

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
2.1 Indicative Layout Plan.		
(1) All development is to be undertaken generally in accordance with the Indicative Layout Plan (ILP) at Figure 2 subject to compliance with the objectives and development controls set out in this DCP	(1) The ILP identifies the site for the purposes of 'mixed-use'. The proposed commercial premises will assist in providing a variety of landuses within the envisaged mixed-use area.	Yes.
2.4 Hierarchy of Centres and Employment Areas.		
(1) Development is to be consistent with table 1 and figure 4.	(1) The proposed development is consistent with Table 1 and Figure 4. This has been discussed in detail under Part B1 below.	Yes.
3.1 Street Network Layout and Design.		
(1) Street network to be provided in accordance with figures 2 and 5.	The development site adjoins Peter Brock Drive to the immediate south and South Circuit to the immediate east. Construction of internal private roads, including a new private road adjacent to the site to the west is currently being constructed subject to DA/2023/556/1. The completion of the private access road will be required to be completed prior to the issue of an Occupation Certificate to facilitate access. No additional roads are required to be constructed to enable vehicular or pedestrian access.	Yes.
(10) Street trees required on all streets.	Existing street trees are present along the frontages of the development to South Circuit and Peter Brock Drive. In addition, one new street tree is proposed along the sites frontage to Peter Brock Drive to the south.	Yes.
(11) Any proposal for street tree planting within the road reserve (i.e. carriageway and footpath) is to include appropriate detailed design that addresses access and manoeuvrability of heavy vehicles, street sweepers and cars, the impact of the root system on the carriageway, ongoing maintenance of the tree and carriageway, and the relationship with future driveway access points.	Swept paths have already considered the location of street trees proposed along the eastern private road subject to DA/2023/556/1. Furthermore, the location of those trees are permeable to assist in maintaining sight lines between pedestrians and vehicles. Proposed street trees have been reviewed by Council's Urban Forest Team and are considered acceptable (subject to conditions).	Yes.
3.2 Pedestrian and Cycle Network		
1. Key pedestrian and cycleway routes are to be provided generally in accordance with Figure 18.	Pedestrian and cycleway routes have been established within Peter Brock Drive and South Circuit, which adjoin the site. No other identified routes are designated for the overall site.	NA.
3.3 Public Transport		
(1) Bus routes are to be provided generally in accordance with Figure 19 and, where the bus route is known, be indicated on the subdivision DA drawings.	Figure 19 identifies that the Campbelltown via Catherine Fields service will operate along South Circuit.	Yes.
4.1 Public Parks and Landscape Strategy.		
(1) Public parks (local and district open space), other open space areas (i.e. riparian corridors) and areas with landscape value are to be provided generally in accordance Figure 20	There are no open space requirements for this site or the proposal required by figure 20.	NA.
4.2 Education, Civic and Community Facilities		
(1) Education, civic and community facilities are to be located and provided generally in accordance with Figure 21 and the Oran Park and Turner Road Section 94 Contributions Plan.	There is no education, civic and community facilities to be provided as required by figure 21. The application was referred to Council's Agreements Delivery Team who have advised the proposed development is consistent with the Oran Park VPA.	NA.
5.1 Oran Park Town Centre		
(1) Town Centre to be located in accordance with figure at appendix B and figure 22.	The proposed development is generally in accordance with figure 22. Detailed assessment has been provided under Part B1 below.	Yes.
