Oran Park Development Control Plan 2007 (Oran Park DCP) Assessment Table

Control	Proposed	Compliance
2.1 Indicative Layout Plan All development is to be undertaken generally in accordance with the Indicative Layout Plan. Where variation from the ILP is proposed, the applicant is to demonstrate that the proposed development is consistent with the Vision and Development Objectives for the precinct set out in Section 2.2 and the Objectives and Controls at Sections 2.3 - 2.5 of this DCP.	The proposed mixed use building is consistent with the adopted Indicative Layout Plan which identifies this portion of the Oran Park Town Centre as being a mixed-use precinct, which may include a range of land uses including higher density residential and commercial development.	Yes.
2.2 Vision and Development Objectives Key Development Objectives for Oran Park involve positive urban design outcomes that aim to provide housing with high levels of amenity and access to services.	The proposal involves the construction of 50 new residential units and additional retail and commercial spaces. The overall development will facilitate future residential towers that will have access to a plethora of retail and commercial services, as well as public and private open spaces that are within walking distance of the subject site.	Yes.
2.3 Residential Density Targets In order to ensure the residential dwelling targets are achieved, as part of a subdivision application, an applicant is to demonstrate to Council that the sub-precinct dwelling targets shown in Figure 3 will be achieved.	The site is situated within Sub Precinct Q, which incorporates dwelling target of 270 dwellings. The proposal involves the construction of a five (5) storey residential tower above the retail podium. This contributes 50 new residential units to the Town Centre Precinct. Future Development Applications for residential flat buildings within the Town Centre will contribute to and achieve the required density / dwelling yield.	Yes.
2.5 Hierarchy of Centres and Employment Areas Development is to be consistent with Table 1 and Figure 4. The following floor space restrictions will apply: A maximum aggregate of 50,000sqm Gross Lettable Area – Retail (GLAR) of retail premises. GLAR means the total area of a tenancy by the Property Council of Australia's Method of Measurement definition.	The proposal seeks approval for additional retail floor space of 15,239sqm GLAR. When considered with the existing retail spaces noted as Stage 1 (9,105sqm) this equates to a total of 24,344sqm GLAR. The proposal complies with the maximum GLAR specified.	Yes.

3.1 Street Network Layout and Design The street network is to be provided generally in accordance with Figure 2 and Figure 5.	The only road proposed as part of the subject DA is Main Street at the northern boundary of the site. This is consistent with Figures 2 and 5 where an indicative local street is noted. It is noted that the indicative local street appears to connect through to Central Avenue in Figure 5. The proposal has provided a 'calmed street' in this location where it is intended to be used for foot traffic and emergency service vehicles or market vehicles such as food trucks occasionally. This area will generally be used for pedestrians only and will have bollards to prevent vehicular traffic. The Main Street extension is intended to have a bend at Perich Park to connect to Dick Johnson Drive to the north, allowing for through traffic. This portion is indicative only and will be subject to a future DA.	Yes.
3.1 Street Network Layout and Design All streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in the Camden Council Engineering Design and Construction Specifications.	The Main Street extension has been designed in accordance with Council's Engineering Design and Construction Specifications. A recommended condition of consent will require ongoing compliance with the specifications.	Yes.
3.1 Street Network Layout and Design For all local streets and access ways, traffic management, i.e. road layout and / or speed reducing devices, are to be used to produce a low speed traffic environment.	Traffic management measures have been included. Most notably, pedestrian crossings are proposed to access the car parking area on the opposite side of Main Street.	Yes.
3.1 Street Network Layout and Design Street trees are required on all streets	Street trees are proposed along each side of Main Street	Yes.
3.2 Pedestrian and Cycle Network Key pedestrian and cycleway routes are to be provided generally in accordance with Figure 18.	The subject site is not identified in Figure 18 as requiring pedestrian and cycle routes. However, Main Street is proposed to be a significant pedestrian thoroughfare from community facilities such as the Council building and Oran Park Library to the town centre and envisaged rail station.	Yes.

3.2 Pedestrian and Cycle Network Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.	The proposal incorporates a pedestrian path adjacent to the retail precinct, allowing for the paths to be covered and well lit. The proposal has ensured connected and direct paths that allow for improved accessibility for all users including the visually impaired. A condition of consent will ensure that a continuous covered path is provided to the calmed street and Main Street extension for pedestrians. This will result in no outdoor dining directly adjacent to some premises. Any outdoor dining to these premises will need to provide an unobstructed pathway between the building and outdoor dining area.	Yes.
3.3 Public Transport Network Bus routes are to be provided generally in accordance with Figure 19.	The subject site is not identified as requiring a bus route in Figure 19.	NA.
5.1 Oran Park Town Centre The Oran Park Town Centre is to be located in accordance with the figure at Appendix B. An indicative layout of the Town Centre is shown at Figure 22. Council may grant consent if it is satisfied that appropriate development controls are in force in the form of a Part B DCP.	The proposed development is generally in accordance with Part B of the DCP. For further detail see the assessment against the relevant controls in this table.	Yes.

5.1 Oran Park Town Centre *Function and uses:*		
a maximum of 50,000sqm GLAR of retail premises,	The proposal seeks approval for additional retail floor space of 15,239m^2 GLAR with a total of 24,344m^2 where the existing building is included.	Yes.
incorporate a range of retail, commercial, entertainment, recreation and community uses to serve the needs of the wider community	The proposal allows for a range of retail, business and entertainment uses which will serve the needs of the wider community.	Yes.
incorporate higher density housing and mixed use development within the Town Centre frame.	The proposal seeks approval for a mixed-use development incorporates higher density housing within the Town Centre core.	Yes.
maximise employment opportunities within the Town Centre,	The delivery of a range of retail and business uses will continue to expend and maximise employment within the Town Centre.	Yes.
concentrate intensive retail uses along and fronting a main street,	The design facilitates intensive retail uses fronting Main Street.	Yes.
co-locate uses and facilities as much as possible to maximise the efficient use of space,	The design incorporates a mixed-use proposal with common areas for retails uses and communal open spaces for the proposed and future residential development. It is also noted that the entire proposal relies on a common loading/servicing dock.	Yes.
locate active uses at ground floor, throughout the Town Centre, in particular fronting the main street and all open space,	The design outcome locates active uses at ground floor fronting Main Street and the Town Park interface. This is primarily retail and entry foyers.	Yes.
incorporate the needs of health and aged care providers, facilities for young people, civic and emergency services within the Town Centre, and	Opportunities for a variety of health, civic and recreation facilities to be delivered within the Town Centre are available separately to this proposal.	Yes.
provide a mix of uses that promote an active and vibrant town centre.	The subject proposal will expand and contribute to a variety and mix of uses within the Town Centre.	Yes.

