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| **Control** | **Assessment** | **Y/N?** |
| **2.1 Indicative Layout Plan**  All development is to be undertaken generally in accordance with the Indicative Layout Plan. | The proposed Podium Stage 3B development 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 mixed use developments. | Yes. |
| **2.5 Hierarchy of Centres and Employment Areas**  Development is to be consistent with Table 1 and Figure 4.  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 characteristics of the development are consistent with Table 1 and Figure 4.  The proposal seeks approval for additional retail floor space of 1,635sqm GLAR. When considered with the existing retail spaces noted as Stage 1 (9,105sqm), the approved future Stage 2 (15,239sqm) and the approved Stage 3A (14,446) this equates to a total of 40,425sqm GLAR. The proposal complies with the maximum GLAR specified. | Yes.  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 along the southern and eastern facades of the building, 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.  It is also noted that the proposal will facilitate a future pedestrian connection from the envisaged rail station, through the centre and connection to the Civic precinct. | Yes. |
| **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 Oran Park Town Centre is to be consistent with the principles listed within this control. | The proposed development is generally in accordance with Part B of the DCP. A detailed assessment against the Part B DCP is provided below.  The proposal is generally consistent with the principles relating to function and uses, built form, pedestrian amenity, public domain, and parking and access. A detailed assessment against the Part B DCP is provided below. | Yes.  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’.  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. | Detailed engineering plans and a stormwater management report have been prepared for the subject development by Intrax and Calibre respectively.  This report provides a detailed response to the management of both stormwater quantity and quality.  The stormwater management system comprises a below-ground on-site detention tank (OSD) combined with a rainwater tank. The system then discharges into the stormwater network currently under construction as part of Stage 3A. Council’s engineers are satisfied that the proposal can comply with Council’s engineering specification subject to the recommended conditions.  WSUD features are proposed to be incorporated in the development to address stormwater quality issues. Use of water quality treatment measures in the form of an VortSentry HS GPT, a Jellyfish and Stormfilter cartridge modules have been incorporated in the storm water drainage system to ensure that stormwater quality discharging from the site achieves Council’s targets. Council’s engineers are satisfied that the proposal can comply with Council’s engineering specification subject to the recommended conditions. | Yes.  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.  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 site incorporates land which is identified in Figure 23 as possibly being constrained by moderately saline soils.  A Salinity Investigation and Management Plan has been approved and implemented for the site in association with bulk earthworks completed under DA/2012/265/1. Council’s Environmental Health Officer has reviewed the proposal and raises no objections subject to compliance with the approved salinity management plan.  The sediment and erosion controls contained in the civil engineering plans will be conditioned to be installed prior to the commencement of works. | Yes.  Yes. |
| **6.7 Contamination Management**  DAs for development in Areas of Environmental Concern (AEC) as identified at Figure 26 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. Furthermore, the land for the current proposal, which forms part of Tranche 20, was previously signed off by a site auditor under a site audit statement that confirmed the land was suitable for the proposed land-use. Council is satisfied that the land is suitable for the proposed development. | Yes. |
| **6.9 Acoustics**  All industrial / commercial / employment development is to comply with the Industrial Noise Policy  (DECC 2000). | A 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 has concluded that the proposal is capable of achieving the required EPA noise criteria subject to a number of recommendations which have been included within the recommended conditions.  One of these recommendations is to require the upgrade of acoustic attenuation treatment to the approved (but not yet constructed) Podium Stage 2 residential tower to the south east of the site. As such, a condition has been recommended that requires a modification application for the residential tower to be submitted and approved prior to the issue of occupation certificate for the subject development. | Yes. |
| **8.1 Sustainable Building Design**  Buildings and developments not affected by BASIX are to achieve a 40% reduction of baseline potable water consumption. Where the building or development is water intensive (i.e. high water user), specific water conservation objectives must be resolved with Council.  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. | A detailed Environmental Sustainability Design has been prepared in association with this application by ADP Consulting.  The report demonstrates general compliance with the objectives of sustainable development strategies and sufficiently addresses ESD requirements for the Development Application.  The building exhibits a high degree of architectural design to maximize solar gain. | Yes.  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.  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'). | Detailed engineering plans and a stormwater management report have been prepared for the subject development by Intrax and Calibre respectively.  This report provides a detailed response to the management of both stormwater quantity and quality.  The stormwater management system comprises a below-ground on-site detention tank (OSD) combined with a rainwater tank. The system then discharges into the stormwater network currently under construction as part of Stage 3A. Council’s engineers are satisfied that the proposal can comply with Council’s engineering specification subject to the recommended conditions.  Conditions of consent are recommended to be imposed which ensure compliance with this best practice and Council’s Engineering Specifications. | Yes.  Yes. |
