

Department of Planning, Housing and Infrastructure

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# Modification 1 of Advanced Manufacturing Research Facility (AMRF) Building 2

State Significant Development Modification Assessment Report (SSD-58591961-Mod-1)

April 2026





# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Modification 1 of Advanced Manufacturing Research Facility Building 2  
(SSD-58591961-Mod-1) Assessment Report

Published: April 2026

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# Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of Bradfield Development Authority's application to modify the State significant development (SSD) consent for the Advanced Manufacturing Research Facility (AMRF) Building 2, located in the Liverpool local government area. The report includes:

- a description of the proposed modification
- an assessment of the modification against government policy and statutory requirements, including mandatory considerations
- a demonstration of how matters raised Liverpool City Council have been considered
- an assessment of the likely environmental, social and economic impacts of the modification
- an evaluation which weighs up the likely impacts and benefits of the modification, having regard to the proposed mitigation measures and Council's comments, and provides a view on whether the impacts are, on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether the consent should be modified and any conditions that should be imposed.

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# 1 Introduction

The modification application seeks to modify the Advanced Manufacturing Research Facility consent for Building 2 (SSD-58591961) to permit staged delivery and refinements to layout design.

The application was lodged on 22 December 2025 by Bradfield Development Authority (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

A more detailed overview of the proposed modification is provided in **Section 2**.

## 1.1 Background

The Advanced Manufacturing Research Facility (AMRF) is an NSW Government initiative to support innovation, skills development and advanced manufacturing within Bradfield City Centre and the Western Sydney Aerotropolis. The AMRF is being delivered across two buildings at 215 Badgerys Creek Road, Bringelly in the Liverpool local government area. Building 1 has been completed and is operational under SSD-25452459, while Building 2 was approved under SSD-58591961 to expand research, manufacturing and collaboration capacity within the precinct.

The approved Building 2 consent envisaged a single-stage delivery, including a two-level basement car park intended to serve both Building 1 and Building 2 and allow the eventual removal of the existing at-grade parking associated with Building 1. Since approval, further detailed design development, construction sequencing considerations and precinct infrastructure planning have progressed. In parallel, the at-grade car park associated with Building 1 has been retained and is now intended to operate on an ongoing basis, removing the need for the extent of basement parking previously approved as part of Building 2.

The Applicant seeks to modify the consent to permit staged delivery of Building 2 and to make associated refinements to the approved layout and basement car parking arrangement in response to detailed design development and the ongoing retention of at-grade parking for Building 1.

## 1.2 Subject Site

The site is legally described as Lot 3101 DP 1282964 (see Figure 1). It comprises 5,980 square metres (sqm) within the larger 114.9 hectare (ha) Bradfield City Centre site and is located approximately 44 kilometres (km) west of the Sydney CBD and 17 km west of Liverpool. The site is approximately 2.5 km south-east of the Western Sydney Airport.



**Figure 1 | Local Context**

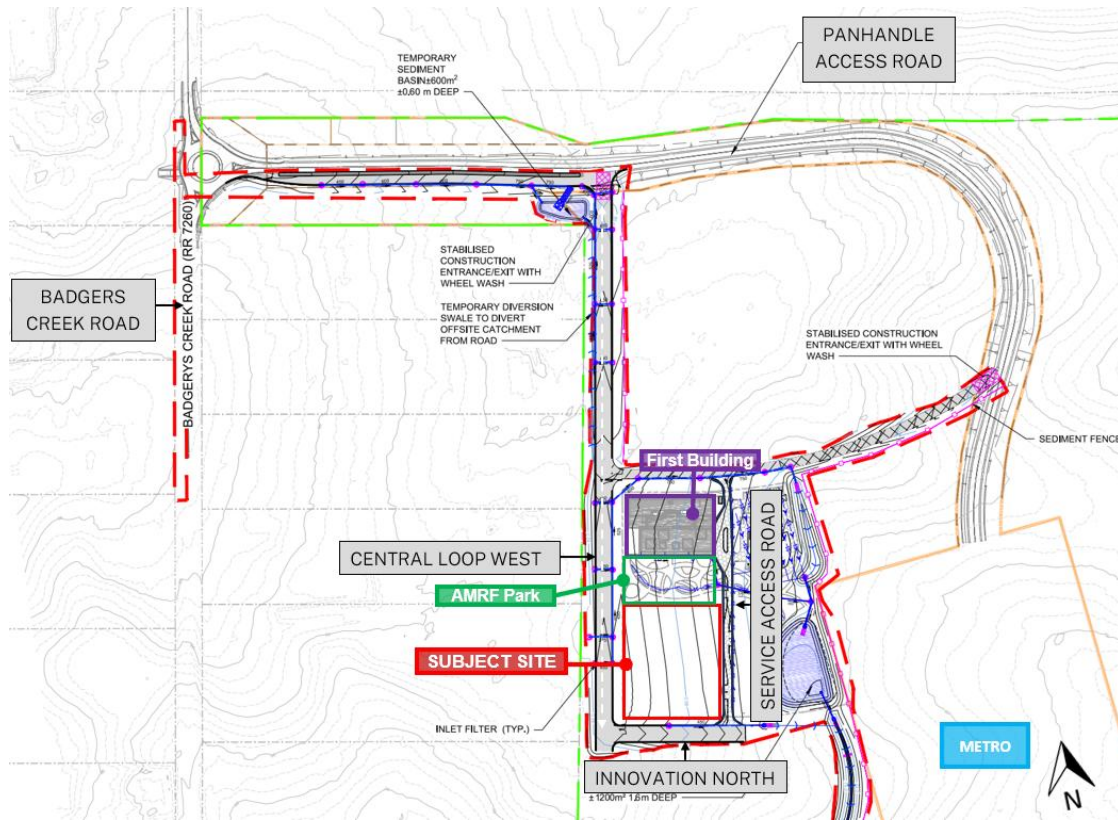
At present, the site is situated within an emerging city-shaping context, characterised by early delivery of enabling infrastructure and the establishment of the AMRF, including the recently completed Building 1 and associated public domain works.