5.1 Oran Park Town Centre *Layout:*		
incorporate a pedestrian focused main street that acts as the focal point for the centre. Large format retail premises are to directly access the main street,	The design delivers a pedestrian focussed main street which acts as the focal point for the centre. The proposal includes a number of access points to main street consistent with the DCP.	Yes.
establish a clearly defined Town Centre core and frame differentiated through varying uses and intensity of development,	The proposal seeks to define the Town Centre core through delivering higher intensity development on the site.	Yes.
provide an interconnected street block network with block sizes and mid-block connections that maximise pedestrian permeability,	The proposed street layout and block arrangement is consistent with the DCP road layout and provides pedestrian connections and appropriately scaled landscaping.	Yes.
create a street layout that allows easy access to and within the town centre while allowing for regional traffic to by-pass the centre,	The street layout promotes easy access to and within the Town Centre, with major roadways around the edge allowing for regional traffic to by-pass the centre.	Yes.
consider potential future noise and amenity conflicts in the layout and location of Town Centre uses,	The proposal has been designed with consideration of noise impacts and amenity. A detailed acoustic report is included with the application and reviewed in detail.	Yes.
emphasise sight lines to local landscape features, places of key cultural significance, civic buildings and public open space,	The proposal has been deliberately designed to emphasise key sight lines through Main Street to the Civic Precinct.	Yes.
provide on-site detention storage with a storage requirement that maximises rainwater reuse.	A detailed stormwater report has been prepared and submitted with this application which addresses this matter.	Yes.

5.1 Oran Park Town Centre *Built form:*		
provide a range of building heights, up to a maximum of 6 storeys with a transition in heights to surrounding residential areas. Building heights in excess of 6 storeys may be considered as part of the Part B DCP / SEPP amendment for the Town Centre	The proposal incorporates two x six (6) storey components through the residential building and commercial building within the commercial core. It is noted that a planning proposal (PP) that seeks to lift the height limit for a portion of the site has been assessed concurrently with this application. The PP has received in principle support from Council and a Gateway Approval. A future development application will consider additional height and density in the north eastern corner of the site.	Yes.
relate building heights to street widths and functions to promote a comfortable urban scale of development,	Building heights have specifically been designed to reflect the scale and function of adjoining streets and open spaces areas through the concentration of height and proportions.	Yes.
define streets and open spaces with buildings that are generally built to the street edge, have a consistent street wall height and provide a continuous street frontage along all key streets,	Buildings are well defined along the streetscape interface and generally built to the street edge. A consistent street wall height is provided along the building frontages where the proposal is not subject to future applications.	Yes.
sleeve all large format retail premises and decked parking areas with active uses. Blank walls visible from the public domain are to be avoided,	The proposal delivers activated street edges as part of the retail complex.	Yes.
promote diversity and activity along the main street with a variety of frontage widths for retail shops,	The proposal allows for a variety of tenancies and shop fronts along main street providing diversity in the retail activity.	Yes.
building heights are to take into account view lines and solar access to the public domain,	Building heights and form have been designed taking into consideration key view lines and solar access.	Yes.
residential and mixed use development is to be consistent with the guidelines and principles outlined in *SEPP No. 65 – Residential Flat Development* and the *Residential Flat Design Code* (DoP 2002),	The proposal achieves compliance with SEPP 65 and the Apartment Design Guidelines.	Yes.

a high quality built form and energy efficient architectural design that promotes a 'sense of place' and modern character for the Town Centre, and	The proposal incorporates high quality built form and energy efficient architectural design that promotes a 'sense of place' and modern character for the Town Centre.	Yes.
waste storage and collection areas are to be accommodated and designed appropriately to minimise impacts, in particular within mixed use development.	Waste storage and collection areas are accommodated as part of the loading dock / service area to minimise amenity impacts.	Yes.
5.1 Oran Park Town Centre *Pedestrian amenity:*		
high amenity pedestrian streetscapes are to be provided through the Town Centre,	The continuation of Main Street and the calmed street delivers a high amenity pedestrian streetscape.	Yes.
walking and cycling leading to and within the Town Centre is to take priority over traffic circulation,	The proposal delivers a pedestrian accessway along the interface with Town Park, prioritising pedestrian and cycle movements.	Yes.
continuous weather protection for pedestrians is to be provided in key locations, and	The building and external awnings provide pedestrian weather protection elements.	Yes.
adequate solar access is to be provided to key pedestrian streets.	Solar access to streetscapes is maintained.	Yes.

5.1 Oran Park Town Centre *Public domain:*		
parks and plazas are to act as a focal point for the Town Centre and community activities and are to be designed to ensure adaptability and flexibility in use and function over time,	The design incorporates a key focal point between the Food Hall and the interface with Town Park consistent with the principals of the Part B DCP. The calmed street will generally be used for pedestrian movements, however, could facilitate future flexible uses such as food markets.	Yes.
incorporate a town square / civic plaza, adjacent to the main street which provides an urban landscape setting and a civic focus for the community,	The Town Square / Civic Plaza is not located within the development site, however, has been considered with vehicular and pedestrian linkages.	Yes.
provide high amenity, pedestrian streets with generous footpath widths,	The proposal allows for generous footpath areas with high pedestrian amenity.	Yes.
incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and *Safer by Design* (NSW Police) into all development within the Town Centre,	The proposal incorporates CPTED principles. A detailed CPTED assessment has been submitted with the proposal.	Yes.
provide a high quality landscape design including a co-ordinated package of street furniture and lighting that enhances the character of the Town Centre,	The proposal includes high quality landscape streetscape design outcomes with a co-ordinated package of street furniture and lighting consistent with the existing Town Centre palette.	Yes.
provide street tree and open space planting that establishes generous shade for pedestrians,	Streets trees have been selected to provide generous shade for pedestrians and continue the existing planting themes throughout the Town Centre.	Yes.
design all signage and advertising in a co-ordinated manner, and	A separate Development Application will be submitted for detailed signage.	Yes.
site servicing and loading facilities, waste storage and other infrastructure is to be designed to minimise visual impact on the public domain and impacts on neighbours.	Site service and storage areas have been located at the rear of the development as an extension of the existing loading dock / service area and screened from public view.	Yes.

