setbacks control for the Local Centre varies depending on different conditions and are as follows; The Promenade Buildings fronting the street should be set back a minimum of 5m at level 3 and above. Laneways Buildings must be built to boundary, Easement Road The minimum building setback is 3m from the boundary. 	Refer to comment.

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	 iii. Rear setback of 12m; and iv. Irrespective of (i), towers may have a nil setback on the primary street, subject to wind and microclimate analysis 	 Road 01/Road 05/ Bradfield Metro Link Road The minimum building setback is 6m from the boundary. Minimum 3m landscape setback As shown on the masterplan included in the Architecture Design Statement, all towers are setback 12m from the adjoining buildings. 	
PO2 Built form retains high levels of solar access to open spaces and/or public spaces.	 A minimum of 3 hours solar access between the hours of 9am and 3pm on 21 June is to be provided to a minimum of 70% of those public areas impacted by a commercial development. 	To promote the frequent use and accessibility of the Local Park, the place should be safe, well-lit and comfortable for the future communities to access natural environment. In addressing these factors, shadow analysis diagrams have been prepared to study the impact of the proposed building envelopes on the Local Park between 9am to 3pm, Winter Solstice 21 June. The diagrams show that between 9am to 3pm, 70% or more area of the total Local Park site area receives more than 3 hours of natural daylight, complying with the WSA DCP.	Yes
4.2.4 Built form			
PO1 Built form, massing and design will define the placed based character and provide identity to the streetscape and the neighbourhood. Building design is also to serve a functional purpose	 Building design is to reflect the following: The part of the building that relates to the public domain; and The details and building elements including building entries, ground floor, lower 	At the Masterplan level, the indicative concept design of the buildings in the Local Centre has shown that the subdivided lots present an unlimited opportunity for design to responds to various aspect of the site, including immediate public domain, orientation, integration with landscape and so on. Definitions of buildings elements such as entries, corners, podium and tower components are also clearly defined to be in consistent with the functions and scale. Future design will be detailed at later stage.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
including solar control, scale, and amenity.	floors, top floor, roof and corners.		
	2. Building facades consist of a variety of materials and openings (i.e. windows, door, and balconies) to create an architectural response that creates depth and visual diversity.	In Section 7 of the Architectural Design Statement prepared by SBA (Appendix J), various form of materials, texture and finishes have been applied to communicate the impression of the commercial building concept design, create visual interest and reduce building bulk. Future design will be detailed at later stage.	Yes
	3. Incorporation of balconies, openings and other design elements that modulate the facade is encouraged above the ground floor to provide rhythm and interest.	In Section 7 of the Architectural Design Statement prepared by SBA (Appendix T), combination of solid and void, recesses and protrusions have been integrated with the façade at the concept level. Future design will be detailed at later stage.	Yes
4.2.5 Shelter and shade			
PO1 Provide continuous weather protection within centres that is integrated into building entrances and frontages, to optimise the provision of	 Provide continuous awnings along the built form for shading and shelter of the adjacent footpath or public domain (including station plazas). 	 In addition to adhering to this section, the future design will also need to comply to the following permissible awning projections outlined in the Design Quality Strategy (Appendix C); Laneway- 2.5m from the Property boundary Promenade- 3.5m from the Property Boundary 	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
shade and shelter to the public domain.		 Easement Road- 3m from the building line Bradfield Metro Link Road- 3.5m from the building line 	
	 2. Awnings are to be designed with: a. A soffit height of 3.6m above the finished ground floor level; or b. On sloping sites, awning soffit height may vary from a minimum of 3.2m and maximum of 4.0 m. 	As above.	Yes
	 3. The design of awnings is to provide: a. Integration between neighbouring properties in terms of awning height and setbacks; and b. Adequate space to support street trees canopy growth. 	As above	Yes
	4. Separation between the awning edge and:a. Streetlights;	As above	Yes
	 b. Signage; c. The kerb of trafficable lanes to protect from bus and truck overhang; and 		

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	d. Other street infrastructure.		
4.2.6 Development in walking o	atchment of mass transit		
PO1 Development within mass transit walking catchments (800m) provide a public realm and built form that links the building with the station.	1. New development adjacent to or nearby a station plaza or place, station interchange areas and the Metro station itself is to integrate with that development (as designed or constructed).	There is no station plaza, station interchange or metro station within the site.	N/A
	2. All building frontages to a station plaza or interchange addresses and activates the public realm with well-designed and active street frontages, providing for land uses that support both daytime and night-time activity uses.	As above.	N/A
	3. Built form is to maintain continuity and alignment of the street and to physically define the station plaza.	As above.	N/A