| **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.  Development must demonstrate that the design takes into account refuse storage and collection without reducing the amenity of a dwelling or neighbouring lots.  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. | A construction Waste Management Plan (WMP) and an ongoing WMP were submitted with this application and reviewed by Council’s Waste Team.  The dedicated waste areas are fully enclosed and will not impact on the amenity of adjoining development.  Storage areas for rubbish bins are located away from the front of development and will not be visible from the street. | Yes.  Yes.  Yes. |
| **8.4 Site Facilities and Servicing**  Garbage, mail box 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 landscape design of the proposal. | 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 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.  Developments are to avoid creating areas for concealment and blank walls facing the street.  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.  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 provide casual surveillance of surrounding streetscape areas from all levels.  The building has been designed to provide casual surveillance of surrounding streetscape areas from all levels.  The building form minimises blank walls and concealment areas.  The building has been designed to provide casual surveillance of surrounding streetscape areas from all levels. The proposal will not result in overlooking of neighbouring residential properties or private open space areas.  A detailed CPTED Review has been provided by UrbanCo 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 categorised the development as a low crime risk and recommended a number of conditions. These conditions have been incorporated into the development or been included in the consent where relevant. | Yes.  Yes.  Yes.  Yes.  Yes. |
| **B1 Oran Park Town Centre** | | |
| **3.1 Town Centre Structure Plan Layout**  Generally consistent with Figure 51: Land Use. | Figure 51 identifies the site as a ‘Hotel (with ground floor retail). The application seeks consent for a hotel and with retail land uses at the ground floor and is therefore consistent with Figure 51. | Yes. |
| **3.2 Land Uses**  The development is to be consistent with the character statements for the:  - Podium Way and Retail Precinct,  - Perich Park, and  - Podium Plaza. | The proposal is generally consistent with the character statements for the relevant precincts.  Podium Way and Retail Precinct  The development is consistent with the Podium Way and Retail Precinct character statement as it will provide active retail frontages and opportunities for outdoor eating overlooking Perish Park. The hotel building foyer is also differentiated from the public arcades and thoroughfares but still adds to the quality of the street, connectivity and the pedestrian experience in the precinct.  Perich Park  The development is consistent with the Perich Park character statement as it will provide active uses at ground level that overlook the park. The ground floor land uses will take advantage of the high amenity of the park, whilst also encouraging interaction and passive surveillance.  Podium Plaza  The Podium Plaza is identified as being located between the proposed ground floor tenancies and the basement access ramp to the north. The Plaza is proposed to be delivered in future stages of the Podium. The subject application will not preclude the Plaza from being provided in accordance with this section. | Yes. |
| **Land Use Principles**  Achieve a maximum of 50,000m2 Gross Lettable Area - Retail (GLAR) within the B2 Local Centre zone.  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.  Incorporate higher density housing and mixed use development within the Town Centre core.  Maximise employment opportunities within the Town Centre.  Focus retail uses along, and fronting the Main Street. Large scale retail development should be located within the retail precinct.  Co-locate uses and facilities where possible to maximise the efficient use of space.  Locate active uses at ground floor, throughout the Town Centre, in particular fronting the Main Street, and areas of open space  Incorporate the needs of health and aged care providers, facilities for young people, civic and emergency services within the Town Centre.  Leverage investment in the Metro Station to bring higher order facilities to the Town Centre.  Leisure Centre to be closely integrated with retail, civic and town park activities. | The proposal seeks approval for additional retail floor space of 1,635sqm GLAR. When considered with the existing retail spaces noted as Stage 1 (9,105sqm), the approved future Stage 2 (15,239sqm) and the approved Stage 3A (14,446) this equates to a total of 40,425sqm GLAR. The proposal complies with the maximum GLAR specified.  The proposal will enhance the variety of land uses currently provided for within the Town Centre by providing hotel accommodation. And additional retail uses with active frontages.  The town centre structure plan identifies a hotel for this site. The hotel development will not preclude higher density housing and mixed use development from being provided.  Employment opportunities will be provided by this proposal.  The proposal incorporates retail uses fronting Main Street and Podium Way.  The proposal will expand upon the range and co-location of land uses within the Town Centre.  The proposal incorporates active retail uses fronting Main Street and Podium Way.  These uses are planned to be delivered throughout the Town Centre, particularly in adjacent approved commercial buildings. The hotel development will not preclude further facilities from being provided.  The development will be benefitted by its close proximity to the future metro station.  The development is consistent with the relevant character statements ensuring that the leisure centre will be closely integrated with adjoining precincts. | Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes. |
