

APPENDIX C

AURA TOWN CENTRE POD ASSESSMENT BENCHMARKS

**C.1 SUB-PRECINCT 8.1 DESIGN
STANDARDS**

C.2 SPECIFIC USE CRITERIA



C.1 SUB-PRECINCT 8.1 DESIGN STANDARDS

Design Standard	Response
Use	
DS1.1 Land uses comprise the uses specified for the Sub-Precinct in Table 20 and the Use Areas identified in Appendix F.	Performance Outcome The proposed ultimate land use comprise Food Premises, Market, Shop, Shopping Centre, Business, Health Care Services, Indoor Entertainment, and Indoor Sport and Recreation. These uses are anticipated within the Sub-Precinct in Table 20. It is noted that a temporary at-grade car park is located to the west of the proposed stage 1 retail built form. The location of the temporary at-grade car park is not identified in the Use Areas under Appendix F of the PoD, and thus a performance outcome is sought for DS1.1. Notwithstanding, the proposed at-grade car park is a temporary arrangement to accommodate parking associated with stage 1 of the development. The operation of the temporary at-grade car park will cease upon subsequent development stages occurring. The ultimate development scenario will wholly comply with DS1.1.
DS1.2 In addition to the following Sub-Precinct design standards, the use is in accordance with the relevant provisions of Section 3.17 Specific Use Criteria and relevant Appendices.	Complies DS1.2 The proposal complies with the relevant provisions outlined in Section 3.17 of the PoD. For a complete assessment, please refer to Appendix C.2 .
Built Form	
DS2.1 The GFA of uses in accordance with <i>Table 10: Compliance Assessable Uses</i> .	Complies with DS2.1 The proposal provides 15,650m ² of retail uses and 1,750m ² of commercial uses, which complies with the maximum GFA prescribed in Table 10: Compliance Assessable Uses (86,000m ² and 5,000m ² respectively).
DS2.2	Complies with DS2.2

Design Standard	Response
Building height is consistent with that identified in <i>Figure 17</i> .	The proposed building height is 2 storeys, which is consistent with the maximum building height identified in <i>Figure 17</i> .
DS2.3 Development provides podiums that are built to the front boundary where located on 'Primary Frontage' sites and have a maximum height of 3 storeys.	Complies with DS2.3 The proposed development provides podiums in the form of street buildings that are built to the front boundary of the site identified as 'Primary Building Frontage'. The podium structures are predominantly single storey, reaching a maximum of two storeys above ground along portions fronting the Main Street.
DS2.4 Where for Multiple Residential (other than Duplex), the minimum setback from the outermost projection of buildings is in accordance with Section 3.17 <i>Table 52</i> .	Not Applicable The development does not involve Multiple Residential uses.
DS2.5 Where for Multiple Residential (other than Duplex), development provides building separation distances to minimise impacts on residential amenity and privacy in accordance with Section 3.17 <i>Table 53</i> .	Not Applicable The development does not involve Multiple Residential uses.
DS2.6 Where development is located on a Primary Frontage identified by <i>Figure 17</i> : (a) A building must: <ul style="list-style-type: none"> Present a minimum of 70% of the building as active frontage; Include a combination of design elements such as projections, recesses and openings to enhance the sense of arrival to the precinct; Generates visual interest at the street level, having regard to the proportion of openings, windows, materials and features. Blank walls are avoided; Address the street frontage or frontages by: 	Performance Outcome Portions of the proposed awning along the Primary Frontage is less than the required 3m where allowing for the provision of street trees to enable sufficient width for the tree canopy. Further, the proposed temporary at-grade car park does not provide a 2m wide landscaped strip along the boundary to Main Street. Therefore, a performance outcome is sought with respect to the awning requirements in DS2.6(a) the car park buffer in DS2.6(b). However, it is noted the at-grade carpark to the west of Main Street is a temporary arrangement that will be replaced with built form incorporating appropriate primary frontage treatments as part of the future stages associated with the retail development. The proposed development achieves compliance with the balance of DS2.6 as follows:

Design Standard	Response
<p>(i) Providing clear, legible entry points for both pedestrians and vehicles;</p> <p>(ii) Maximising opportunities for overlooking and casual surveillance of streets, public spaces, parking areas and pedestrian/cycling paths;</p> <p>(iii) Provide appropriate weather protection in the form of awning with a minimum dimension of 3m up to 4m, which may be fixed or operable.</p> <p>(b) A car park must:</p> <ul style="list-style-type: none"> Provide a soft landscaped strip of at least 2m wide along the boundary. Provide 1 shade tree per 6 car parking spaces for open air car parks unless otherwise provided by shade structures. 	<ul style="list-style-type: none"> The building achieves a minimum of 70% as active frontage where facing the Seamless Connector Road and Main Street. The development incorporates openings, clear glazing and dining opportunities along the edges to enhance visual interest and create a strong sense of arrival to the retail precinct. Landscape elements are provided along the primary frontage to enhance the legibility of pedestrian and vehicle entry points. The proposed retail and dining uses, coupled with the clear glazing, facilities opportunities for overlooking and casual surveillance of the public realm. The building provides awnings along the frontages to enhance the comfort of pedestrians. The proposed awnings are predominantly 3m in width, with the exception where street trees are provided to enable sufficient space for the tree canopy. The proposed street trees, in conjunction with the awnings, will continue to provide appropriate shade. The temporary at-grade car park provides shade structures to protect pedestrians traversing through the parking area. <p>For further detail, please refer to Appendix D – Architectural Plans and Appendix E – Landscape Concept Plans.</p>
<p>DS2.7</p> <p>Where development is located on a Secondary Frontage identified by Figure 17:</p> <p>(a) A building must:</p> <ul style="list-style-type: none"> Present a minimum of 50% of the building as active frontage; Include a combination of design elements such as projections, recesses, and openings to enhance the character of the precinct; 	<p>Performance Outcome</p> <p>The proposed building along the Secondary Frontage provides an interim arrangement to the façade treatment that comprises pre-cast panels along a majority of the building, and thus seeks a performance outcome for DS2.7(a). However, the interim treatment has been strategically designed to offer flexibility to alter the façade based on the needs of future tenants in an ultimate arrangement.</p> <p>The proposed temporary at-grade car park does not provide a 2m wide landscaped strip along the boundary to the western portion of the Southern</p>