(2) Development is to be consistent with the following principles		
Function and uses. Max 50,000m² GLAR for retail premises. A maximum aggregate of 5,000m² GLAR shall apply to retail premises, with no individual retail premises (other than	- The proposed development does not contribute to GLAR within the Town Centre as no retail premises are proposed. - The proposed development will contribute 7,703m² GFA of office space to the town centre. The office premises will	Yes.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
landscape supplies) having GLAR greater than 1,500m². • Incorporate a range of retail, commercial, entertainment, recreation and community use to serve the needs of the wider community, • Maximise employment opportunities within the Town Centre • Co-locate uses and facilities as much as 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 all open space • Provide an interconnected street block network with block sizes and mid-block connections that maximise pedestrian permeability, • Create a street layout that allows easy access to and within the town centre while allowing for regional traffic to by-pass the centre, • Consider potential future noise and amenity conflicts in the layout and location of Town Centre uses • Provide on-site detention storage with a storage requirement that maximises rainwater reuse.	facilitate in servicing the needs of the town centre and the broader community. • Contribution of 7,703m² office space GFA will assist in maximising employment opportunities within the Town Centre. • The placement of the commercial building has been considered in the broader master planned context of the Town Centre. • The ground floor of the commercial building passively activates all facades, particularly the northern, eastern and western facades through floor to ceiling aluminum framed glass. • The site is located within an established street network containing footpaths and sharepaths connecting the Town Centre to adjoining residential areas. • The proposed development does not hinder regional traffic passing through as it relies on a series of local roads which are easily accessible via Peter Brock Drive (sub-arterial road). • Located on the outer edge of the Town Centre, the commercial building is not considered likely to generate noise or cause amenity conflict to adjoining land uses being predominantly office based. • On-site detention and rainwater tanks are provided which gives consideration to rainwater reuse.	
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. • Relate building heights to street widths and functions to promote a comfortable urban scale of development, • 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 • Building heights are to take into account view lines and solar access to the public domain. • A high-quality built form and energy efficient architectural design that promotes a 'sense of place' and modern character for the Town Centre, and • Waste storage and collection areas are to be accommodated and designed appropriately to minimise impacts, in particular within mixed use development.	• The commercial building is six storeys in height, consistent with the height envisaged by the DCP and relatable to the existing context. • Figure 79 of the DCP specifies a build to boundary for commercial developments at the corner of Peter Brock Drive and South Circuit. The proposed development is generally setback 3m from all property boundaries, consistent with the western adjoining commercial buildings (DA/2023/556/1), with projecting overlapping architectural elements extending towards the property boundaries. • All frontages adopt consistent heights with similar projecting and recessing architectural elements, façade treatment, materials and colours. • The proposed building height does not compromise any significant view lines, or impact solar access to the public domain. • The development is a high-quality built form with an energy efficient architectural design with the following design features: - Sweeping cantilevers and overlapping geometry - Curved, aluminum façade panels in different configurations to ensure thermal comfort within the building - Creating a sense of movement through the proposed colour scheme - A light filled atrium space and - Emphasizing the corner • Waste storage is proposed at the rear of the building (south-west corner) upon the ground floor. Waste will be collected via the adjacent loading dock and transported from the site via the adjoining western private road. Waste collection occurs via the loading area and is not visible from the public domain.	Yes.
Pedestrian amenity • High amenity pedestrian streetscapes are to be provided through the Town Centre, • Walking and cycling leading to and within the Town Centre is to take priority over traffic circulation, • Continuous weather protection for pedestrians is to be provided in key locations, and • Adequate solar access is to be provided to key pedestrian streets.	• The proposed development is able to capitalize on established pedestrian streetscapes through to the Town Centre and adjoining residential areas. • The development contributes to encouraging walking and cycling, providing end of trip facilities and secure bicycle parking within the basement (Level 1). • Weather protection is afforded to the northern, eastern and western facades through overlapping architectural elements and glazed awnings projecting from the façades protecting the eastern and western entry points to the building.	Yes.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
	Noting the orientation of the site, it is difficult to eliminate overshadowing occurring to neighbouring eastern and southern streets.	
Public domain - Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and Safer by Design (NSW Police) into all development within the Town Centre. - Provide street tree and open space planting that establishes generous shade for pedestrians, - 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.	- CPTED principles have been adopted throughout the proposed development. Adequate lighting, causal surveillance opportunities through glazed windows, open and unobstructed pathways have been adopted. - The development proposes the creation of a northern landscaped courtyard, with the northern half constructed and consolidated subject to DA/2025/414/1. - The loading dock and waste storage area is proposed upon the ground level at the south-western corner. Waste collection occurs via the loading area which is not visible from the public domain.	Yes.