| **3.3 Views and Vistas**  Detailed development of the Town Centre is to acknowledge views and vistas contained in Figure 58. | Figure 59 identifies a focal opportunity and two key corners. The south-east corner of the proposed building has been designed to respond to its role as a focal point. The north-east key corner will be further developed in future stages of the Podium. | Yes. |
| **3.4 Interaction with Surrounding Land Uses**  Detailed design of the Town Centre should take into consideration proposed adjoining land uses and ensure a high level of pedestrian connectivity between the Town Centre and the surrounding development. | Quality public domain treatments and pedestrian linkages to the existing town centre buildings have been provided. | Yes. |
| **4.1 Vehicle Movement Network**  The street network is to be provided generally in accordance with Figure 59. | Podium Way has been approved and will be constructed under a separate development consent. A condition of consent has been recommended that requires the road to be constructed prior to the issue of an occupation certificate for the subject development. | Yes. |
| **4.2 Pedestrian and Cycle Movement**  The Town Centre is to be designed to provide clear and legible pedestrian and cycle connections as identified in Figure 60.  Streets and pathway networks should be designed to ensure that walking and cycling within the Town Centre takes priority over traffic circulation.  Continuous weather protection for pedestrians is to be provided in key locations by colonnades, awnings, arbours or other similar structures.  Bike parking facilities should be provided at key locations on streets within the Town Centre. No dedicated bike path is required along Main Street. | The development will deliver portions of the key pedestrian paths along Podium Way.  The development will contribute towards providing a pedestrian network that allows walking to take priority over traffic circulation.  Continuous weather protection has been provided along Podium Way in accordance with Figure 60.  Figure 60 does not identify cycle parking in this location. Nevertheless, bike racks have been provided at key locations around the development. | Yes.  Yes.  Yes.  Yes. |
| **4.3 Road Types**  Streets are to be provided generally in accordance with the cross-sections in Figure 61 to Figure 65. The dimensions shown on these typical diagrams are guidelines.  Main Street in Figure 61 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. | Whilst no roads are proposed, the application does seek to embellish the verge of Podium Way. The proposed setbacks, on street parking bays and outdoor seating areas are generally in accordance with the typical sections for Podium Way shown in Figure 61 and 62.  Podium Way will be less than 23 metres wide, have parallel parking bays between trees and no median. | Yes.  Yes. |
| **4.4 Public Transport**  The location of bus stops, including those for express buses to surrounding centres are located close to key destinations in the Town Centre such as civic buildings, Town Park and Main Street and surrounding residential and commercial development. | 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).  The Perich Park and Civic Precinct is to be designed to provide an urbanised, vibrant interactive public space which incorporates outdoor seating areas associated with retail tenancies which will open onto the public domain and opportunities for informal seating and gathering places.  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. | A detailed landscape plan has been prepared for the public domain areas. The landscape plan has been prepared consistent with the Public Domain Manual.  The development adjoins Perich Park and will provide outdoor seating areas associated with retail tenancies.  All paving materials will achieve relevant durability, non-slip standards. | Yes.  Yes.  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 and quantity), the minimising of potable water use and wastewater generation and water recycling strategies.  The Town Park is to be designed to incorporate WSUD objectives. | Detailed engineering plans and a stormwater management report have been prepared for the subject development by Intrax and Calibre respectively.  This report provides a detailed response to the management of both stormwater quantity and quality.  The stormwater management system comprises a below-ground on-site detention tank (OSD) combined with a rainwater tank. The system then discharges into the stormwater network currently under construction as part of Stage 3A. Council’s engineers are satisfied that the proposal can comply with Council’s engineering specification subject to the recommended conditions.  WSUD features is proposed to be incorporated in the development to address stormwater quality issues. Use of water quality treatment measures in the form of an VortSentry HS GPT, a Jellyfish and Stormfilter cartridge modules have been incorporated in the storm water drainage system to ensure that stormwater quality discharging from the site achieves Council’s targets. Council’s engineers are satisfied that the proposal can comply with Council’s engineering specification subject to the recommended conditions. | Yes.  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).  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. | A detailed landscape plan has been prepared for the public domain areas. The landscape plan has been prepared consistent with the Public Domain Manual.  Species selected allow for shade in summer and sunlight penetration in winter. | Yes.  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 Design has been prepared in association with this application by ADP Consulting.  The report demonstrates general compliance with the objectives of sustainable development strategies and sufficiently to addresses ESD requirements for the Development Application. | Yes. |