Design Standard	Response
<ul style="list-style-type: none"> Generate visual interest at street level, having regard to the proportion of openings, windows, materials, and features; and Not have blank walls or loading bays on their frontage. <p>(b) A car park must:</p> <ul style="list-style-type: none"> Provide a soft landscaped strip of at least 2m wide along the boundary; and Provide shade trees and landscaping. 	<p>Street, and thus a performance outcome is sought with respect to DS2.7(b). However, it is noted the at-grade carpark to the west of Main Street is a temporary arrangement that will be replaced with built form incorporating appropriate secondary frontage treatments as part of the future stages associated with the retail development.</p> <p>Notwithstanding the interim arrangements proposed, the ultimate arrangement of the development will comply with DS2.6 as follows:</p> <ul style="list-style-type: none"> The proposed interim solution is designed to enable redevelopment and introduction of active frontages to achieve a minimum of 50% as active frontage where facing the Southern Street. The development will incorporate openings and clear glazing along the edges to enhance visual interest and create a strong sense of arrival to the retail precinct. Landscape elements will be provided along the secondary frontage to enhance the legibility of pedestrian and vehicle entry points. The proposed retail uses, coupled with the clear glazing, will facilitate opportunities for overlooking and casual surveillance of the public realm. The development does not locate loading bays on the nominated secondary frontages. The temporary at-grade car park provides shade structures to protect pedestrians traversing through the parking area. <p>For further detail, please refer to Appendix D – Architectural Plans and Appendix E – Landscape Concept Plans.</p>
<p>DS2.8</p> <p>Development on a Key Corner Site identified by Figure 17 provides a landscape or built form statement to this corner which:</p> <p>(a) Ensures that blank walls of buildings or back of house areas are not located on these corners;</p>	<p>Not Applicable</p> <p>Whilst the temporary at-grade car park is located on a key corner site, it represents a temporary arrangement and will be replaced with future built form that ensures compliance with DS2.8.</p>

Design Standard	Response
<p>(b) Service stations and fast food outlets are not located on these corners;</p> <p>(c) Built form, is provided to this corner and is articulated through use of glass, openings, and recesses.</p> <p>(d) Provide appropriate weather protection in the form of awning with a minimum dimension of 3m up to 4m in width, which may be fixed or operable. Public realm treatments at the ground plane are to be provided to celebrate the corner and contribute to public realm.</p>	
<p>DS2.9</p> <p>Where development is located on an Awning Frontage on Figure 17:</p> <p>(a) A building must:</p> <ul style="list-style-type: none"> Provide appropriate weather protection in the form of awning for 70% of the building with a minimum dimension of 3m up to 4m, which may be fixed or operable 	<p>Performance Outcome</p> <p>The portion of the site fronting the Southern Street is identified as an awning frontage. Whilst the interim arrangement does not include awnings as part of the Stage 1 retail development, future phases of the development will provide awnings in this location. As such, the ultimate arrangement will comply with DS2.9.</p>
Public Realm	
<p>DS3.1</p> <p>Development facilitates the delivery of a 'Main Street' as identified on Figure 17 that:</p> <p>(a) Reinforces the role of this street as a high-amenity mixed use activity corridor;</p> <p>(b) Creates an active, urban edge to the Main Street;</p> <p>(c) Provides a range of built form typology ranging from low to medium rise (up to 5 storeys) and where suitable, podium up to 3 storeys and vertical tower form where the total height is 6 storeys or more;</p> <p>(d) At the ground floor, addresses the Main Street alignment and have an active frontage as shown on the primary and secondary building frontage designations on Figure 17;</p>	<p>Complies with DS3.1</p> <p>The proposed development facilitates the delivery of the Main Street that:</p> <ul style="list-style-type: none"> Provides a highly activated streetscape with continuous movement to encourage a pedestrian oriented and walkable public realm. Provides a low rise built form with a height that varies from 1 to 2 storeys above ground. Provides active frontage treatments as per the primary frontage designations. Delivers on-street parking, set down and loading areas. Predominantly open to the sky with landscaped elements incorporated into the streetscape.