In the longer term, the site will be integrated within the completed Bradfield City Centre, envisaged as a dense, transit-oriented metropolitan centre focused on advanced industries, research and innovation, supported by the Sydney Metro, an integrated road network, and a high-quality public domain.

Access to the site will be via the approved road infrastructure delivered under SSD-25454259, which connects the site to Badgerys Creek Road (see Figure 2). This comprises:

- a pan handle access road off Badgerys Creek Road, which is also the main construction access for the Western Sydney Metro and First Building

- a temporary north-south road to the west of the site, which transitions to a permanent road referred to as the Central Loop West
- an east-west road to the south of the site referred to as Innovation North
- a service access road immediately to the east of the site that runs in a one-way direction.



**Figure 2 | Approved First Building Road Infrastructure (SSD-25454259)**

Stormwater servicing for the site is supported by the Stage 2A Enabling Works approved under Part 5 of the EP&A Act, which include delivery of interim drainage infrastructure across the Bradfield City Centre (refer to Figure 3). These works provide temporary bioretention and detention basins to manage stormwater flows until the regional stormwater basins and wetlands are delivered as part of the broader precinct infrastructure.

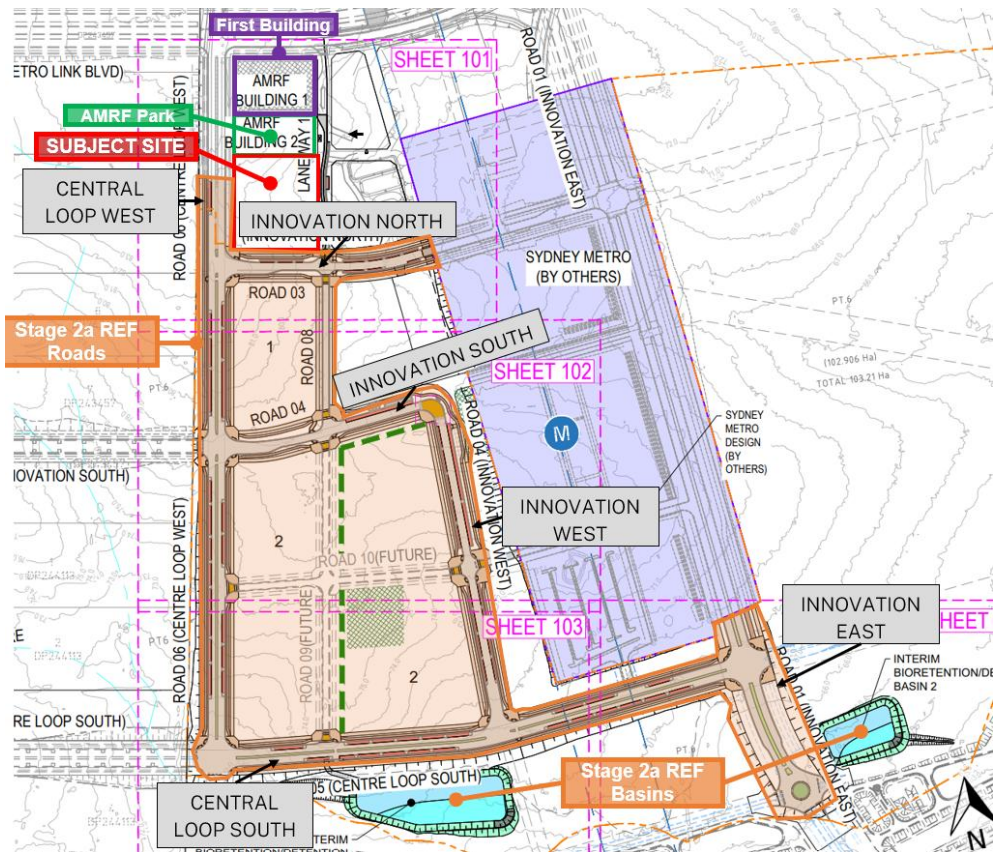


Figure 3 | Extent of Stage 2A Enabling Works

### 1.3 Approval History

On 7 April 2025, development consent was granted under delegation by the Acting Executive Director, Energy, Resources and Industry Assessments for the development of AMRF Building 2 (SSD-58591961). The development consent permits the construction, fit-out and operation of a five-storey advanced manufacturing research facility with café, parking and landscaping.

The consent has not been modified previously.

## 2 Proposed Modification

### 2.1 Modification Overview

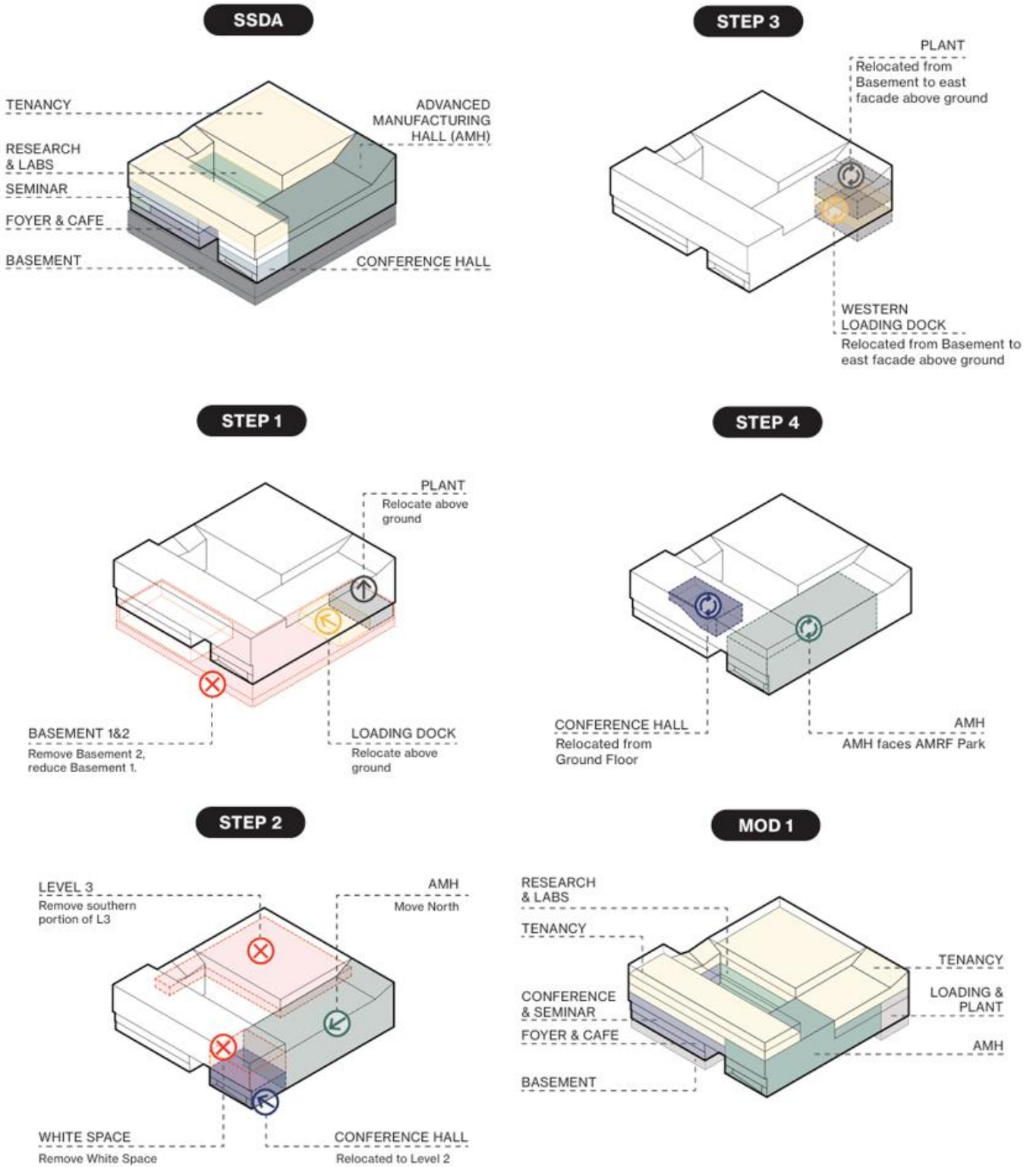
The modification is described in full in the Modification Report included in **Appendix A**, summarised in **Table 1** and is illustrated in **Figure 4** to **Figure 15**.