| **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.  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.  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. Residential apartments above Town Centre streets will provide opportunities for casual surveillance.  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.  Building facades are to incorporate a variety of finishes and materials which provide visual relief to the built form.  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 building has been designed to align with street edges and provides articulation to the façade which emphasises corner elements.  The south-east corner is celebrated through balcony designs and articulated building form.  The building, port cochere 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.  The building façade and structure has been designed to accentuate the key architectural features and entries. Building entries are further highlighted by elevated awnings and façade accentuation.  The building façade incorporates a variety of colours and materials to provide a vibrant and attractive streetscape presentation.  The proposal incorporates a variety of finishes and materials which achieve compliance with this clause. | Yes.  Yes.  Yes.  Yes.  Yes.  Yes. |
| **7.3 Building Envelopes / Bulk & Scale**  Building heights are to be in accordance with the Building Envelope Plan shown in Figure 69.  Prominent street corners should be reinforced in a visual context through concentrating building height and built form.  Buildings are to be designed to ensure a human scale is maintained at street level.  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. See Figure 70. | Figure 69 identifies a max height of six storeys for this site. The proposal is six storeys.  The building occupies a prominent street corner within the Town Centre context. The building has been designed to reinforce the street edge and corner elements consistent with the principles of the DCP.  The building entrances and built form features have been designed to achieve a human scale.  The ground floor ceiling height exceeds 3 metres. | Yes.  Yes.  Yes.  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 Sustainability Design has been prepared in association with this application by ADP Consulting.  The report demonstrates general compliance with the objectives of sustainable development strategies and sufficiently addresses ESD requirements for the Development Application. | 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 devices shall take into account wind, sun, rain, night / day, seasons and shadowing effects of other built components.  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”.  Weather protection solutions shall be predominantly naturally ventilated.  Weather protection should be included as part of the design of the architecture / built form or landscape design.  The design of the weather protection shall take into consideration ESD objectives.  Pedestrian rights of way, plazas and other public spaces will typically have a variety of weather protection devices, where provided, ranging from minimal protection, fixed or temporary devices (including an array of devices such as awnings, canopies, “floating” roofs or be incorporated into the architecture of the building), and landscaped solutions, thus providing a variety of experiences and conditions.  Generally streets with retail, commercial, or community uses at ground level shall provide weather protection along the majority of the façade, especially those areas facing north and west. This protection shall typically take the form of a variety of awning types.  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.  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.  In particular, continuous awnings and colonnades are required to be provided along the ground floor street frontage on active street frontages in accordance with Figure 69.  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.  The front fascia of the awning is to be setback a minimum of 500mm from the kerb of the street carriageway, including at street corners. | Weather protection has been provided along the facades of the building through awnings along the street frontage. Awnings are consistent with the existing Podium Way façade treatments.  Street level awnings have been designed in consideration with existing buildings to ensure that adequate weather protection is provided without causing significant overshadowing.  Street level awnings have been designed in consideration with existing buildings to provide a consistent streetscape edge and feel.  Awnings allow for natural ventilation.  Weather protection is provided through the building form as an integrated architectural component.  A detailed sustainability report has been submitted with this proposal.  Weather protection has been provided along the facades of the building through awnings along the street frontage. Awnings are consistent with the existing Podium Way façade treatments.  Weather protection has been provided along the facades of the building through awnings along the street frontage. Awnings are consistent with the existing Podium Way façade treatments.  No wing walls are proposed.  Not applicable, as no awnings are proposed as part of the building form.  Awnings provided to both street frontages.  Awnings provided to both street frontages as shown in Figure 69.  Awnings exceed the minimum height required and are proposed as an extension of the existing awnings along Podium Way.  Awning setback exceeds 500mm. | Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  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.    