Design Standard	Response
<p>(e) Provides on-street car parking and/or set down or loading areas;</p> <p>(f) Is predominantly open to the sky.</p>	For further detail, please refer to Appendix D – Architectural Plans and Appendix E – Landscape Concept Plans .
<p>DS3.2</p> <p>A 'Town Square (Private)' is located as shown on <i>Figure 17</i> and provides:</p> <p>(a) A minimum of 70% open to the sky;</p> <p>(b) Access 24 hours a day;</p> <p>(c) A minimum 40m frontage to the Main Street;</p> <p>(d) Mixture of shade in the form of trees and structured shade; and</p> <p>(e) Embellishments including public art, landscaping and street furniture.</p>	<p>Not Applicable</p> <p>The site does not comprise a town square (private).</p>
<p>DS3.3</p> <p>Development provides 'Landscape Buffers' as identified by <i>Figure 17</i> which includes:</p> <ul style="list-style-type: none"> Minimum 3m wide landscape strip; and Plant species that reach a minimum height of 10m. 	<p>Not Applicable</p> <p>The subject site related to Stage 1 of the retail development does not include landscape buffers. Notwithstanding, future development of subsequent stages will ensure nominated landscape buffer locations will provide landscaping in accordance with DS3.3.</p>
<p>DS3.4</p> <p>Development provides 'Interface Treatments' as identified by <i>Figure 17</i> which:</p> <ul style="list-style-type: none"> make use of screening elements such as planting; walls are to include a combination of design elements such as projections and recesses; and walls incorporate horizontal and/or vertical elements through the use of various finishes. 	<p>Not Applicable</p> <p>The site subject to this application does not include identified interface treatments as per <i>Figure 17</i>.</p>
<p>DS3.5</p> <p>'Pedestrian Links' are located in accordance with <i>Figure 17</i>:</p>	<p>Complies with DS3.5</p> <p>The identified pedestrian links within the site will remain open to pedestrians and provide access 7</p>

Design Standard	Response
<ul style="list-style-type: none"> ▪ The Western Pedestrian Link is to remain open (can be roofed but not enclosed) to pedestrian access 24 hours a day, 7 days a week. ▪ The Eastern Pedestrian Link is to remain open to pedestrian access 7 days a week between the hours of 6am to 10pm as a minimum. 	days a week between the specified hours as per DS3.5.
DS3.6 Development ensures that 'Through Block Links' with minimum pedestrian corridor widths of 4m are provided in accordance with <i>Figure 17</i> which may be enclosed, open to the sky and may be in private or public ownership.	Not Applicable The site does not comprise through block links.
DS3.7 'Dedicated Cycle Path' is provided in accordance with <i>Figure 17</i> .	Not Applicable The site does not comprise dedicated cycle paths.
DS3.8 Development ensures that 'Pedestrian and Cycle Links' are provided in the general location as identified in <i>Figure 17</i> .	Complies with DS3.8 The proposed development provides pedestrian and cycle links in locations within the subject site that are generally in accordance with Figure 17.
DS3.9 Development provides a 'Shared Zone' which incorporates (a) Variation in road surface treatment; (b) Priority pedestrian crossing; and (c) Signage and landscape treatment to maximise pedestrian safety.	Will Comply The site subject to this application does not include the shared zone extent along the Seamless Connector Road. Notwithstanding, future delivery of the shared zone along the Seamless Connector Road will ensure compliance with DS3.9.
DS3.10 Development provides 'Loading and Servicing Areas' in accordance with <i>Figure 17</i> which are adequately screened.	Complies with DS3.10 The proposal locates loading and servicing areas to the east fronting the Eastern Street, which is in accordance with the nominated location in Figure 17. For further detail, please refer to Appendix D – Architectural Plans .
DS3.11	Complies with DS3.11

Design Standard	Response
Landscaping to be generally in accordance with the Plant Species List and Main Street landscape concepts.	<p>The landscaping proposed on the site will be generally in accordance with the Plant Species List and Main Street landscape concepts.</p> <p>For further detail, please refer to Appendix E – Landscape Concept Plans.</p>
Parking and Access	
<p>DS4.1</p> <p>Development facilitates delivery of a road network hierarchy in accordance with <i>Figure 17</i>.</p>	<p>Complies with DS4.1</p> <p>A Traffic Engineering Advice has been prepared that addresses DS4.1.</p> <p>The proposed development delivers the relevant road network hierarchy identified within the site. Specifically, the proposal will deliver Main Street and the primary vehicle circulation through the precinct within stage 1, being the Eastern and Southern Streets. Whilst the delivery of the development includes an interim phase, the ultimate layout will be in accordance with Figure 17.</p> <p>For further detail, please refer to Appendix D – Architectural Plans and Appendix G – Traffic Engineering Advice.</p>
<p>DS4.2</p> <p>On site vehicle parking is provided at the rates outlined in Appendix I. In circumstances where a Traffic Assessment Report is provided that clearly demonstrates a reduced parking demand is expected to be generated by the development or in instances where shared parking arrangements enable greater efficiency in parking utilisation, the applicable parking rates outlined within Appendix I may be reduced. Any reduction that may be applied is limited to a maximum of 15% variation to the total parking demand.</p>	<p>Performance Outcome</p> <p>A Traffic Engineering Advice has been prepared that addresses DS4.2.</p> <p>The development proposes a car parking rate of 4.23 spaces per 100m² GLA in Stage 1A and 4.25 spaces per 100m² GLA in Stage 1B, which represents an alternative rate to the prescribed 1 space per 20m². However, it is noted that an alternative rate is supported where demonstrated in a Parking Assessment Report.</p> <p>For further justification on the alternative outcome sought for the car parking rate, please refer to Appendix G – Traffic Engineering Advice and Section 7 of the report.</p>
<p>DS4.3</p> <p>Access and 'Primary Vehicle Circulation' is provided in accordance with Figure 17.</p>	<p>Complies with DS4.3</p> <p>A Traffic Engineering Advice has been prepared that addresses DS4.3.</p>