The modification seeks to:

- remove Basement Level 2 and part of Basement Level 1
- delete basement parking; relocate loading, plant and services to ground level
- reconfigure internal layout to prioritise manufacturing and laboratories, including specialised semi-conductor and micro-electronic fabrication resources
- introduce two-stage delivery:
  - Stage 1: manufacturing/research facilities with interim landscaping over Stage 2 footprint
  - Stage 2: collaboration/conference spaces and final landscaping
- adjust façade and roofline, arising from internal layout reconfiguration and staging.

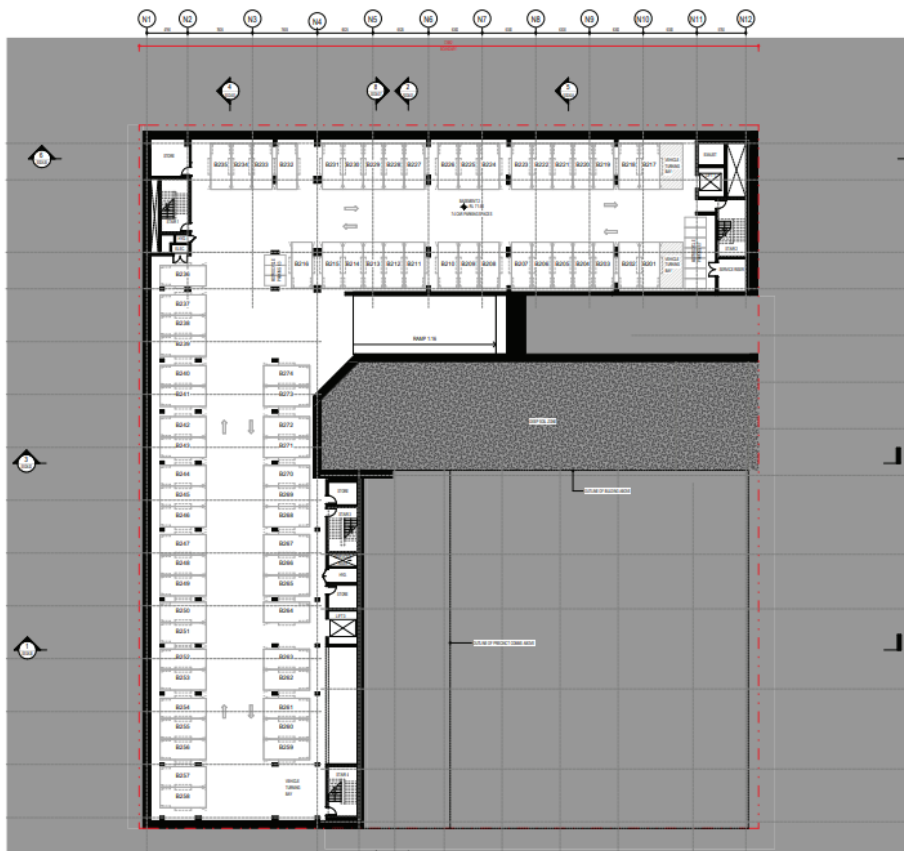
**Table 1** | Key Aspects of the modification

Project Element	Approved Development	Proposed Modification
Gross floor area	10,847 m <sup>2</sup>	12,374 m <sup>2</sup>
Maximum relative level	RL 106.4 m AHD	RL 107.5m AHD (lift overrun)
Car parking	100 car spaces, including 18 spaces to service Building 1	Nil (Building 2 to be serviced by the at-grade car park associated with Building 1 under SSD-25452459) = 51 spaces, 18 for First Building
Traffic and access	Loading dock and car parking accessed via East Laneway into building basement	On-site car parking removed  Ground floor loading dock accessed from Central Loop West (enter and exit in forward direction via a turntable)
Landscaping	Permeable area: 1,100 m <sup>2</sup>  Deep soil: 643 m <sup>2</sup>  Canopy cover: 270 m <sup>2</sup>	Permeable area: 1,423 m <sup>2</sup>  Deep soil: 697 m <sup>2</sup>  Canopy cover: 399 m <sup>2</sup>