Parking and Access - Parking and access lanes should be used to provide access to parking areas, loading docks and waste collection areas. Lanes will need to accommodate heavy vehicles where access to loading areas and waste collection is required. - Parking is to be provided in accordance with Part D, Chapter 1 of Camden DCP 2006. Opportunities for shared parking provision for complementary uses within the town centre are to be provided.	- Parking is provided for the proposed development via three levels of basement car parking. One loading dock is proposed to service the commercial building which is separate from parking areas. The adjoining private road has been designed specifically to accommodate for the largest intended vehicle being an 8.8m MRV. - Parking has been provided in accordance with the relevant controls contained within the Camden DCP 2019. Refer to the accompanying attachment for detailed assessment.	Yes.
6.2		
Flooding and Watercycle Management.		
(2) Management of 'minor' flows using piped systems for the 20% AEP (residential land use) and 10% AEP	The proposed development accommodates flows up to the 1% AEP through a series of on-site detention tanks. The proposed system has been reviewed by Council's Engineering Certification team who support the proposal, subject to recommended conditions.	Yes.
(3) Management of 'major' flows using dedicated overland flow paths in excess of the pipe drainage system capacity and above the 20% AEP shall be in accordance with Camden Council's Engineering Design Specification.		
(5) The developed 1% AEP peak flow is to be reduced to pre-development flows through the incorporation of stormwater detention and management devices.		
(6) All development is to incorporate water sensitive urban design (WSUD).	A series of rainwater tanks for irrigation re-use are proposed throughout the development. The development incorporates WSUD where possible.	Yes.
(7) 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	Council's Engineering Certification team have reviewed the proposed WSUD Strategy and support the design, subject to recommended conditions.	
(8) 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 proposed development meets the requirements of Table 10 in reducing Total Nitrogen, Phosphorus and Suspended solids.	
6.3 Salinity and Soil Management		
(1) Soil testing shall also be focused on areas where proposed excavation exceeds 3m in depth.	The DA was accompanied with a Salinity Status Summary, which noted that soils on site are mildly aggressive to concrete and steel and, moderately saline. Management strategies were recommended in the report, with the intent of mitigating potential salinity impacts on the proposed development and surrounding land uses. Standard conditions are recommended to ensure ongoing compliance with the approved management strategy applicable to the development site.	Yes.
(2) Groundwater recharge is to be minimised.	Groundwater recharge is minimised through onsite detention, tree planting and the redirection of groundwater from paved areas.	Yes.
(5) All sediment and erosion controls are to be installed prior to the commencement of any construction works	A standard condition of consent requiring compliance with this control has been recommended.	Yes.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
6.4 Aboriginal and European Heritage.		
(1) Aboriginal Archaeological Conservation Areas are identified Figure 31. Development shall not proceed within these areas without appropriate investigation and consultation with the relevant local Aboriginal groups and until a Plan of Management has been prepared that addresses the ongoing management of any archaeological deposits within the Conservation Areas.	The site is not identified in Figure 31. Notwithstanding, an AHIP has been issued for the wider Oran Park precinct. There are no requirements specified by the AHIP for the subject site.	Yes.
6.7 Contamination Management.		
1) DAS for development in Areas of Environmental Concern (AEC) as identified at Figure 28 shall be accompanied by a Stage 2.	Information available to Council confirmed that during the rezoning phase of the wider precinct area, no areas of environmental concern were identified specifically within the development site. Further, no areas of concern were discovered whilst earthworks were being carried out in accordance with the parent approval. Since the original bulk earthworks were completed, the site has remained vacant with no evidence of potentially contaminating activities being conducted on the site.	Yes.
6.9 Acoustics.		
(4) All industrial / commercial / employment development is to comply with the Industrial Noise Policy (DECC 2000).	Consideration of the potential acoustic impacts from the rooftop communal area was made. An acoustic assessment supported the application and modelled noise emissions using the NSW EPA Noise Policy for Industry and Camden Council's Environmental Noise Policy criteria. Based on this, it was predicted that the noise emissions would remain below the noise triggers thresholds at all surrounding residential receptors, including the proposed adjoining residential flat building to the north. Accordingly, no noise mitigation or further acoustic assessment was warranted over this area. This was reviewed by Council's Specialist Support Environmental Health Officer who concurred with the acoustic assessment.	Yes.