Design Standard	Response
<i>Note: locations shown are indicative and may vary along the road provided road safety is not compromised.</i>	Access to the primary vehicle circulation routes are provided in accordance with Figure 17. For further detail, please refer to Appendix D – Architectural Plans and Appendix G – Traffic Engineering Advice .
<p>DS4.4</p> <p>On-site car parking areas are generally located in accordance with Figure 17 and designed to reduce visual dominance from the public realm through a combination of built form and planted buffers.</p>	<p>Performance Outcome</p> <p>A temporary at-grade carpark is proposed to the west of the Main Street within the stage 1 development area. The proposed location of the temporary at-grade carpark is not anticipated in Figure 17, and thus an alternative outcome is sought for DS4.4.</p> <p>It is relevant to note that the at-grade carpark represents a temporary arrangement to accommodate parking for stage 1 of the retail development. The operation of the temporary at-grade car park will cease upon subsequent development stages occurring, with balance car parking to be provided in the basement level. Accordingly, the ultimate development scenario will wholly comply with DS4.4.</p>
<p>DS4.5</p> <p>On-site circulation, manoeuvring and parking provides for:</p> <p>(a) Safe and functional access for pedestrians, cyclists and vehicles, that minimises the potential for conflict between users and discourages high speeds.</p> <p>(b) Provides for the largest service vehicles expected to visit the site (except where these vehicles are only occasionally expected to visit the site); and</p> <p>(c) Is designed in accordance with:</p> <ul style="list-style-type: none"> AS2890.1 - Part 1: Parking facilities - Off-street car parking AS2890.2 - Part 2: Parking facilities - Off-street commercial vehicle facilities 	<p>Complies with DS4.5</p> <p>A Traffic Engineering Advice has been prepared that addresses DS4.5.</p> <p>The proposed development provides on-site circulation, manoeuvring and parking areas that comply with the requirements of DS4.5. For further information, please refer to Appendix G – Traffic Engineering Advice.</p>

Design Standard	Response
<ul style="list-style-type: none"> AS2890.6 - Part 6: Parking facilities - Parking facilities Off-street parking for people with disabilities 	
<p>DS4.6</p> <p>Where an on-site waste collection area is provided, access and manoeuvring areas must provide for the specified vehicle.</p>	<p>Complies with DS4.6</p> <p>A Traffic Engineering Advice has been prepared that addresses DS4.6.</p> <p>The on-site waste collection area provides access and manoeuvring areas that can suitably accommodate the required vehicle type. For further information, please refer to Appendix G – Traffic Engineering Advice.</p>
<p>DS4.7</p> <p>Vehicular access points do not result in queuing across pedestrian/cycle paths and do not cause interruption to traffic on surrounding roads.</p>	<p>Complies with DS4.7</p> <p>A Traffic Engineering Advice has been prepared that addresses DS4.7.</p> <p>The proposed vehicular access points do not result in queuing or cause interruption to traffic on surrounding roads. For further information, please refer to Appendix G – Traffic Engineering Advice.</p>
<p>DS4.8</p> <p>End of trip facilities for bicycles, involving dedicated amenities that are publicly accessible for bike storage areas, lockers, toilets and change facility, must be provided in accordance with Appendix I.</p> <p>The End of trip facilities are designed and constructed to accommodate the following:</p> <ul style="list-style-type: none"> Vertical bike storage can use alternative systems (e.g. wall mounted rails and racks, pods) allowing for the differing heights and strengths of user; Facilities are to include personal lockers that are to be fully enclosed and lockable with weather protection with an open plan storage layout with alternative storage systems; Showers, sanitary compartments and wash basins are to be located within change rooms; and 	<p>Performance Outcome</p> <p>The proposed development complies with the minimum requirements for bicycle parking supply and end of trip facilities for lockers, change rooms and wash basins. Therefore, the proposal complies with DS4.8 for these components of the end of trip facilities.</p> <p>However, the proposal seeks an alternative outcome for the provision of showers and closet pans. Of note, the proposal provides 5 showers (2 female; 2 male; 1 unisex PWD) and 3 closet pans (1 female; 1 male; 1 unisex PWD), which represents a shortfall of the required 7 showers (3.5 female; 3.5 male) and 4 closet pans (2 female; 2 male).</p> <p>Notwithstanding, the shortfall in facilities will be addressed as part of major tenancy lessor works, whereby each major tenancy will provide internal showers and closet pans for their employees. These additional facilities will be tenant-managed.</p>