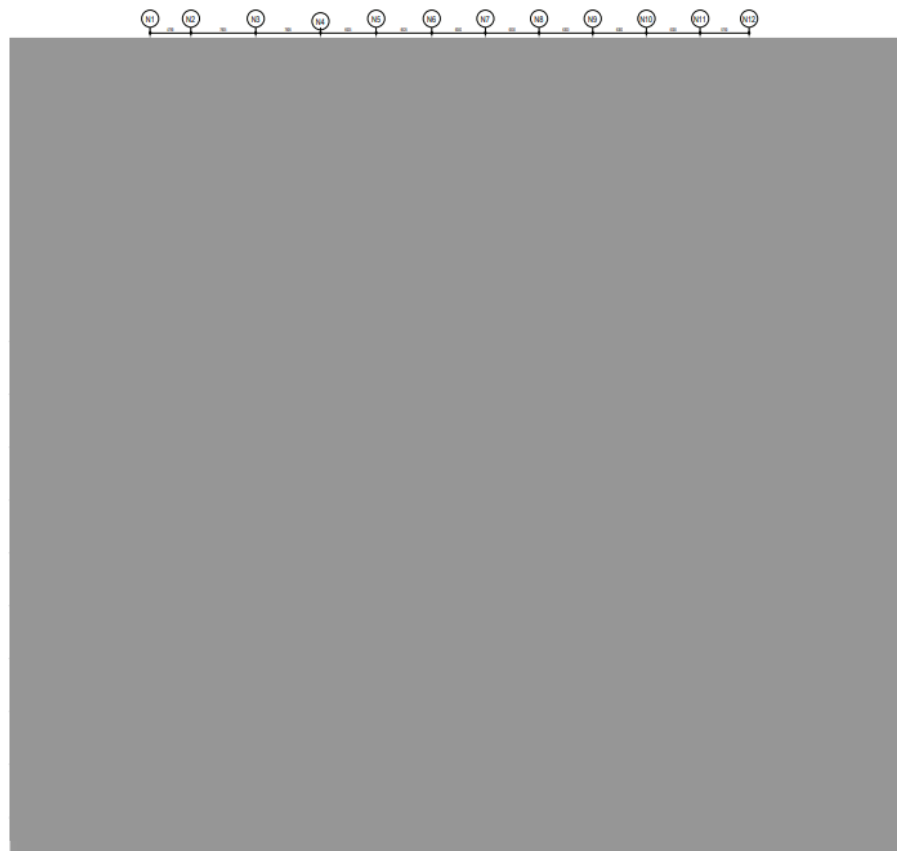
**Figure 4 | Modification to Layout Design**