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	4. Driveways, loading docks, electrical substations and servicing facilities are located away from transit entry points and waiting areas, adjoining station plaza areas or significant pedestrian routes to the transit node.	As above.	N/A
4.3 Parking and travel manag	ement		
4.3.1 Car Parking			
Objectives O1. To facilitate an appropriate number of vehicular spaces having regard to the activities proposed on the land, the nature of the locality and the intensity of the commercial use.		The Master Plan ensures adequate space is provided for parking to appropriately support its proposed land uses. The exact number of parking will be determined at later stage subject to future design.	Yes
PO1 To facilitate an appropriate number of vehicular spaces having regard to the activities within Centres and the intensity of the use.	1. To facilitate an appropriate number of vehicular spaces having regard to the activities within Centres and the intensity of the use.	The Masterplan + sections included in the Architectural Design Statement prepared by SBA (Appendix T) has shown both on-grade parking and basement parking anticipated for the Local Centre. The exact number of parking will be determined at later stage subject to future design.	Yes
	 For activities not identified in Table 6, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide. 	As above.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO2 Provision is made, where required, for the integration of car share parking.	 All parking spaces for car share schemes are to be: Located together in closest proximity to entry and exit points of the building; and/or Located adjacent to a public road and integrated with the streetscape through appropriate landscaping where the space is external; and Signed for use only by car share vehicles. 	The exact nature of the car share schemes for parking will be determined at later stage subject to future design.	Refer to comment
	2. Parking spaces for car share schemes located on private land are to be retained as common property by the Owners Corporation of the site.	The exact nature of the car share schemes for parking will be determined at later stage subject to future design.	Refer to comment
PO3 Electric vehicle parking and charging stations are to be	1. Electric vehicle parking and charging stations are to be integrated into car park design on the development site.	The exact arrangement to cater for EV will be determined at later stage subject to future design.	Refer to comment