Design Standard	Response
<ul style="list-style-type: none"> End of trip facilities are covered should comply with AS2890.3 – Parking Facilities Part 3 	<p>For further justification on the performance outcome sought for the end of trip facilities, please refer to Appendix G – Traffic Engineering Advice.</p>

C.2 SPECIFIC USE CRITERIA

Design Standard	Response
General	
Built Form	
DS1.1 Building design is climatically responsive. Buildings include the following: <ul style="list-style-type: none"> ▪ Buildings have cross ventilation through habitable rooms ▪ Buildings are orientated to promote seasonal solar heat gain or loss taking into consideration major site views and vistas ▪ Large building facades incorporate architectural wall shading to reduce solar heat gain ▪ External windows have sun shading 	Complies with DS1.1 The building design will incorporate climatically responsive design. It is noted that further detailed design will occur post-approval to ensure compliance with DS1.1.
DS1.2 Mechanical plant, equipment and storage areas equipment are: <ul style="list-style-type: none"> ▪ If on the roof: <ul style="list-style-type: none"> ○ Screened and designed as an architectural feature of buildings; and ○ Incorporated into the roof form. ▪ Effectively screened from view from adjoining streets so as to provide an attractive address to streets and adjoining properties. 	Complies with DS1.2 All mechanical plant, equipment and storage areas equipment will be designed to ensure it is appropriately screened from the public and integrated as architectural features of buildings. It is noted that further detailed design will occur post-approval to ensure compliance with DS1.2.
DS1.3 Buildings are to provide an entrance awning or canopy at the principal public entrance which is clearly legible from the street.	Complies with DS1.3 The building entrances provide entry statements and awnings to clearly delineate principal public entrance from the street.
DS1.4 External facade materials include a mix of two or more of the following:	Complies with DS1.4 Preliminary design indicates that the external façade materials will include a mix of the materials outlined in DS1.4. It is noted that further detailed

Design Standard	Response
(a) Glazing clear tinted or colour backed; (b) Brickwork; (c) Timber; (d) Coloured rendered/bagged finish or split face concrete block work; (e) Precast concrete panels; (f) Economical panel systems including prefinished metal panels, tiles, stones; or (g) Recycled materials (e.g. timber).	design will occur post-approval to ensure compliance with DS1.4.
DS1.5 The maximum length of a uniform elevation treatment above ground storey without variation or articulation is 40m.	Complies with DS1.5 The proposed buildings within the stage 1 retail development will not exceed a maximum length of 40m for uniform elevation treatments above ground storey.
DS1.6 Buildings are designed to have balconies, windows and building openings oriented and/ or overlook streets and other areas which are accessible to the public to provide casual surveillance.	Complies with DS1.6 The proposed retail uses fronting Main Street comprise clear glazed shopfronts to enable overlooking onto the street. These design elements will enhance casual surveillance opportunities.
DS1.7 Car parking may be located on ground or above ground where sleeved or screened.	Performance Outcome All car parking areas associated with the stage 1 retail uses are located within a basement level and a temporary at-grade car park. Whilst the temporary at-grade car park is not wholly screened, landscaped edges will be provided around the perimeter of the car park. It is noted the at-grade car park is a temporary arrangement to accommodate sufficient parking spaces for the stage 1 retail development. The operation of the temporary at-grade car park will cease upon subsequent development stages occurring. The ultimate development scenario will wholly comply with DS1.7.
Public Realm	
DS2.1	Performance Outcome

Design Standard	Response
A minimum of 10% of the site is comprised of planted landscapes.	<p>The proposed Stage 1 retail development provides for 4.7% of the site as planted landscapes, which is less than the minimum prescribed 10%.</p> <p>Notwithstanding, the development incorporates greenery in the built form through vertical landscaping elements. The provision of landscaped edges that cascade over the Level 1 edge further enhances the visual amenity and creates a layered façade. The proposed incorporation of landscaping within the built form, coupled with the landscaped elements in the public realm, facilitates a high quality subtropical design outcome.</p> <p>It is further noted that the development represents Stage 1 of the broader retail development. Future development stages will provide additional greenery to strengthen landscaping outcomes on the site.</p> <p>For further detail on the landscaping design, please refer to Appendix F – Landscape Concept Plans.</p>
DS2.2 Street frontages are unfenced or where street frontage fencing is required for security and CPTED purposes, it should be transparent (minimum 70% open).	Complies with DS2.2 The proposed development does not involve fencing along the street frontages.
Parking and Access	
DS3.1 On site vehicle parking is provided at the rates outlined in Appendix I.	Performance Outcome The development proposes a car parking rate of 4.23 spaces per 100m ² GLA in Stage 1A and 4.25 spaces per 100m ² GLA in Stage 1B, which represents an alternative rate to the prescribed 1 space per 20m ² . However, it is noted that an alternative rate is supported where demonstrated in a Parking Assessment Report. For further justification on the alternative outcome sought for the car parking rate, please refer to Appendix G – Traffic Engineering Advice and Section 7 of the report.
DS3.2	Complies with DS3.2