SSDA



Carparking & BOH

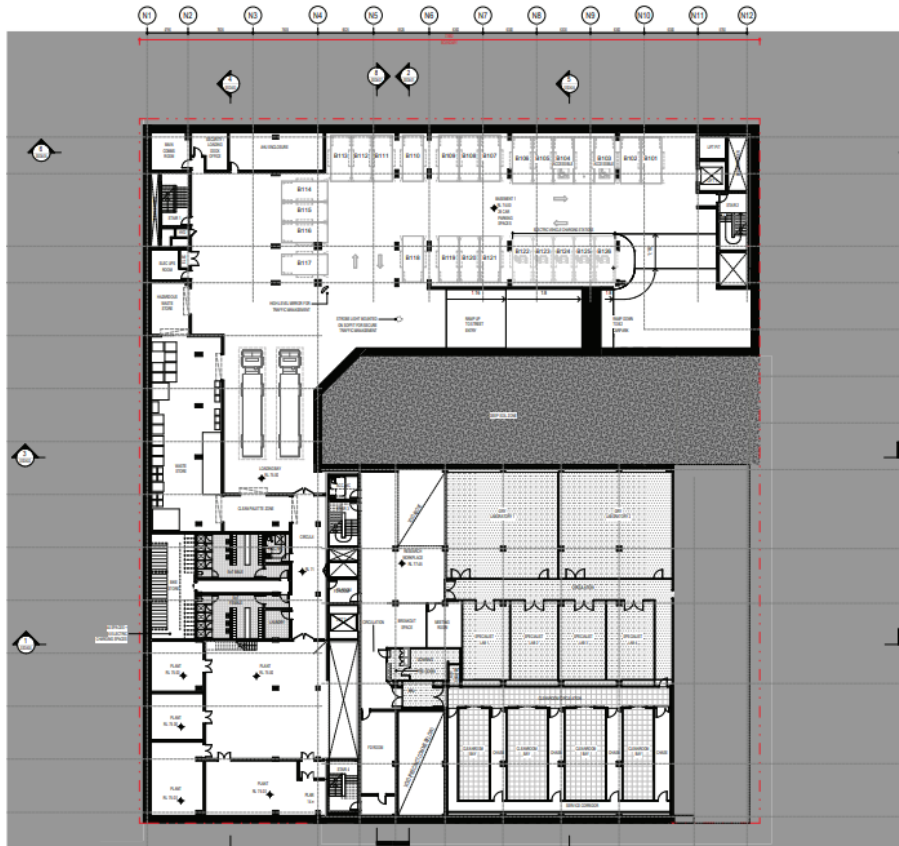
MOD 1 PROPOSAL



Basement 2 removed

Figure 5 | Basement 2 Layout Plan

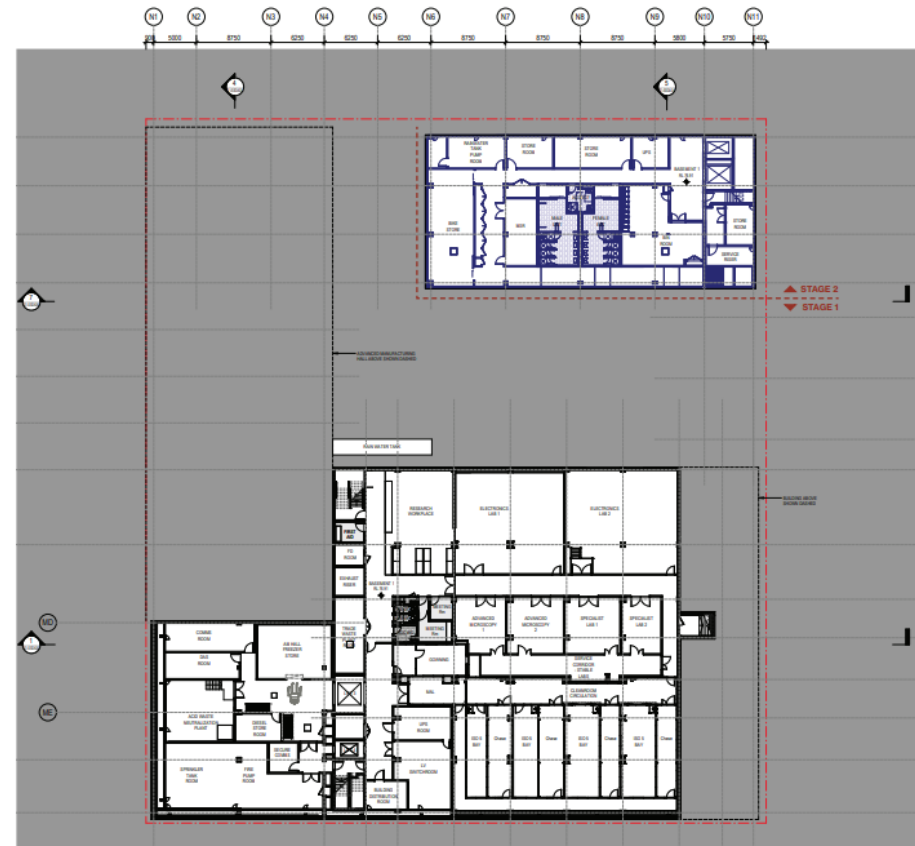
**SSDA**



\* Basement 1 and Lower Ground drawings overlaid together

- Carparking
- Loading Bay
- Plant & BOH
- End of trip facilities
- Research Laboratories