8.1 Sustainable Building Design		
(2) 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.	The proposed development is subject to the requirements of State Environmental Planning Policy (Sustainable Buildings) 2022. The applicant has submitted a NABERS Embodied Carbon calculator and a net zero statement, satisfactorily demonstrating that embodied emissions attributable to the development have been quantified and that a commitment is in place to achieve standards for energy and water use.	Yes
8.2 Stormwater and Construction Management.		
(1) A Stormwater Concept Plan is to be submitted with each building DA indicating how stormwater will be managed and disposed of.	A satisfactory stormwater concept plan has been submitted.	Yes.
8.3 Waste Management.		
(1) A Waste Management Plan is to be submitted with all DAs with the exception of single dwelling housing or superlot subdivision applications.	A suitable waste management plan and construction waste management plan have been provided for the development.	Yes.
(3) All business and industrial operations are to provide adequate on-site waste storage facilities that are readily accessible and appropriately screened from public view.	An internal waste storage area is provided on the ground floor adjacent to the loading dock. The bin storage areas are predominantly screened from public view but are provided with readable access, located to the western private road.	Yes.
(5) 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.	The western adjoining private road (subject to DA/2023/556/1) has been designed specifically to enable waste collection. The western private road incorporates a variety of plantings, bollards and paving, which assists in creating a high-quality public domain.	Yes.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
8.4 Site Facilities and Servicing.		
(1) Underground services are required for all domestic serving utilities, including electrical services.	The site will be serviced by the required servicing utilities and electrical services. A standard condition of consent has been imposed.	Yes.
8.6 Safety and Surveillance.		
(1) 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 commercial building has the ability to overlook neighbouring streets and communal areas (northern landscaped courtyard) on all four elevations.	Yes.
(2) 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 ground floor of the commercial building passively activates all facades and facilitates casual surveillance, particularly the northern, eastern and western facades through floor to ceiling aluminum framed glass.	Yes.
(3) Appropriate design of publicly accessible areas (e.g. parks, footpaths, etc.) encourages a sense of community ownership of open and public spaces.	The proposed development creates a landscaped courtyard to the north, with the northern half of the courtyard to be constructed via DA/2025/414/1. The landscaped courtyard will facilitate social movement and casual interaction.	Yes.
(5) Developments are to avoid creating areas for concealment and blank walls facing the street.	The ground floor and upper floors are generally glazed, with the exception of a small span of wall along the southern elevation, which encloses and protects the basement ramp. Despite this, planter beds and mass landscape planting are proposed adjacent to the southern wall to shield this wall.	Yes
(6) Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment.	The proximity of pedestrian and communal areas to the commercial building and streets will receive sufficient lighting by the buildings and street lighting.	Yes.
(7) 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 ground floor adopts clear glass to all elevations which promotes a strong level of passive surveillance.	Yes.
(8) 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).	CPTED principles have been adopted throughout the proposed development. Adequate lighting, causal surveillance opportunities through glazed windows, open and unobstructed pathways.	Yes.

Part B1 Oran Park Town Centre

Section / Control	Assessment	Compliance
4.1 Vehicle Movement Network.		
(1) The street network is to be provided generally in accordance with Figure 66.	No new roads are proposed or required as per Figure 66. The western adjoining private road is currently being constructed subject to DA/2023/556/1 and will be completed prior to the occupation of the proposed commercial building.	NA.
(2) Traffic management measures are to be utilized within and surrounding the Town Centre to produce a low speed pedestrian friendly traffic environment, particularly within the Retail, Perich Park and Civic Precincts. Such traffic management devices are to be identified at the time of DA submission.	The proposed commercial building is surrounded by established roads, which contain traffic management measures.	NA.
4.2 Pedestrian and Cycle Movement.		
(1) The Town Centre is to be designed to provide clear and legible pedestrian and cycle connections as identified in Figure 67.	Pedestrian and cycleway routes and connections have been established within Peter Brock Drive and South Circuit, which adjoin the site. No other identified routes and connections are designated for the overall site.	NA.
(2) Streets and pathway networks should be designed to ensure that walking and cycling	Pedestrian and cycleway routes and connections have been established within Peter Brock Drive and South Circuit, which	NA.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
within the Town Centre takes priority over traffic circulation.	adjoin the site. No other identified routes and connections are designated for the overall site. Note. As per Figure 66 – Peter Brock Drive and South Circuit are perimeter streets as per the road hierarchy figure.	