Design Standard	Response
<p>Parking bays, manoeuvring areas, queuing areas, set down/pickup areas, aisles and driveways are designed in accordance with the dimensions and to the standards specified in:</p> <ul style="list-style-type: none"> AS2890.1 Parking Facilities – Off-street Car Parking, as amended; and AS2890.2 Parking Facilities – Off-street Commercial Vehicle facilities. 	<p>The development provides parking bays, manoeuvring areas, queueing areas, set down/pickup areas, aisles and driveways that are designed in accordance with the requirements of DS3.2.</p> <p>For further information, please refer to Appendix G – Traffic Engineering Advice.</p>
<p>DS3.3</p> <p>The location of visitor or customer parking is not behind a security barrier.</p>	<p>Complies with DS3.3</p> <p>All visitor and customer parking are not located behind a security barrier.</p>
<p>DS3.4</p> <p>On-site parking and manoeuvring areas provide for all vehicles to enter and leave in a forward motion.</p>	<p>Complies with DS3.4</p> <p>On-site parking and manoeuvring areas are provided to ensure vehicles can enter and exit the site in forward motion.</p> <p>For further information, please refer to Appendix G – Traffic Engineering Advice.</p>
<p>DS3.5</p> <p>The lot has physical access to a road.</p>	<p>Complies with DS3.5</p> <p>Proposed lots have physical access to a road.</p>
<p>DS3.6</p> <p>Access to the site provides separation of a minimum 10m to an intersecting street where the driveway is on the same side of the street.</p>	<p>Complies with DS3.6</p> <p>The proposed access points are separated at a minimum of 10m to any intersection streets.</p>
<p>DS3.7</p> <p>Where an on-site waste collection area is provided, access and manoeuvring areas must provide for the specified vehicle.</p>	<p>Complies with DS3.7</p> <p>On-site waste collection arrangements ensure access and manoeuvring areas are suitable for the specified vehicle.</p> <p>For further information, please refer to Appendix G – Traffic Engineering Advice.</p>
<p>DS3.8</p> <p>Bicycle parking spaces are provided in accordance with Appendix I.</p>	<p>Complies with DS3.8</p> <p>The proposed development provides 26 employee bicycle spaces and 94 visitor bicycle spaces, are comply with the prescribed rates in Appendix I.</p>

Design Standard	Response
	For further information, please refer to Appendix G – Traffic Engineering Advice .
DS3.9 Bicycle parking and storage facilities are easily accessible and provided in the building, or onsite within 100 metres of an entrance to the building, in accordance with five percent (5%) of the number of employees, based on workforce numbers.	Complies with DS3.9 The proposed bicycle parking and storage facilities are easily accessible and provided in the building or onsite within 100m of an entrance to the building as per DS3.9.
DS3.10 End of trip facilities for bicycles, involving dedicated amenities that are publicly accessible for bike storage areas, lockers, toilets and change facility, must be provided in accordance with Appendix I.	Performance Outcome The proposed development complies with the minimum requirements for bicycle parking supply and end of trip facilities for lockers, change rooms and wash basins. Therefore, the proposal complies with DS4.8 for these components of the end of trip facilities. However, the proposal seeks an alternative outcome for the provision of showers and closet pans. Of note, the proposal provides 5 showers (2 female; 2 male; 1 unisex PWD) and 3 closet pans (1 female; 1 male; 1 unisex PWD), which represents a shortfall of the required 7 showers (3.5 female; 3.5 male) and 4 closet pans (2 female; 2 male). Notwithstanding, the shortfall in facilities will be addressed as part of major tenancy lessor works, whereby each major tenancy will provide internal showers and closet pans for their employees. For further justification on the performance outcome sought for the end of trip facilities, please refer to Appendix G – Traffic Engineering Advice .
DS3.11 For buildings less than 1,000m ² , engineering design of all parking and manoeuvring areas is in accordance with Councils adopted standards.	Not Applicable The proposed building exceeds 1,000m ² .
Environment	
DS4.1	Will Comply with DS4.1

Design Standard	Response
Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008, as amended.	The proposed development will ensure compliance with the noise generation levels set out in the Environmental Protection (Noise) Policy 2008 as per DS4.1. The Applicant accepts a reasonable and relevant condition of approval ensuring compliance.
DS4.2 Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2008, as amended.	Will Comply with DS4.2 The proposed development will ensure compliance with the air quality objectives set out in the Environmental Protection (Air) Policy 2008 as per DS4.2. The Applicant accepts a reasonable and relevant condition of approval ensuring compliance.
DS4.3 Light emanating from any source complies with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting, as amended.	Will Comply with DS4.3 The proposed development will ensure light emanating sources comply with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting. The Applicant accepts a reasonable and relevant condition of approval ensuring compliance.
DS4.4 Outdoor lighting is provided in accordance with Australian Standard AS 1158.1.1 –Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements, as amended.	Will Comply with DS4.4 All outdoor lighting will be provided in accordance with Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements. The Applicant accepts a reasonable and relevant condition of approval ensuring compliance.
DS4.5 Any reflective glass material has: <ul style="list-style-type: none"> (a) A level of light reflectivity of not greater than 20%; and (b) A level of heat transmission of not less than 20%. 	Complies with DS4.5 All reflective glass material proposed within the stage 1 retail development will comply with the requirements of DS4.5. It is noted that further detailed design will occur post-approval to ensure compliance with DS4.5.
DS4.6 Development does not include the storage of dangerous goods as defined by the Work Health and Safety Act 2011, as amended.	Complies with DS4.6 The proposed development does not involve the storage of dangerous goods.