5.1 Oran Park Town Centre *Parking and access*:		
lanes should be used to provide access to parking areas, loading docks and waste collection areas.	Loading and services areas are located as an extension of the existing loading dock facilities.	Yes.
basement, semi-basement or decked parking is preferred over large expanses of at-grade parking,	All car parking is generally within a basement. The small portion of at grade parking is only temporary in nature and will be removed when Stage 3 of the Oran Park Podium is developed.	Yes.
at-grade parking areas are to be generally located behind building lines and within the centre of street blocks. Notwithstanding this, Council will consider transitional arrangements for parking where an application is supported by a staging plan that indicates compliance with the above desired parking location principles upon ultimate development	As above, the small portion of at grade parking is only temporary in nature and will be removed when Stage 3 of the Oran Park Podium is developed. A staging plan has not been provided, however is demonstrated through the indicative layout plan. A condition of consent will require the eventual removal of this temporary car parking.	Yes.
parking is to be provided in accordance with *Part D, Chapter 1 of Camden DCP 2006*.	Car Parking is provided in excess of the minimum provision rates specified in Camden DCP 2011.	Yes.
on-street parking is to be provided on all streets to contribute to street life and surveillance.	On-street parking is provided	Yes.

6.2 Flooding and Watercycle Management Management of 'minor' flows using piped systems for the 20% AEP (residential land use) and 10% AEP (commercial land use) shall be in accordance with Camden Council's Engineering Design Specification – Subdivision and Development Works'.	A detailed engineering and stormwater/water quality report has been prepared for the subject development by Van der Meer Consulting. This report provides a detailed response to both stormwater and water quality management. The stormwater management system comprises a below-ground on-site detention tank (OSD) within the existing Stage 1 area of the site with additional OSD proposed for the new construction combined with a rainwater re-use tanks (RWT). Detention will be provided in accordance with the master plan controls, which indicates a 175m^3/ha site storage requirement. The Matserplan allows 30% of total required storage to be rainwater re-use and 70% for dedicated OSD. Roof Catchment will be distributed similarly, with a minimum 30% total roof catchment area directed to rainwater re-use and a maximum of 70% of roof catchment area to OSD: - Site rainwater re-use storage: 140m^3 - OSD Storage: 340m^3	Yes.
6.2 Flooding and Watercycle Management All development is to incorporate water sensitive urban design (WSUD). WSUD is to be adopted throughout the development to promote sustainable and integrated management of land and water resources incorporating best practice stormwater management, water conservation and environmental protection.	Water Quality treatment has been implemented as part of the Oran Park Precinct Master Plan down stream of stage 1 and 2 of the podium works in the form of a large Bio-Basin. This largely results in satisfaction of this control. Additional GPTs across the site and oil traps are to be provided to hardstand areas that are not roofed.	Yes.

6.2 Flooding and Watercycle Management The WSUD Strategy shall demonstrate how the stormwater quality targets set by the Department of Environment and Climate Change (DECC) (Table 10) will be achieved and shall be consistent with 'Technical Note: Interim Recommended Parameters for Stormwater Modelling – North-West and South-West Growth Centres' and 'Managing Urban Stormwater: Stormwater Planning' (DECC) and Australian Runoff Quality (Engineers Australia). A monitoring plan that encompasses strategies for water sampling, maintenance of WSUD facilities and risk management in the short, medium and longer terms is to be included as part of the WSUD strategy.	The WSUD measures have been reviewed by Council's Development Engineers and found to be appropriate.	Yes.
6.2 Flooding and Watercycle Management Compliance with the targets at Table 10 is to be determined through stormwater quality modelling in accordance with the parameters outlined in the relevant technical guidance from DECC	The WSUD measures have been reviewed by Council's Development Engineers and found to be appropriate.	Yes.

6.3 Salinity and Soil Management Every subdivision DA for land identified in Figure 23 as being constrained by known salinity or may be constrained by very or moderately saline soils is to be accompanied by a salinity report prepared by a suitably qualified consultant. The report is to cover the conditions of the site, the impact of the proposed subdivision on the saline land and the mitigation measures that will be required during the course of construction. The consultant is to certify the project upon completion of the works. The report shall provide details of recent soil testing that either verifies the results of the rezoning study or provides evidence of any changes to salinity levels. Such soil testing shall be focused at the edges of areas identified on Figure 26 as very saline or moderately saline. Soil testing shall also be focused on areas where proposed excavation exceeds 3m in depth. Investigations and sampling for salinity are to be conducted in accordance with the requirements of the Local Government Salinity Initiative booklet called Site Investigations for Urban Salinity produced by the Department of Environment and Climate Change (formerly the Department of Natural Resources). Where applicable, the salinity report shall also report on the issues of soil aggressivity and sodicity and any mitigation measures required. All works are to conform with the Local Government Salinity Initiative series of booklets produced by the Department of Environment and Climate and Council's policy - Building in Salinity Prone Environments.	The site incorporates land which is identified in Figure 21 as possibly being constrained by moderately saline soils. An extensive Salinity Investigation and Management Plan has been approved and implemented for the site in association with bulk earthworks completed under DA/2010/1548/1. Ground Technologies have also undertaken a detailed review of the previous salinity investigations over the site, which is included in this application. This review states the management strategies described in the SMP when incorporated into the design and construction are appropriate to mitigate the levels of salinity, aggressivity and sodicity identified at the site for the proposed development. Compliance with SMP will be required as a condition of consent.	Yes.
6.3 Salinity and Soil Management All sediment and erosion controls are to be installed prior to the commencement of any construction works and maintained throughout the course of construction until disturbed areas have been revegetated/ established. Certification to this effect is required by the applicant to be submitted to Council prior to construction.	The sediment and erosion controls contained in the civil engineering plans will be conditioned to be installed prior to the commencement of works.	Yes, conditioned

6.3 Salinity and Soil Management All development must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development.	The sediment and erosion controls contained in the civil engineering plans will be conditioned to be installed prior to the commencement of works.	Yes, conditioned
6.4 Aboriginal and European Heritage Aboriginal Archaeological Conservation Areas are identified Figure 24.	The subject site is not identified in Figure 24.	NA.
6.4 Aboriginal and European Heritage Items of European heritage significance are shown at Figure 25.	The subject site is not identified in Figure 25.	NA.
6.7 Contamination Management DAs for development in Areas of Environmental Concern (AEC) as identified at Figure 28 shall be accompanied by a Stage 2 Detailed Environmental Site Investigation prepared in accordance with Council's Policy – Management of Contaminated Lands.	The site was not identified as containing any AEC during rezoning of the Oran Park Precinct, as shown in Figure 28 of the DCP. DLA Environmental have also undertaken a detailed review of the previous contamination reporting prepared for the site, which is included in this application. This review has assessed the suitability of the site against residential land use criteria. The site is considered suitable for the residential land use.	Yes.
6.9 Acoustics All industrial / commercial / employment development is to comply with the Industrial Noise Policy (DECC 2000).	Detailed Noise Assessment has been prepared in association with this application by Acoustic Logic. The noise assessment has undertaken a detailed review of likely noise impacts from the development, including operational, plant and machinery. The report specifically reviewed impacts on proposed residential uses including common open space areas and impact of loading areas on nearby existing and future residential developments. The report has concluded that the proposal is capable of achieving the required EPA noise criteria.	Yes.