**MOD 1 PROPOSAL**

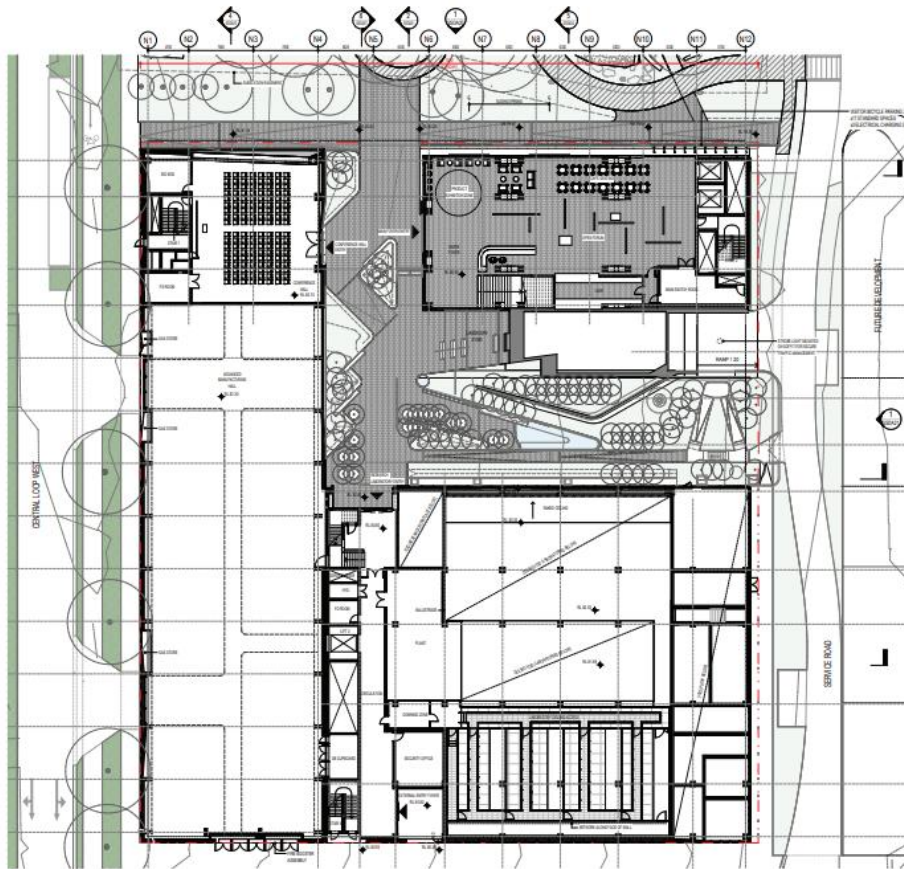


- Stage 1**
- Plant & BOH
  - End of Trip facilities (to be relocated in Stage 2)
  - Research Laboratories
  - Loading Bay relocated to Ground Floor

- Stage 2**
- Plant & BOH
  - End of Trip facilities (relocated from Stage 1)

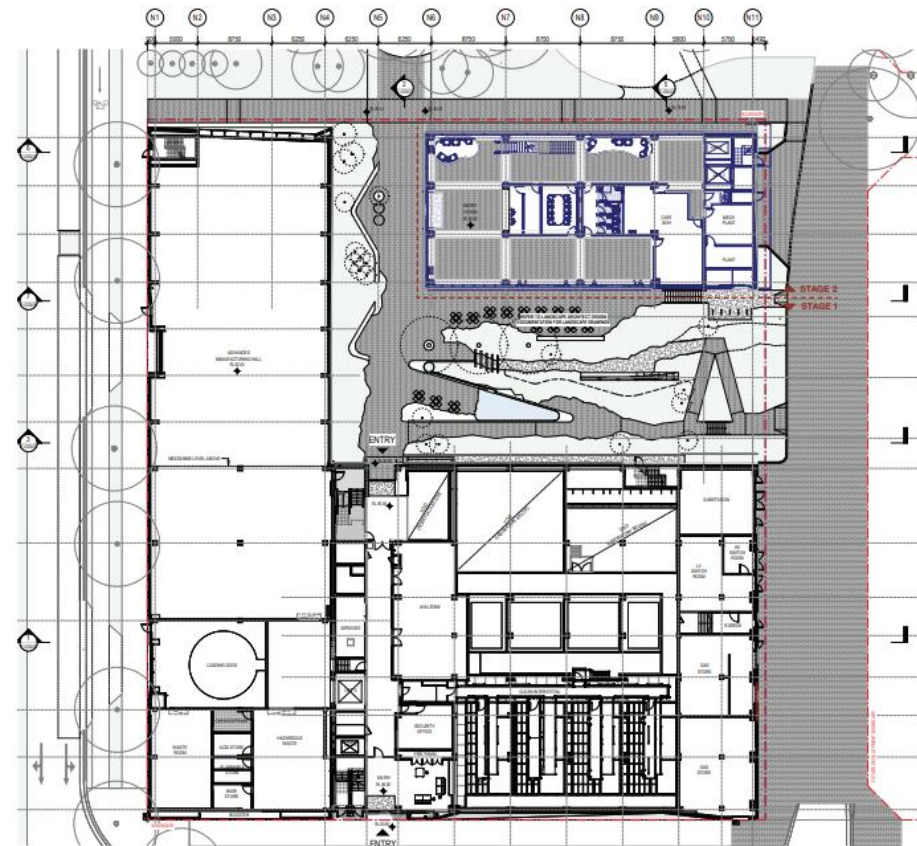
**Figure 6 |** Basement 1 Layout Plan

**SSDA**



- Advanced Manufacturing Hall
- Conferencing Facilities
- Main Entry Foyer
- Cafe
- Courtyard
- Research Laboratories