Design Standard	Response
DS4.7 For all Multiple Residential (other than Duplex) buildings, rainwater tanks are to be installed to ensure minimum 50% roof capture and reuse (or minimum 75% roof capture if 3 storeys or more). Tanks are to be sized at 1KL per dwelling.	Not Applicable The development does not involve Multiple Residential uses.
DS4.8 For all non-residential buildings, rainwater tanks are to be installed to ensure minimum 50% roof capture and reuse. Tanks are to be sized as 1KL per toilet or urinal (with a minimum size of 5KL).	Complies with DS4.8 Rainwater tanks proposed within the stage 1 retail development will comply with the requirements of DS4.8. It is noted that further detailed design will occur post-approval to ensure compliance with DS4.8.
DS4.9 Tanks must be installed in accordance with all Council, State Government, Federal Government and industry plumbing standards for rainwater tanks.	Complies with DS4.9 Rainwater tanks proposed within the stage 1 retail development will comply with the requirements of DS4.9. It is noted that further detailed design will occur post-approval to ensure compliance with DS4.9.
DS4.10 Tanks must be connected to and supply water to all of the following: <ul style="list-style-type: none"> ▪ Toilets (all toilets) ▪ Urinals (all urinals) ▪ Laundry (all cold taps in laundry) ▪ Outdoor taps (all outdoor taps) 	Complies with DS4.10 Rainwater tanks proposed within the stage 1 retail development will comply with the requirements of DS4.10. It is noted that further detailed design will occur post-approval to ensure compliance with DS4.10.
Infrastructure	
DS5.1 All development is connected to reticulated water supply, sewerage, stormwater drainage and telecommunication infrastructure and has an electricity supply.	Complies with DS5.1 The proposed development will be connected to infrastructure to ensure it is adequately serviced.
Uses	
Indoor Entertainment (Tavern/Hotel)	

Design Standard	Response
DS11.1 Indoor Entertainment (Tavern/Hotel) uses are located only within Mixed Use designated lots.	Not Applicable The proposed Indoor entertainment use is not for a tavern or hotel.
Indoor Sport and Recreation	
DS12.1 Indoor Sport and Recreation uses exclude premises for conducting large scale functions	Will Comply with DS12.1 Future proposed Indoor Sport and Recreation uses will exclude premises for conducting large scale functions.
Market	
DS13.1 Where market stalls are proposed to be located adjacent to existing shops the market is not held on more than 1 day per week.	Will Comply with DS13.1 Proposed market stall locations are still to be determined as part of detailed design. Notwithstanding, any market stalls proposed adjacent to existing shops will ensure the market is not held on more than 1 day per week.
DS13.2 The market is conducted, including setup and pack-up time, between the hours of 5.00am and 10.00pm.	Will Comply with DS13.2 Proposed market uses will ensure it is conducted between the hours of 5am and 10pm.
DS13.3 A clear movement path, at least 3 metres in width, is maintained through or around the market to allow emergency vehicle access.	Will Comply with DS13.3 Detailed design will ensure a clear movement path of 3 metres wide will be maintained through or around the market to enable emergency vehicle access.
DS13.4 Public toilets: <ul style="list-style-type: none"> Are provided within the area of the market, or are located within 250 metres of the market; and Remain open and accessible for use during market hours. 	Will Comply with DS13.4 The development will ensure public toilets are provided within the market area or located within 250m of the market, and will remain open and accessible for use during market hours.
DS13.5	Will Comply with DS13.5

Design Standard	Response
Directional signage is provided to identify the location of, and entry to, public toilet facilities.	Detailed design will ensure directional signage is provided to identify the location of, and entry to, public toilet facilities.
Shop, Business, Health Care Services and Food Premises	
DS19.1 Buildings setbacks for Shops, Businesses, Health Care Services and Food Premises comply with those prescribed for the Sub-Precinct which it is located.	Complies with DS19.1 The proposed Shops, Businesses, Health Care Services and Food Premises are appropriately setback in accordance with the requirements of Sub-Precinct 8.1 of the Aura Town Centre PoD.
DS19.2 The site cover of a Shops, Businesses, Health Care Services and Food Premises does not exceed: (a) 70% for that part of a building up to 2 storeys in height; and (b) 50% for that part of a building exceeding 2 storeys in height.	Complies with DS19.2 The proposed Shops, Businesses, Health Care Services and Food Premises do not exceed 70% site cover or 2 storeys above ground in height.
DS19.3 The building incorporates vertical and horizontal articulation such that no blank wall is longer than 15 metres.	Performance Outcome The proposed building includes articulated design to ensure no blank walls exceed 15 metres in length, with the exception of the building fronting the Southern Street. However, the design of the proposed building fronting Southern Street as part of the Stage 1 retail development represents an interim arrangement. The building will be redeveloped with active frontage treatments as part of future stages of the development. Therefore, the ultimate arrangement of the southern façade will comply with DS19.3.
DS19.4 Where a building exceeds 2 storeys in height, the building is designed so as to avoid the creation of adverse micro-climatic impacts on any nearby public space by way of overshadowing, wind tunnelling or reflective glare.	Not Applicable The proposed building does not exceed 2 storeys above ground in height.
DS19.5	Complies with DS19.5