7.5.2 Cut and Fill DAs are to illustrate where it is necessary to cut and / or fill land and provide justification for the proposed changes to the land levels.	The elevations plans provided with the application show level changes across the site to facilitate ground floor retail and basement car parking for the entire development. The earthworks for the site have been substantially completed at the time of the broader subdivision.	Yes.
7.5.3 Sustainable Building Design The provisions of BASIX will apply with regards to water requirements and usage.	A BASIX certificate and report have been provided with the application. The proposal is able to comply with the provisions of BASIX	Yes.
7.7.4 Controls for Residential Flat Buildings, Manor Homes and Shop Top Housing Residential flat buildings are to: − be located on sites with a minimum street frontage of 30m, − have direct frontage to an area of the public domain (including streets and public parks), and − not adversely impact upon the existing or future amenity of any adjoining land upon which residential development is permitted with respect to overshadowing impact, privacy impact or visual impact.	The proposal is able to comply, however, this clause is not applicable as the proposal is a mixed use development with retail and commercial at ground floor.	NA.
7.7.4 Controls for Residential Flat Buildings, Manor Homes and Shop Top Housing All residential flat buildings are to be consistent with: − the guidelines and principles outlined in SEPP No. 65 - Residential Flat Development, and − the primary controls set out in Table 23 which take precedence over the above where there is any inconsistency.	The proposal is generally consistent with SEPP No. 65 (please refer to the SEPP No. 65 assessment table).	Yes.

7.7.4 Controls for Residential Flat Buildings, Manor Homes and Shop Top Housing In all residential flat building developments containing 10 dwellings or more, a minimum of 10% of all apartments are to be designed to be capable of adaptation for access by people with all levels of mobility. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes 'pre-adaptation' design details to ensure visitability is achieved.	The proposal includes 50 new dwellings. A total of five proposed units are identified as being adaptable.	Yes.
7.7.4 Controls for Residential Flat Buildings, Manor Homes and Shop Top Housing The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995).	An Access report by Morris Goding Access Consulting was provided with the application. The report concludes that the entire building is able to comply with access requirements and the Australian Adaptable Housing Standard (AS 4299-1995).	Yes.
7.7.4 Controls for Residential Flat Buildings, Manor Homes and Shop Top Housing A landscape plan is to be submitted with every application for residential flat buildings.	A landscape plan was provided with the development application. The proposal provides landscaping at ground level and on the rooftop of the podium	Yes.
Section 7.7.4 Key Controls Table (Table 23) – B1, B2, B3 and B 4 zones		
Communal open space 15% of site area. This control is able to be varied where the applicant demonstrates the development has good access to public open space or where the area of private open space is more than the minimum specified below.	The proposal delivers a total of 3,885m^2 of common open space, representing 7% of the total site (55,278m^2). However, the larger site is predominantly proposed to be used as commercial rather than residential. Where the site is divided to represent only the areas proposed for residential use (including car parking areas) the site area is 15,054m^2 and communal open space represents 25.6% of the site.	Yes.

Private open Space (PPOS) *Minimum 8m² per dwelling with a minimum dimension of 2.0m if provided as balcony or rooftop.*	All units are provided with between 15.3m² and 48.5m² of private open space on balconies that are directly access from living areas	Yes.
Front setback (minimum) *Shop top housing:* 0m for first floor 4m for floors above first floor	The ground floor retail spaces are to be constructed on a zero lot line. All first floor elements exceed 4m setback	Yes.
Corner lots secondary street setback (minimum) *Residential flat buildings:* 4.5m to building façade line *Shop top housing:* 0m for first floor 4m for floors above first floor	The ground floor retail spaces are to be constructed on a zero lot line. All first floor elements exceed 4m setback.	Yes.
Car parking spaces 1 space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling. May be in a 'stack parking' configuration. Car parking spaces to be located below ground or behind the building 1 visitor car parking space per 5 apartments (may be above ground) Bicycle parking spaces: 1 per 3 dwellings	The building comprises 10 x one bedroom, 30 x two bedroom and 10 x three bedroom units. Required: - 55 residential spaces - 10 visitor spaces - 16 bicycle spaces Provided: - 124 residential spaces - 41 visitor spaces - more than 30 bicycle or motorcycle spaces	Yes.
Garages and car parking dimensions (minimum) Covered: 3m x 5.5m Uncovered: 2.5m x 5.2m Aisle widths must comply with AS 2890.1	All residential parking spaces comply with required dimensions. Aisle widths comply with AS 2890.1	Yes.
8.1 Sustainable Building Design New residential dwellings, including a residential component within a mixed use building and serviced apartments intended or capable of being strata titled are to be accompanied by a BASIX Certificate and are to incorporate all commitments stipulated in the BASIX Certificate.	A BASIX Certificate has been provided with the Development Application. All measures contained within the BASIX Certificate and BASIX Report have been incorporated into the design of the building.	Yes.

8.1 Sustainable Building Design Building design is to respond to local climate and site conditions with passive solar and ventilation measures to be incorporated into building design. High use work areas (such as offices) are to be positioned to maximise solar gain and natural ventilation.	The building exhibits a high degree of architectural design to maximize solar gain. The proposal is able to comply with the provision of the Apartment Design Guide as relevant to solar access and cross ventilation.	Yes.
8.1 Sustainable Building Design Building envelopes, depths and internal layouts of all residential development is to facilitate natural ventilation.	The proposal is able to comply with the provision of the Apartment Design Guide as relevant to solar access and cross ventilation.	Yes.
8.2 Stormwater and Construction Management A Stormwater Concept Plan is to be submitted with each building DA indicating how stormwater will be managed and disposed of. Drainage for individual developments shall be designed in accordance with the stormwater quality and quantity targets set by the DECC, Australian Rainfall and Runoff (1997), and Council's Engineering Design Specification. All subsurface drains are to be connected into the stormwater system within the site downstream of any water tanks.	A detailed stormwater management report has been prepared for the subject development by Van der Meer Consulting. This report provides a detailed response to both stormwater and water quality management. The stormwater management system comprises existing and proposed below-ground on-site detention tanks (OSD) combined with a rainwater re-use tank (RWT). The report outlines that a total of 476m^3 is required for the proposed development. The OSD tanks and rainwater reuse tanks achieve detention volume of 480m^3, exceeding the required detention volume.	Yes.
8.2 Stormwater and Construction Management All development shall be carried out in accordance with an approved Soil and Water Management Plan prepared in accordance with Managing Urban Stormwater - Soils and Construction, Landcom 4th Edition March 2004 ('The Blue Book').	Conditions of consent are recommended to be imposed which ensure compliance with this best practice and Council's Engineering Specifications.	Yes, conditioned.
8.3 Waste Management A Waste Management Plan is to be submitted with all DAs with the exception of single dwelling housing or superlot subdivision applications.	A Waste Management Plan has been submitted with this application and reviewed by Council's Waste Team. The plan is acceptable and a condition will require compliance with the measures in the plan.	Yes.