(3) Continuous weather protection for pedestrians is to be provided in key locations by colonnades or awnings.	Weather protection is afforded to the northern, eastern and western facades through overlapping architectural elements and glazed awnings projecting from the façades protecting the eastern and western entry points to the building.	Yes.
(4) 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 encourages the use of cycling, providing end of trip facilities and secure bicycle parking within basement level 1.	Yes.
4.4 Public Transport.		
(4) Bus stops are to be provided generally in accordance with Figure 73.	There is no bus stop shown by figure 73 that would need to be delivered by the proposed development.	NA
5.0 Public Domain, Water Sensitive Urban Design and Landscaping.		
5.1 Public Domain		
(1) Public domain areas are to be designed and located generally in accordance with Figure 74. The design of public domain areas shall take into consideration the Public Domain Manual adopted by Camden Council (Attachment A).	No public domain areas are identified within Figure 74 that are applicable to the development site.	NA.
(6) 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.	The paving materials have been provided in accordance with the public domain manual which conform to the relevant standards.	Yes.
5.2 Water Sensitive Urban Design Requirements		
(1) 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.	The proposed development has been provided generally in accordance with the strategy and masterplan and has been reviewed to the satisfaction of Council's Engineering Certification team.	Yes.
5.3 Street Trees		
(1) 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 development application is accompanied with a landscape plan that has been prepared by a suitably qualified consultant.	Yes.
(3) 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	There are existing street trees along the frontage of the development to South Circuit and Peter Brock Drive. In addition, one new street tree is proposed along the sites frontage to Peter Brock Drive to the south. Plant species and densities are acceptable, subject to conditions of consent.	Yes.
6.0 Environmentally Sustainable Development Principles.		
(1) All new retail, commercial and mixed use buildings must achieve a minimum 4 star Green Star rating from the Green Council of Australia.	The proposed development is subject to the requirements of State Environmental Planning Policy (Sustainable Buildings) 2022. The applicant has submitted a NABERS Embodied Carbon calculator and a net zero statement, satisfactorily demonstrating that embodied emissions attributable to the development have been quantified and that a commitment is in place to achieve standards for energy and water use.	Yes.
7.1 Built Form Articulation.		
(1) 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 development is considered to be a high-quality built form with an energy efficient architectural design with the following design features: - Sweeping cantilevers and overlapping geometry. - Curved, aluminum façade panels in different configurations to ensure thermal comfort within the building. - Creating a sense of movement through the proposed colour scheme, angled screening and concave façade panels. - Glazed building entries to the east and west, with projecting glass awnings for weather protection. - Emphasizing the corner.	Yes.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
7.2 Architectural Character.		
(1) 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 commercial building is articulated through vertical and horizontal elements, including the use of cantilevered and overlapping geometric shapes above the recessed ground floor and angled screening and concave façade panels. The building is prominent and emphasizes the corner through its use of façade elements and treatments, which meet at the corner.	Yes.
(2) Corners are to be visually prominent and may be reinforced by one and two storey verandas / balconies which turn the corner in a traditional manner.	The corner of Peter Brock Drive and South Circuit is prominent, with a strong vertical element extending along the building's height at the point of the corner.	Yes.
(3) 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.	A variety of measures are incorporated by the proposed development to increase activation and safety to the public domain. The ground floor is setback beneath cantilevered and overlapping geometric shapes above, with projecting glazed awnings over the eastern and western building entries. These elements provide extensive weather protection along the northern, eastern and western facades.	Yes.
(5) 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.	Wayfinding around the development is accentuated through architectural features which draws to the corners and via the centralized pedestrian through link.	Yes.
(6) Building facades are to incorporate a variety of finishes and materials which provide visual relief to the built form.	A variety of materials, colours and finishes are provided, these include: - Curved, aluminum façade panels in different configurations to ensure thermal comfort within the building. - Creating a sense of movement through the proposed colour scheme, angled screening and concave façade panels. - Glazed ground floor facades, with glazed building entries to the east and west, with projecting glass awnings for weather protection. The materials, colours and finishes assist in reducing the overall bulk and scale of the building providing visual interest.	Yes.
(7) 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.	This has been discussed in the above control.	Yes.