Design Standard	Response
Building materials and hard surfaces used in landscape works are not highly reflective, or likely to create glare, slippery or otherwise hazardous conditions.	The proposed building materials and hard surfaces within landscape works provide appropriate materiality that is not highly reflective or create hazardous conditions. It is noted that further detailed design will occur post-approval to ensure compliance with DS19.5.
DS19.6 Any outdoor public or semi-public open space has a minimum of 50% of its area covered or shaded.	Will Comply with DS19.6 The proposed development represents stage 1 of the retail development. The broader retail development will ensure outdoor public or semi-public open space provides for minimum of 50% to be covered or shaded. As part of the stage 1 delivery, the proposed retail uses fronting Main Street will provide generous awning to improve shading and the pedestrian experience.
DS19.7 Development provides for a minimum of 70% of the building frontage to a public street, or other public or semi-public space, to present with clear or relatively clear windows and glazed doors.	Will Comply with DS19.7 The proposed shopfronts fronting Main Street and the Seamless Connector Road will comprise a minimum of 70% clear glazing to encourage passive surveillance and activation. Whilst the interim arrangement of the tenancies along the southern interface fronting the Southern Street will comprise predominantly pre-cast panel, the ultimate arrangement will provide for future retro-fitting that removes sections of the precast panels to create openings. The ultimate arrangement will ensure the tenancies at the southern interface achieve compliance with DS19.7.
DS19.8 The building has articulated and textured facades that incorporate some or all of the following design features to create a high level of openness and visual interest, and provide shading to walls and windows: (a) Wide colonnades, verandahs, awnings, balconies and eaves; (b) Recesses, screens and shutters; and	Complies with DS19.8 The proposed stage 1 retail development within Sub-Precinct 8.1 has been carefully designed to provide articulation and textured facades such as balconies, awnings, eaves, recesses and screens. These design elements will create a high level of openness and visual interest along public realm areas. It is noted that further detailed design will occur post-approval to ensure compliance with DS19.8.

Design Standard	Response
<p>DS19.9</p> <p>Landscapes are provided on-site in accordance with the following:</p> <ul style="list-style-type: none"> (a) Shade trees, low planting and hard landscapes are provided along street frontages not occupied by building or driveways; (b) Shade trees are provided in car parks; (c) A landscape strip is provided between the business use and any adjacent residential use which: <ul style="list-style-type: none"> • Is planted with a variety of screening trees and shrubs; and • Incorporates a minimum 1.8 metre high solid screen fence where acoustic attenuation is required; and • Planting is provided on top of podium levels. 	<p>Complies with DS19.9</p> <p>Landscaping will be provided on site, comprising shade trees and low planting along the street frontages.</p> <p>Whilst no shade trees are provided in the temporary at-grade car park, shade structures will be in place to provide shelter for pedestrians. Further, given the at-grade car park is a temporary arrangement, it is not reasonable to temporarily provide shade trees in this location. The ultimate scenario will ensure any proposed car parks will provide shade trees.</p> <p>The proposed stage 1 retail development does not adjoin residential uses.</p>
<p>DS19.10</p> <p>Undesirable visual, noise and odour impacts on public spaces and residential uses are avoided or minimised by:</p> <ul style="list-style-type: none"> (a) Where appropriate, limiting the hours of operation of the business use to maintain acceptable levels of residential amenity relative to the site's context and setting; (b) Providing vehicle loading/unloading and refuse storage/collection facilities within enclosed serviced yards or courtyards; and (c) Locating site service facilities and areas such that they are not adjacent to the frontage of a street or public space. 	<p>Complies with DS19.10</p> <p>The proposed retail uses will be appropriately designed and managed to minimise visual, noise and odour impacts on public spaces and nearby residential uses.</p> <p>Vehicle loading and servicing is to occur in dedicated back of house areas nominated at the rear of the buildings to ensure it is not visible from public space.</p> <p>It is noted that further detailed design will occur post-approval to ensure compliance with DS19.10.</p>
<p>DS19.11</p> <p>Glare conditions or excessive 'light spill' on to adjacent sites and public spaces are avoided or minimised through measures such are:</p> <ul style="list-style-type: none"> (a) Careful selection and location of light fixtures; 	<p>Will Comply with DS19.11</p> <p>The building design will incorporate design elements to minimise glare conditions and light spill. It is noted that further detailed design will occur post-approval to ensure compliance with DS19.11.</p>

Design Standard	Response
<p>(b) Use of building design/architectural elements or landscape treatments to block or reduce excessive light spill to locations where it would cause a nuisance to residents or the general public; and</p> <p>(c) Alignment of streets, driveways and servicing areas to minimise vehicle headlight impacts on adjacent residential accommodation.</p>	