8.3 Waste Management Development must demonstrate that the design takes into account refuse storage and collection without reducing the amenity of a dwelling or neighbouring lots.	The dedicated waste area is partially enclosed and will not impact on the amenity of adjoining development given its location and landscaping measures. Waste collection occurs from a loading dock area dually used with the retail and residential developments.	Yes.
8.3 Waste Management Storage areas for rubbish bins are to be located away from the front of development where they have a significant negative impact on the streetscape, the visual presentation of the building entry and on the amenity of residents, building users and pedestrians.	Storage areas for rubbish bins are to be located away from the front of development and will not be visible from the street. The loading dock arrangement ensures that visibility is minimised and does not interfere with the streetscape or any pedestrian amenity. The waste transport around the building will be controlled by a building manager.	Yes.
8.4 Site Facilities and Servicing Garbage, mailbox structures, service meters and the like are to be integrated with the overall design of buildings and/or landscaping.	Facilities and servicing requirements are integrated within the built form of the proposal and embellished with landscaping.	Yes.
8.6 Safety and Surveillance Buildings should be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. In the case of corner lots habitable windows are also be oriented to overlook the side street.	The building has been designed to provide casual surveillance of surrounding streetscape areas from all levels.	Yes.
8.6 Safety and Surveillance The design of all development, in particular, the public domain and community facilities is to enhance public surveillance of public streets and open space/conservation areas.	The building has been designed to provide casual surveillance of surrounding streetscape areas from all levels. In particular ground floor retail overlooks pedestrian paths.	Yes.
8.6 Safety and Surveillance Developments are to avoid creating areas for concealment and blank walls facing the street.	The building form minimises blank walls and concealment areas.	Yes.

8.6 Safety and Surveillance All development should aim to provide casual surveillance of the street as a means of passive security. This should be achieved by maximising outlooks and views, but minimising the overlooking of neighbouring properties.	The building has been designed to provide casual surveillance of surrounding streetscape areas from all areas of the development. The building provides high levels of casual surveillance from all levels to the surrounding streetscape network. The proposal will not result in overlooking of neighbouring residential properties or private open space areas. The orientation towards public spaces and community facilities assist with this.	Yes.
8.6 Safety and Surveillance All developments are to incorporate the principles of Crime Prevention Through Environmental Design (CPTED). Development Applications for subdivision, public open space and community facilities may require a formal crime risk (CPTED) assessment as part of the EP&A Act 1979, development assessment and Camden Council's Designing Safer Communities – Safer by Design Guidelines (October 2002).	The building has been designed to incorporate CPTED Principles. A detailed CPTED Review has been provided by Urban Co which demonstrates that the proposal adopts and implements the principles of CPTED to minimise opportunities for crime and anti-social behaviour. The application was also referred to the NSW Police Force who conducted their own assessment and categorized the development as a low crime risk.	Yes.
B1 Oran Park Town Centre		
3.1 Town Centre Structure Plan Layout Generally consistent with Figure 51: Land Use. Note: Figure 51 graphically represents the indicative land uses for the Oran Park Town Centre. The land uses and general road structure may be amended over time to allow for flexible delivery of the Town Centre built form.	The proposed development is located in an area identified for 'retail' and is generally compliant with the land uses indicated for this precinct.	Yes.

3.2 Land Uses The Retail Precinct is located to the east of Oran Park Drive and is to be a mixed use destination which includes a wide variety of small and large scale retail activities, entertainment uses, retail support opportunities and commercial business activities together with residential uses above street level. The Retail Precinct combines a traditional main street shopping strip together with modern centre based retailing. The Retail Precinct seeks to create a vibrant entry to the Town Centre which maximizes employment generation and economic prosperity.	The proposal will enhance the variety of land uses currently provided for within the Town Centre, being a development that incorporates a wide variety of small and large scale retail activities, entertainment uses, retail support opportunities and commercial business activities together with residential uses above street level. This sub-precinct is planned to deliver traditional main street shopping strip with additional retail within the podium shopping centre.	Yes.
Land Use Principles Smaller scale retail uses (under 1,500m²) incorporated as part of a mixed use development outside the main retail area are not included in the calculation of the 50,000m² GLAR cap. The 'main retail area' is the area shown as 'Retail (a) 'in Figure 50. The cumulative total of smaller scale retail uses outside of the GLAR cap in this area is not to exceed 5,000m².	The proposal seeks approval for additional retail floor space of 15,239sqm GLAR. When considered with the existing retail spaces noted as Stage 1 (9,105sqm) this equates to a total of 24,344sqm GLAR. The proposal complies with the maximum GLAR specified.	Yes.
Land Use Principles Incorporate a variety of retail, residential, commercial, entertainment, recreation and community uses to serve the needs of the wider community and promote an active and vibrant town centre.	The proposal will enhance the variety of land uses currently provided for within the Town Centre, as it proposes a variety of small and large scale retail activities, entertainment uses, retail support opportunities and commercial business activities together with residential uses above street level.	Yes.
Land Use Principles Incorporate higher density housing and mixed use development within the Town Centre core.	The proposal incorporates a residential flat building and commercial building components with ground floor retail uses.	Yes.
Land Use Principles Maximise employment opportunities within the Town Centre.	Employment opportunities will be provided by this proposal.	Yes.
Land Use Principles Focus retail uses along and fronting the Main Street. Large scale retail development should be located within the retail precinct.	The proposal incorporates retail uses fronting Main Street with larger retail within the podium shopping centre.	Yes.