7.3 Building Envelopes / Bulk and Scale.		
(1) Building heights are to be in accordance with the Building Envelope Plan shown in Figure 76.	Six (6) storeys are proposed.	Yes.
(2) Prominent street corners should be reinforced in a visual context through concentrating building height and built form.	The building is well articulated and incorporates a range of treatments which celebrate the prominence of the Peter Brock Drive and South Circuit corner.	Yes.
(3) Buildings are to be designed to ensure a human scale is maintained at street level	Human scale is maintained through the provision of a setback around the perimeter of the building, with active glazed facades and the ground floor not excessive in height.	Yes.
(4) 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 77.	Ground Floor – 4.8m to 5.75m Upper Floors – 3.65m	Yes.
7.4 Quality of Indoor Environment.		
(1) Refer to indoor environment controls provided in Attachment B. These controls are required to be assessed as part of the Sustainability Assessment.	The proposal is accompanied with a sustainability report and a Section J report. A condition of consent is recommended to ensure ongoing compliance with attachment B.	Yes.
7.5 Weather Protection.		
(1) Weather protection must maintain a feeling of openness and enhance both the public function of the specific space and / or street.	Weather protection is provided around the perimeter of the building through the use of the recessed ground floor with cantilevered and overlapping geometric shapes above. The	Yes.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
	design of the buildings allows this method of weather protection to always remain open.	
(2) Weather protection devices shall take into account wind, sun, rain, night / day, seasons and shadowing effects of other built components.	Weather protection accounts for different seasons, with deeper protection provided to important entry points into the building.	Yes.
(3) 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”.	The weather protection around the perimeter of the building is proportionate and does not impact or encroach upon neighbouring buildings to the north and to the west.	Yes.
(4) Weather protection solutions shall be predominantly naturally ventilated.	All weather protection is open, apart from elements to the sky, which facilitates natural ventilation.	Yes.
(5) Weather protection should be included as part of the design of the architecture / built form or landscape design.	Weather protection is provided as described above and shown on the approved plans.	Yes.
(6) The design of the weather protection shall take into consideration ESD objectives.	ESD objectives have been incorporated through the design.	Yes.
(7) 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.	Weather protection is generally provided around the perimeter of the commercial building through the use of the recessed ground floor with cantilevered and overlapping geometric shapes above. In addition, projecting glazed awnings are provided to the eastern and western building entries.	Yes.
(9) 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.		
(10) 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.		
(11) 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 78.		
7.6		
Setbacks.		
(1) Building setbacks are to be provided in accordance with the Setbacks Plan shown in Figure 79.	Figure 79 specifies an indicative build to line and setbacks for development in the Town Centre. As per the figure, it is envisaged that future commercial development builds to the boundary at the corner of Peter Brock Drive and South Circuit. Generally, the commercial building is setback 3 metres from all property boundaries, with the exception of a portion of the southern elevation at the ground level. At the upper levels, overlapping geometric shapes to articulate the building and to emphasis the corner and to create a sense of movement on the facades are provided which generally extend to each property boundary. The intent of build to lines is considered to be generally achieved through the design, which adopts similar setbacks to property boundaries as per the western adjoining commercial buildings subject to DA/2023/556/1.	Yes
(2) 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.	As discussed above.	Yes

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
(3) Projections beyond the "build-to" lines could include awnings, verandas, balconies, roof overhangs and blade walls	The development does not propose to build to lines. Accordingly, no projections beyond 'build-to' lines exist.	NA.
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 development encourages activation to all frontages, through extensive floor to ceiling ground floor windows. In addition, both the eastern and western building entries are glazed, but are less than 50% of the site's street frontage.	Yes.
(2) 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 commercial suites are proposed to the north, east and west, including at the south east corner, which encourages street activation.	Yes.
(3) Active street fronts, built to the street alignment, are required on the ground level of all retail and commercial development.	The building design requires the ground floor to be slightly setback, with the upper floors designed with overlapping geometric shapes above. The above projecting elements generally extend to each property boundary. Whilst the building does not strictly build to each street boundary, it achieves active street fronts through other means, including high proportion of glazing to each ground floor façade. This approach to active street front is consistent with the approved commercial buildings adjoining the site to the immediate west subject to DA/2023/556/1.	Yes.