Projections beyond the “build–to” lines could include awnings, verandas, balconies, roof overhangs and blade walls. | The building has been designed to create attractive and active street walls along the southern and eastern elevations with future stages to provide further variety.  Awnings, balconies and other overhangs project beyond the build-to lines. | Yes.  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.  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.  Active street fronts, built to the street alignment, are required on the ground level of all retail and commercial development.  Large format retail such as supermarkets and parking areas are to be sleeved or hidden by retail and commercial uses.  Restaurants, cafes and the like are to consider providing openable shop fronts.  No external security shutters to be permitted.  On corner sites, shop fronts are to wrap around the corner. | The proposal provides entrances to retail, shopfronts, glazed entries and potential cafes/restaurants with future opportunity for outdoor dining.  Ground floor retail suites are proposed.  The development provides active street fronts built to the street alignment.  The proposed development will assist in sleaving the large commercial uses approved in Stage 3A.  The proposal provides food and drink land uses with future opportunity for outdoor dining.  No external security shutters are proposed.  Not applicable as no shop fronts are proposed. | Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  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  Parks and plazas are to receive sunlight on a minimal of 50% of their site area between 11am and 2pm on June 21.  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.  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 streetscape areas.  Solar access diagrams demonstrate that the proposal maintains adequate solar access to Perich Park and the future Town Plaza and Town Square.  Solar access diagrams demonstrate that the proposal maintains adequate solar access to the adjoining north-south section of Podium Way.  Solar access diagrams demonstrate that the proposal maintains adequate solar access to the adjoining east-west section of Podium Way. | Yes.  Yes.  Yes.  Yes. |
| **7.9 Signs**  Signs are to be designed and located to:  be visually interesting and have a high level of design quality,  be integrated with the architecture and structure of the building on which they are located,  be consistent with the scale of the building or the property on which they are located,  consider existing signs on the building, adjoining buildings or elsewhere in the streetscape, and not obscure views of existing signs or the potential for signs to be viewed on adjoining premises,  not cover glazed surfaces, and  project minimally from the building.  Signs are not to be supported from, hung from or placed on other signs.  Any illuminated signage must comply with AS 4282 – Control of the obtrusive effects of outdoor lighting. | Proposed signage includes three building identification signs for the hotel as follows:  1 x roof mounted sign on west elevation with area of approximately 6sqm.  1 x above awning sign on east elevation with area of approximately 1sqm, and  1 x wall sign on north elevation with area of approximately 4sqm.  The signs will complement the development, be compatible with the desired amenity and visual character of the area and commensurate with the use of the site and the scale of the proposed buildings.  Separate approval is required for signage to future ground floor retail/commercial tenancies.  The proposed signs are not attached to any other signs.  A condition of consent has been recommended to ensure that illumination is in accordance with the relevant Australian Standard. | Yes.  Yes.  Yes. |
| **8.1 Vehicle Parking and Storage**  Retail facilities are to provide parking at the rate of one (1) space per 30m². Larger retail uses would be subject to the RTA Guide for Traffic Generating Developments.  Car parking dimensions are to be provided in accordance with relevant Australian Standards.  On street parking to be provided throughout the Town Centre to contribute to street life and surveillance.  Above ground parking is not encouraged without appropriate design measures to mitigate adverse visual impacts.  Below ground car parking is encouraged for higher density residential and mixed use blocks as well as Town Centre retail blocks.  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.  The majority of car parking is to be provided under Town Centre buildings and on street to limit visual impact and maintain pedestrian amenity.  Natural ventilation of basement and sub-basement parking areas is encouraged to be provided wherever possible.  Service vehicle access points should be consolidated where possible to limit the potential for conflict points.  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 750sqm of gross leasable floor area. | Car parking has been assessed in accordance with the RTA Guide. See Camden DCP assessment for further details.  Car parking spaces are capable of complying with the relevant Australian Standards.  On street parking is proposed along Podium Way.  A temporary at grade car park will be provided between Stages 3A and 3B. Future stages of the podium will remove this car park and replace it with additional retail floor area. Given its smaller scale and temporary nature it is not considered to result in any adverse visual impacts.  The vast majority of parking is provided below ground.  A combination of natural and mechanical ventilation is provided to basement parking areas where required.  The vast majority of parking is provided below ground.  A combination of natural and mechanical ventilation is provided to basement parking areas where required.  Service vehicles access will be via the proposed Podium Way vehicle entry ramp only.  The application proposes 15 bicycle spaces in the basement level exceeding DCP requirements. | Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes. |