Land Use Principles Co-locate uses and facilities where possible to maximise the efficient use of space.	The proposal provides a residential flat building towards the eastern end of the site with further envisaged residential flat buildings in this location subject to future applications. The future residential uses will be able to access and use common open space areas and car parking. It is noted that an excess of these facilities (i.e. open space and car parking) are provided for as part of this proposal with the intention of relying upon these facilities with future developments. All future DAs will be subject to further assessment The location of Common Open Space (COS) enables future residential development to easily achieve building separation and potentially expand, collocate COS to provide a larger and better space.	Yes.
Land Use Principles Locate active uses at ground floor, throughout the Town Centre, in particular fronting the Main Street, Town Square and areas of open space.	The proposal incorporates ground floor activated retail areas, with direct access to these tenancies without travelling through the larger shopping centre.	Yes.
Land Use Principles Incorporate the needs of health and aged care providers, facilities for young people, civic and emergency services within the Town Centre.	These uses are planned to be delivered throughout the Town Centre, particularly in adjacent approved commercial buildings, the existing civic services.	Yes.

3.3 Special Places **Main Street** Acts as a central spine for access and activity through the retail precinct.	Main Street provides a pedestrian connection from the civic facilities to the east, through a retail precinct and towards the existing shopping centre and envisaged rail station.	Yes.
The Main Street will have active street frontages along its length, with a number of direct entrances to the retail thoroughfares to the north and south. It will be a pedestrian focused environment, with low vehicle speeds and clearly identified pedestrian linkages and crossings.	The Main Street extension proposes a number of unidentified retail spaces that open towards the Main Street frontage creating and future active retail precinct. A number of traffic control measures will be implemented to ensure that vehicles move at low speeds. This proposal incorporates designated pedestrian crossings.	Yes.
The Main Street will be characterised by vibrant, active shop frontages, where retail / cafe activities spill on to the footpath, providing an interactive, bustling concourse.	The proposed retail spaces allow for a range of future uses along the street frontage. Space is available for outdoor dining options and covered pedestrian paths.	Yes.
The Main Street will have on-street parallel parking, to provide convenient, short stay access to shops and services.	On-street parallel parking is available.	Yes.
3.3 Special Places **Town Park** The Town Park provides a sustainable green heart for the Town Centre and will act as a central recreational hub which links retail, residential, commercial and civic land uses.	A paved 'calmed street' is proposed at the southern end of the Town park to enable a positive connection and activation of the established park.	Yes
The Town Park will be designed to provide direct linkages between the surrounding residential, retail, commercial and civic land uses. The layout of the Town Park will reinforce the view corridor along the Main Street linking to the civic building on the eastern edge of the Town Park.	The proposal incorporates a thoroughfare to predominantly be used as a pedestrian walkway with occasional vehicular use (emergency or food market vehicles). This path provides linkages to the retail, residential and civic facilities nearby	Yes

3.4 Views and Vistas The Oran Park Town Centre Structure Plan has been designed to emphasise sight lines to local landscape features, places of key cultural significance, future civic buildings and public open space. Detailed development of the Town Centre is to acknowledge views and vistas contained in Figure 59	The proposed building and new road have been designed to achieve required setbacks and ensure the built form will not impact sight lines to key public buildings or spaces. The proposal maintains view lines identified in Figure 59.	Yes.
3.5 Interaction with Surrounding Land Uses The Oran Park Town Centre Structure plan has been designed to respond to planned surrounding land uses including residential, educational, open space and commercial development outcomes. Detailed design of the Town Centre should take into consideration proposed adjoining land uses and ensure provision for a high level of pedestrian connectivity between the Town Centre and the surrounding development.	Significant effort has been made to provide for quality public domain treatments and pedestrian linkages to the existing town centre buildings. The proposal has incorporated pedestrian linkages to the potential location for the Oran Park Train Station.	Yes.
4.1 Vehicle Movement Network The street network is to be provided generally in accordance with **Figure 60.** Traffic management measures are to be utilised within and surrounding the Town Centre to produce a low speed pedestrian friendly traffic environment, particularly at the Town Square / Town Park interface. Such traffic management devices are to be identified at the time of DA submission. Principles of CPTED (Crime Prevention through Environmental Design) to be incorporated in the design of the access and movement system.	Main Street is located in accordance with Figure 60. Pedestrian crossings have been proposed. Further measures will need to be implement as the rest of the network is proposed in future applications. Main Street as proposed is lined with retail uses fronting the road and other residential and commercial uses overlooking the public spaces.	Yes. Yes. Yes.
4.2 Pedestrian and Cycle Movement The Town Centre is to be designed to provide clear and legible pedestrian and cycle connections.	Key pedestrian paths have been provided for along Main Street in accordance with Figure 61.	Yes.

4.2 Pedestrian and Cycle Movement Streets and pathway networks should be designed to ensure that walking and cycling within the Town Centre takes priority over traffic circulation.	A covered pedestrian path is provided for the entirety of Main Street. The 'calmed street' connection prioritises pedestrian movements with limited vehicular access. Vehicles are only able to enter the space where bollards are temporarily removed.	Yes.
4.2 Pedestrian and Cycle Movement Continuous weather protection for pedestrians is to be provided in key locations by colonnades or awnings.	The building design includes ground level weather protection through a cantilevered awning along the Main Street facade where pedestrian access is provided.	Yes.
4.2 Pedestrian and Cycle Movement Bike parking facilities should be provided at key locations on streets within the Town Centre. No dedicated bike path is required along Main Street.	Bicycle parking is provided within the car parking areas. Dedicated motorcycle and bicycle spaces are provided within the various parts of the commercial portion of the car park.	Yes.
4.3 Road Types Streets are to be provided generally in accordance with the cross-sections in Figure 62. The dimensions shown on these typical diagrams are guidelines. Main Street in Figure 62 should be no wider than 23 metres, have parallel parking between trees and no median to facilitate ease of pedestrian cross movements. Pedestrian crossings should align with retail loop.	Main Street Design is consistent with Figure 62: Carriageway = 7m Parking Bays = 2.5 Verge Width = 4m Calmed Street Design: Combined Width = 7m Main Street is a total of 20m	Yes. Yes.
4.4 Public Transport Bus stops are to be provided generally in accordance with Figure 66.	An existing bus transit stop is situated within walking distance on Oran Park Drive.	Yes.
5.1 Public Domain Public domain areas are to be designed and located generally in accordance with Figure 67. The design of public domain areas shall take into consideration the Public Domain Manual adopted by Camden Council (Attachment A).	A detailed landscape plan has been prepared for the public domain areas. The landscape plan has been prepared consistent with the Public Domain Manual. Pedestrian links have been incorporated to the building design so that the entrance points are consistent with Figure 67.	Yes, reinforced by conditions of consent.