Performance Outcomes	Benchmark Solutions	Comment	Compliance
integrated into car park design on the development site.	2. Site on-street charging stations are to be located within the Flex Zone, a minimum of 600mm from the face of the adjacent kerb.	The exact arrangement to cater for EV will be determined at later stage subject to future design.	Refer to comment
	3. Site charging stations clear of pedestrian paths of travel and do no inhibit desire lines.	The exact arrangement to cater for EV will be determined at later stage subject to future design.	Refer to comment
	4. Car parking spaces are designed to be easily converted into electric charging stations.	The exact arrangement to cater for EV will be determined at later stage subject to future design.	Refer to comment
	5. Provide charging points for micro mobility devices and prioritise parking for these vehicles.	The exact arrangement to cater for EV will be determined at later stage subject to future design.	Refer to comment
4.3.2 Bicycle parking			
Objectives O1. Minimise the reliance on private car usage.		Details of bicycle parking will be determined at later stage subject to future design. Notwithstanding, a high amenity streetscape is provided to support public and active	Yes
		transport options.	
O2. Prioritise the use of public and alternative transport modes including walking and cycling.		As highlighted above, a high amenity streetscape is provided to support public and active transport options.	Yes
O3. Locate bicycle parking a sł	nort distance from the user's destination.	Details of bicycle parking will be determined at later stage subject to future design.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O4. Provide bicycle parking that to find.	t is highly visible, safe for bicycles and is easy	Details of bicycle parking will be determined at later stage subject to future design.	Yes
PO1 To facilitate an appropriate number of bicycle spaces having regard to the activities within Centres, the nature of the locality and the intensity of the use.	1. Bicycle parking is to be provided in accordance Table 7 below. The minimum number of bicycle parking spaces is to be rounded up to the nearest whole number.	The detailed arrangement to cater for the extent of bicycle parking will be determined at later stage subject to future design.	Yes
PO2 Bicycle parking is to be functional and secure.	 Bicycle parking is to be functional and secure. a. On the uppermost level of the basement and with access to the building lobby; and b. Close to entry and exit points. 	The details of the bicycle parking will be determined at later stage subject to future design.	Yes
PO3 Provision is made for electric bicycle charging.	 1 charging station for electric bicycles is provided for the first 5 bicycle spaces within a development, and for every 10 bicycle parking spaces thereafter. 	The exact arrangement to cater for Electrical Bicycles are not addressed at Masterplan stage and will be determined at later stage subject to future design.	Refer to comment.
PO4	 A safe path of travel from the bicycle parking to entry and exit points is marked. 	The exact arrangement to cater for bicycle parking facilities are not addressed at Masterplan stage and will be determined at later stage subject to future design.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
Bicycle parking is easily accessible.	 2. Access to bicycle parking areas are: a. Access to bicycle parking areas are: b. A minimum of 2m wide to allow a pedestrian and a person on a bicycle to pass each other; c. Accessible via a ramp where needed; d. Clearly identified by signage; and e. Accessible via appropriate security or intercom systems. 	The exact arrangement to cater for bicycle parking facilities are not addressed at Masterplan stage and will be determined at later stage subject to future design.	Yes
	 Bicycle parking for visitors is provided in an accessible at grade location near a major public entrance to the development and is appropriately signposted. 	The exact arrangement to cater for bicycle parking facilities are not addressed at Masterplan stage and will be determined at later stage subject to future design.	Yes
4.3.3 End of trip facilities			
Objectives O1. Provide high quality and in promote multi-modal trips and parking facilities.	novatively designed end of trip facilities that efficient use of existing public and private	This is subject to detailed design at a later stage. It has been acknowledged for later stages of development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO1 Change and shower facilities are provided for user needs.	 Lockers and bicycle parking spaces are decoupled. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 2. The following end of trip facilities are provided at the following rates: a. 1 personal locker for each bicycle parking space; b. 1 shower and change cubicle for the first 5 bicycle spaces or part thereof, plus an additional shower for every 10 bicycle parking spaces thereafter; c. Showers and change facilities may be provided in the form of shower and change cubicles in a unisex area or in both female and male change rooms; and 3. Locker change room and shower facilities are located close to the bicycle parking area, entry/exit points. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
4.4 Signage in Centres			
Objectives O1. Ensure signs and advertisements contribute positively to the public domain and achieve a high level of design quality.		This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
O2. Ensure that visual and physical amenity are not adversely impacted by visual clutter associated with a proliferation of signs.		As above.	Yes
O3. Ensure signs are clearly visible without dominating buildings, streets, or public places.		As above.	Yes
O4. Ensure signs and advertisements do not create a safety risk or hinder direct movement in high volume pedestrian areas.		As above.	Yes
O5. Support wayfinding.		As above.	Yes
PO1 Businesses are readily identifiable, while the visual and physical amenity of a locality is not impaired by a proliferation of signs.	 Signage placement, design and dimensions comply with Table 8. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 Signage is provided only for the purposes of business identification or wayfinding. 	Noted	Yes
	 Where signage is for the purpose of business identification, it clearly identifies the name and street number of the business or activity undertaken on the premises. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 For developments with multiple tenancies, one freestanding common tenancy sign is allowed per street frontage and the size is restricted to a maximum size of 10 sqm. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	5. Sculptural features that reflect company branding may be considered as signage on a merit basis.	Noted	Yes
	6. Signage should be confined to the ground level of the building, awning, or fascia, unless demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
PO2 Signage does not result in adverse impacts on amenity.	 Signage does not result in adverse impacts on amenity. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	2. Signage does not cause undesirable overshadowing or impacts on properties overlooking the signage.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	3. Signage is installed/constructed so that it can easily be removed when the business is no longer operating on the premises.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PO4 Signage's level of illumination is safe and does not cause detrimental impacts on the amenity of its locality.	1. Illuminated signage may only be permitted where it can be demonstrated that it is necessary, suitable to its context, and will not result in adverse impacts on visual amenity and safety, including aviation safety.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	2. The illuminance, luminance and threshold increment of illuminated signage complies with AS 4282-1997.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	 3. Up-lighting of signs is prohibited. Any external lighting of signs is: a. Downward pointing; b. Focused directly on the sign; and c. Prevents or minimises the escape of light beyond the sign. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	4. Illumination must not cause glare, traffic hazard, environmental impacts, or another nuisance.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	5. The maximum night-time luminance of any sign does not exceed 300 cd/sqm. A lighting report may be required in some circumstances.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes

Performance Outcomes	Benchmark Solutions	Comment	Compliance
	6. A curfew may be imposed on the operation of illuminated signs where continuous illumination may impact adversely on the amenity of residential buildings, serviced apartments or other tourist and visitor accommodation, or have other adverse environmental effects.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
PO5 Signage maintains appropriate levels of safety and not unduly obstruct, or distract, vehicular or pedestrian traffic.	 Signage is structurally sound and securely fastened to prevent accidental damage or injury. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	2. Overhead signage provides a minimum of 2.4m high clearance to a public footpath below any signage device.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
	3. Signage must maintain the view of any traffic sign, traffic signals or street name, and does not reduce drivers' line of sight.	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes
PO6 To deliver coordinated and site-specific approaches to signage that complement and support the architectural design of a building and the public domain.	 A signage strategy is to be prepared for all signage applications that contain more than four business premises. 	This has been noted and will be taken into consideration by suitable contractors in later design stages of the development.	Yes