(6) Restaurants, cafes and the like are to consider providing openable shop fronts.	The proposed development does not propose the use of restaurants, Cafes or the like.	NA.
(7) No external security shutters to be permitted.	No external security shutters are proposed.	Yes.
(8) On corner sites, shop fronts are to wrap around the corner.	The ground floor tenancies at the north-east and south-east corner continue glazing to the corner, with the north-west tenancy providing extensive glazing along the tenancies facades to both the north and to the west.	Yes.
7.8		
Solar Access.		
(1) 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.	The application has been supported with shadow diagrams that demonstrate that adjoining residential development adjacent to South Circuit to the east will not be impacted by overshadowing, with the proposed development still enabling those adjacent residences to receive two (2) hours of solar access to living areas and areas of private open space.	Yes.
(2) Parks and plazas are to receive sunlight on a minimal of 50% of their site area between 11am and 2pm on June 21.	Whilst a northern landscaped courtyard is proposed between the commercial building and the proposed northern residential flat building subject to DA/2025/414/1, this space is not a designated park or plaza as per Figure 74 of the DCP.	NA
(3) 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.	South Circuit to the east will receive 3 hours of sunlight between 9am to Midday to the entire eastern footpath.	Yes.
(4) Building envelopes are to allow for east-west streets to receive 1 hour of sunlight between 9am-3pm on 21 June on a minimum of 50% of the southern footpaths.	Noting the envisaged DCP requirement for six storey development in this location, with approved western adjacent commercial buildings also of six storeys in height (DA/2023/556/1), footpaths on the northern and side sides of Peter Brock Drive to the south of the building will be overshadowed throughout the day. Achieving one hour of sunlight between 9am to 3pm on June 21 to a minimum of 50% of the southern footpaths (Peter Brock Drive) is not achievable. This variation was approved for the adjoining commercial development to the west subject to DA/2023/556/1.	No.
8.1		
Vehicle Parking and Storage.		
(1) Retail facilities are to provide parking at the rate of one (1) space per 30m². Larger retail	No retail facilities have been proposed. Car parking has been assessed under section 2.18 of the Camden DCP and complies in full.	NA.

Oran Park DCP (as amended) Assessment Table

Section / Control	Assessment	Compliance
uses would be subject to the RTA Guide for Traffic Generating Developments.		
(2) Car parking dimensions are to be provided in accordance with relevant Australian Standards	Parking provided is in accordance with the relevant Australian Standard and has been reviewed by Council's Engineering Certification team who support the proposed development (subject to recommended conditions).	Yes.
(3) On street parking to be provided throughout the Town Centre to contribute to street life and surveillance.	No public roads are proposed.	NA.
(4) Above ground parking is not encouraged without appropriate design measures to mitigate adverse visual impacts.	No above ground parking proposed.	NA.
(5) Below ground car parking is encouraged for higher density residential and mixed-use blocks as well as Town Centre retail blocks.	Below ground (three levels of basement parking) is proposed.	Yes.
(6) 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	There is no exposed section of car park wall.	Yes.
(7) The majority of car parking is to be provided under Town Centre buildings and on street to limit visual impact and maintain pedestrian amenity.	Only below ground parking (three levels of basement parking) is proposed.	Yes.
(8) Natural ventilation of basement and sub-basement parking areas is encouraged to be provided wherever possible.	Due to the topography of the site, a mechanical ventilation system is proposed for the basement.	Yes.
(9) Service vehicle access points should be consolidated where possible to limit the potential for conflict points.	The service vehicle access point has been consolidated to one shared point accessible via the western private road.	Yes.
(10) 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	A secure bicycle storage location is provided upon basement level 1. Bicycle parking meets Camden DCP 2019 requirements.	Yes.
8.2		
Loading Docks.		
(1) Loading docks are to be developed in accordance with the standards provided in Council's comprehensive DCP	Considered further under section 2.18 from the Camden DCP assessment attachment.	Yes.
8.3		
Roof Top Carparking.		
(1) Roof top car parking can provide additional parking opportunities within the Town Centre if provided should give direct access to upper level commercial and retail premises.	No rooftop parking is proposed.	NA.