5.1 Public Domain All paving materials must conform to relevant standards for durability, non-slip textures, strength and surface treatment to withstand use by light automobiles, service vehicles, pedestrians and bicycles.	All paving materials will achieve relevant durability, non-slip standards.	Yes.
5.2 Water Sensitive Urban Design Requirements (WSUD) All Development shall generally be in accordance with the Oran Park Precinct Water Cycle Management Strategy and Master Plan prepared by Brown Consulting and adopted by Camden Council. Development Applications, other than minor applications (e.g. shop fit-out, signage or change of use applications) shall include information from a suitably qualified consultant demonstrating how the proposed development is in accordance with the above. Key considerations include the management of stormwater run-off (quality & quantity), the minimising of potable water use & wastewater generation and water recycling strategies.	A detailed stormwater and water quality report has been prepared by Van der Meer Consulting. The report confirms that the proposal will achieve all relevant stormwater and water quality targets.	Yes.
5.3 Street Trees Development Applications, other than minor applications (e.g. shop fit-out, signage or change of use applications) shall include a landscaping plan prepared by a suitably qualified consultant. The landscaping plan shall generally be in accordance with the landscaping components in the Public Domain Manual for the Town Centre (Attachment A).	A detailed landscape plan has been prepared for the public domain areas. The landscape plan has been prepared consistent with the Public Domain Manual.	Yes, reinforced by conditions of consent.
5.3 Street Trees Street trees and open space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter.	The landscape plan has been prepared consistent with the Public Domain Manual. Species selected allow for shade in summer and sunlight penetration in summer.	Yes, reinforced by conditions of consent.

5.3 Street Trees Main Street: (refer to cross section in **Figure 62**) species selection to respond to the east / west orientation of the street and its corresponding usage by: limiting shade and maximising sun penetration for trees on the northern side of the street; providing medium to large trees on the southern side, capable of delivering appropriate scale to Main Street and at the same time allowing a dappled shade effect throughout the year.	The trees selected for the proposal are consistent with the objectives of this control. The scattered plantings will allow for sun penetration.	Yes.
6.0 Environmentally Sustainable Development Principles All new retail, commercial and mixed-use buildings must achieve a minimum 4 star Green Star rating from the Green Council of Australia. An Energy Efficiency report is to be provided to Council as part of the Development Application for the development proposal. Matters to be considered as part of an Energy Efficiency report are provided at Attachment B of this Plan.	A detailed Environmental Sustainability Report has been prepared by Cundall Pty Ltd and is submitted with this proposal. The report demonstrates general compliance with the objectives of sustainable development strategies and sufficiently to addresses ESD requirements for the Development Application. However, no certification has been submitted that the building achieves a 4-star Green Star rating.	No, see discussion in Report.
7.1 Built Form Articulation Articulation zones should be provided to compliment the building mass and emphasise key design elements such as entrance points and respond to environmental conditions including solar access, noise, privacy and views.	The built form demonstrates articulation to the building facades which highlight the main entrance areas and responds to environmental conditions.	Yes.
7.2 Architectural Character Articulation and Corners: Buildings at Oran Park Town Centre are to generally align with street edges, be articulated in their façade treatments and express corners in design.	The building has been designed to align with street edges and provides articulation to the façade which emphasises corner elements.	Yes.
7.2 Architectural Character Corners are to be visually prominent and may be reinforced by one and two story verandas / balconies which turn the corner in a traditional manner.	The building itself is an extension to the existing Oran Park Podium and the south eastern corner is envisaged for a residential building to be reviewed under a future proposal. The north eastern corner is well articulated with architectural roof features above the winter garden.	Yes.

7.2 Architectural Character Building Interface: The interface between the building and the public domain is to be designed to create active safer streets, to encourage flexibility in design for changing uses at ground level and provide weather protection for pedestrian amenity.	The building and landscape design of the public domain have been designed and will be constructed concurrently to help ensure a seamless transition between the public and private domain.	Yes.
7.2 Architectural Character Building facades are to be designed to accentuate key architectural features and clearly delineate points of interest such as building entries, vertical and horizontal elements	The building façade and structure has been designed to accentuate the entry foyers on the Main Street and provide articulation to the building form.	Yes.
7.2 Architectural Character Building facades are to incorporate a variety of finishes and materials which provide visual relief to the built form.	The building façade incorporates a variety of colours and materials to provide a vibrant and attractive streetscape presentation.	Yes.
7.2 Architectural Character A diverse palette of durable and cost efficient external materials exploring a contemporary urban character whilst representing themes of Australian local character should be used. A range of materials is to introduce a fine grain façade treatment along street edges.	The proposal incorporates a variety of finishes and materials which achieve compliance with this clause.	Yes.
7.3 Building Envelopes / Bulk & Scale Building heights are to be in accordance with the Building Envelope Plan shown in Figure 69A. The site is shown as being capable of having 4 floors along Main Street, 5 floors along the calmed street, 4 floors along Central Avenue and 2 floors within the site.	The proposed development consists of building elements of various heights ranging from single storey to six (6) storeys.	No, see discussion in Report.
7.3 Building Envelopes / Bulk & Scale Prominent street corners should be reinforced in a visual context through concentrating building height and built form.	The building occupies a site that includes prominent street corners, however the existing building site has addressed those corners. The primary corner being the intersection of Peter Brock Drive and Oran Park Drive has a clock tower with flags to extenuate this part of the building.	Yes.
7.3 Building Envelopes / Bulk & Scale Buildings are to be designed to ensure a human scale is maintained at street level.	The building entrances and built form features have been designed to achieve a human scale.	Yes.

7.3 Building Envelopes / Bulk & Scale Minimum ceiling heights are detailed in in the table below. For the purposes of this control 'ceiling height' is measured internally from finished floor level to ceiling level. - Ground floor – 3m - All other retails or commercial floors – 2.7m - All residential floors = 2.7m	Minimum Ground Floor Height = 4.0m Minimum Residential Floor Height = 2.7m	Yes.
7.4 Quality of Indoor Environment Refer to indoor environment controls provided in Attachment B. These controls are required to be assessed as part of the Sustainability Assessment.	A detailed environmental assessment has been prepared by Cundall Pty Ltd and outlines the development's compliance with these controls.	Yes.
7.5 Weather Protection Weather protection must maintain a feeling of openness and enhance both the public function of the specific space and /or street.	Weather protection has been provided for the building itself at entrances and key areas. The proposed development also incorporates and awning linking the Town park through to the existing shopping centre.	Yes.
7.5 Weather Protection Weather protection devices shall take into account wind, sun, rain, night / day, seasons and shadowing effects of other built components.	The awning is understated and only covers pedestrian footpaths. No overshadowing impacts will result.	Yes.
7.5 Weather Protection Weather protection devices shall consider the scale of adjacent buildings and the width of the street / public space in order to ensure appropriate proportions and "feel".	Street level awnings have been designed in consideration with existing buildings to provide a consistent streetscape edge and feel.	Yes.
7.5 Weather Protection Weather protection solutions shall be predominantly naturally ventilated.	Awnings allow for natural ventilation.	Yes.
7.5 Weather Protection Weather protection should be included as part of the design of the architecture / built form or landscape design.	Weather protection is providing through the building form as an integrated architectural component.	Yes.
7.5 Weather Protection The design of the weather protection shall take into consideration ESD objectives.	A detailed sustainability report has been submitted with this proposal.	Yes.

7.5 Weather Protection Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain. Awnings encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the Town Centre. Awnings can be used in conjunction with colonnades. There are to be no wing walls so colonnade is continuous and unimpeded	Awning provided	Yes.
7.5 Weather Protection Street level awnings should be provided to all retail frontages and commercial entries and to main lobbies of residential buildings except where a colonnade is required.	Awnings provided to all retail frontages and lobbies of residential buildings.	Yes.
7.5 Weather Protection In particular, continuous awnings and colonnades are required to be provided along the ground floor street frontage on active street frontages.	Awnings provided in accordance with Figure 71.	Yes.
7.5 Weather Protection Awnings should be a minimum height of 2.7m (3.2m desirable) above footpath level, generally consistent in form and to project horizontally from the building façade	Awnings exceed the minimum height required and are proposed as an extension of the existing awnings along Main Street.	Yes.
7.5 Weather Protection The front fascia of the awning is to be set back a minimum of 500mm from the kerb of the street carriageway, including at street corners.	Awning setback exceeds 500mm.	Yes.
7.6 Setbacks Building setbacks are to be provided in accordance with the Setbacks Plan	Building setbacks exceed the minimum setbacks specified under the DCP. The built form setbacks have been designed to achieve transition between different commercial areas, the town park and civic precinct.	Yes.

7.6 Setbacks The urban character is achieved by adopting "build–to" lines or zero setback conditions to create street walls and by variety in "build–to" conditions for different types of streets. The main building facades are to be built to the block edge with allowances for insets and projections and to create stronger corner edges.	The building has been designed to create attractive and active street walls.	Yes.
7.7 Streetscape Activation Active frontage uses are defined as one of a combination of the following at street level: • Entrance to retail. • Shop front. • Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage. • Café or restaurant if accompanied by an entry from the street. • Active office uses, such as reception, if visible from the street. • Public building if accompanied by an entry.	The proposal provides entrances to retail, shopfronts, glazed entries and potential cafes with future opportunity for outdoor dining.	Yes.
7.7 Streetscape Activation Buildings are to maximise areas of street activation through a mixture of ground floor retail/commercial suites and the incorporation of ground floor terrace areas along the street frontage in residential development.	Ground floor retail suites provided.	Yes.
7.7 Streetscape Activation Active street fronts, built to the street alignment, are required on the ground level of all retail and commercial development.	The development provides active street fronts.	Yes.
7.7 Streetscape Activation No external security shutters to be permitted.	No external security shutters are proposed.	Yes.
7.7 Streetscape Activation On corner sites, shop fronts are to wrap around the corner.	A large bar or restaurant is proposed to the corner fronting Central Avenue and the Town Park.	Yes.

7.8 Solar Access Any Development Application for the construction of buildings is required to submit detailed solar access diagrams for between 9am and 3pm mid-winter to demonstrate sufficient solar access is maintained to public and private spaces and streets	Solar access diagrams demonstrate that the proposal maintains adequate solar access to streetscape areas.	Yes.
7.8 Solar Access Parks and plazas are to receive sunlight on a minimal of 50% of their site area between 11am and 2pm on June 21.	The proposal does not result in a reduction of solar access to the town park or calmed street.	Yes.
7.8 Solar Access Building envelopes are to allow for north-south streets to receive 2 hours of sunlight between 9am- 3pm on 21 June on a minimum of 50% of the eastern or western footpaths.	Solar access diagrams demonstrate that the proposal maintains adequate solar access to adjoining north-south streets (Central Avenue).	Yes.
7.8 Solar Access Building envelopes are to allow for east-west streets to receive 1 hour of sunlight between 9am-3pm on 21June on a minimum of 50% of the southern footpaths	Solar access diagrams demonstrate that the proposal maintains adequate solar access to adjoining east-west streets (Proposed main street and Peter Brock Drive).	Yes.
8.1 Vehicle Parking and Storage Car parking dimensions are to be provided in accordance with relevant Australian Standards.	Car Parking and maneuvering areas are provided in accordance with relevant Australian Standards.	Yes.
8.1 Vehicle Parking and Storage Above ground parking is not encouraged without appropriate design measures to mitigate adverse visual impacts.	Above ground parking is proposed to the north of the proposed new road. This car parking is in a location that is envisaged for the future Stage 3 of the Podium shopping centre. This area will be used for construction vehicles and overflow for retail in the medium term until Stage 3 is ready to be progressed. Given its smaller scale and temporary nature it is not considered to result in any adverse visual impacts.	Yes.
8.1 Vehicle Parking and Storage Below ground car parking is encouraged for higher density residential and mixed-use blocks as well as Town Centre retail blocks.	Basement car parking is proposed as part of this development.	Yes.
8.1 Vehicle Parking and Storage Where below ground parking is along a street edge and cross ventilation is desirable, any exposed section of car park wall is to be appropriately modelled and scaled.	Mechanical ventilation is provided to basement parking areas.	Yes.

8.1 Vehicle Parking and Storage The majority of car parking is to be provided under Town Centre buildings and on street to limit visual impact and maintain pedestrian amenity.	Car parking is generally provided within a basement under the building footprint with a smaller portion above ground on the northern side of main street. The above ground car parking is temporary in nature.	Yes.
8.1 Vehicle Parking and Storage Natural ventilation of basement and sub-basement parking areas is encouraged to be provided wherever possible	Mechanical ventilation is provided to basement parking areas.	Yes.
8.1 Vehicle Parking and Storage Service vehicle access points should be consolidated where possible to limit the potential for conflict points.	Service vehicles have a separate access to the loading dock area on the southern side of the site.	Yes.
8.1 Vehicle Parking and Storage Bicycle racks/storage areas are to be provided in all developments in accordance with the following requirements. Bicycle racks/storage areas should be provided for both residents/employees and site visitors: • Non-residential development = 1 space per 750m2 of gross leasable floor area • residential development = 1 space per 4 apartments.	Non Residential Building = 32,679sqm. Required bicycle spaces = 44 The proposal includes a total of 44 bicycle storage spaces at ground level. Residential Building = 50 units Required bicycle spaces = 13 The proposal includes 37 bicycle spaces in basement 2 of the building, exceeding the DCP requirements.	Yes.