**MOD 1 PROPOSAL**

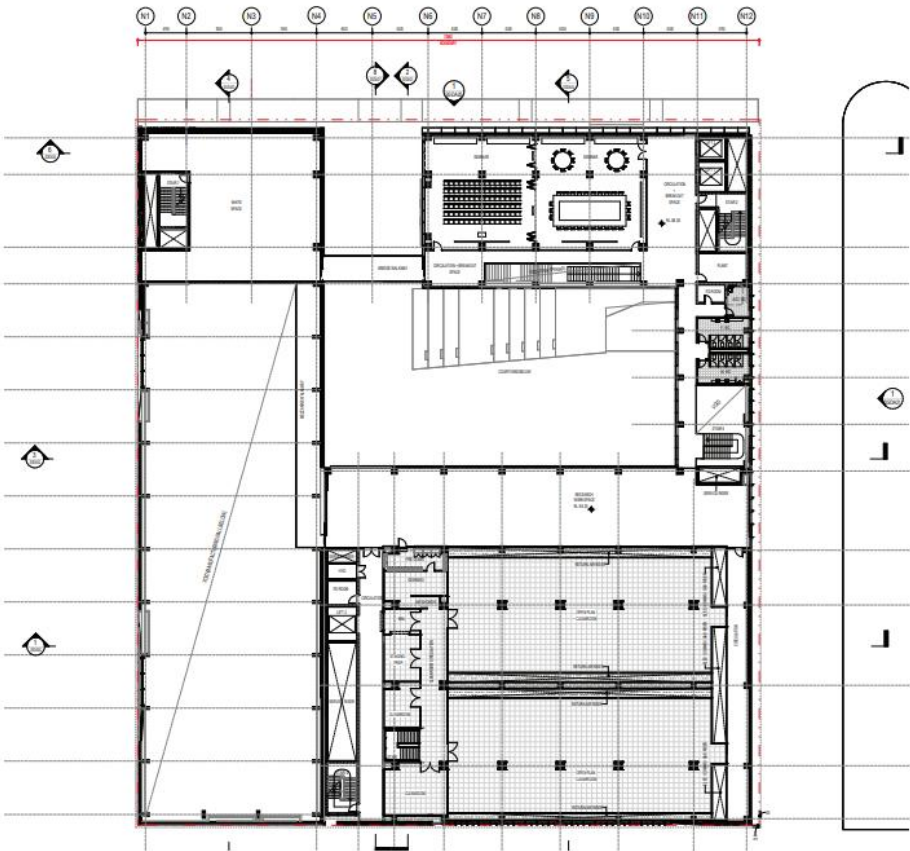


- Stage 1**
- Advanced Manufacturing Hall
  - Loading Bay
  - Courtyard
  - Research Laboratories
  - Substation & Gas Storage

- Stage 2**
- Conferencing Facilities relocated to Level 2
  - Main Entry Foyer
  - Cafe

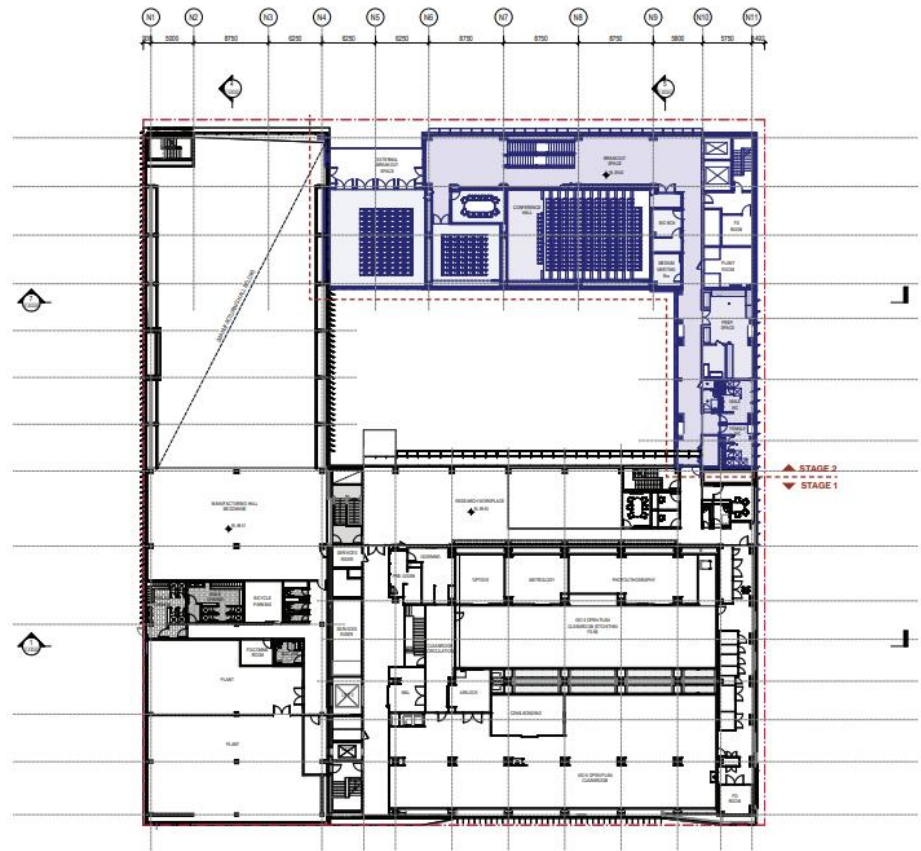
**Figure 7 | Ground Floor Layout Plan**

SSDA



- White Space
- Seminar Facilities
- Research Workplace
- Research Laboratories

MOD 1 PROPOSAL

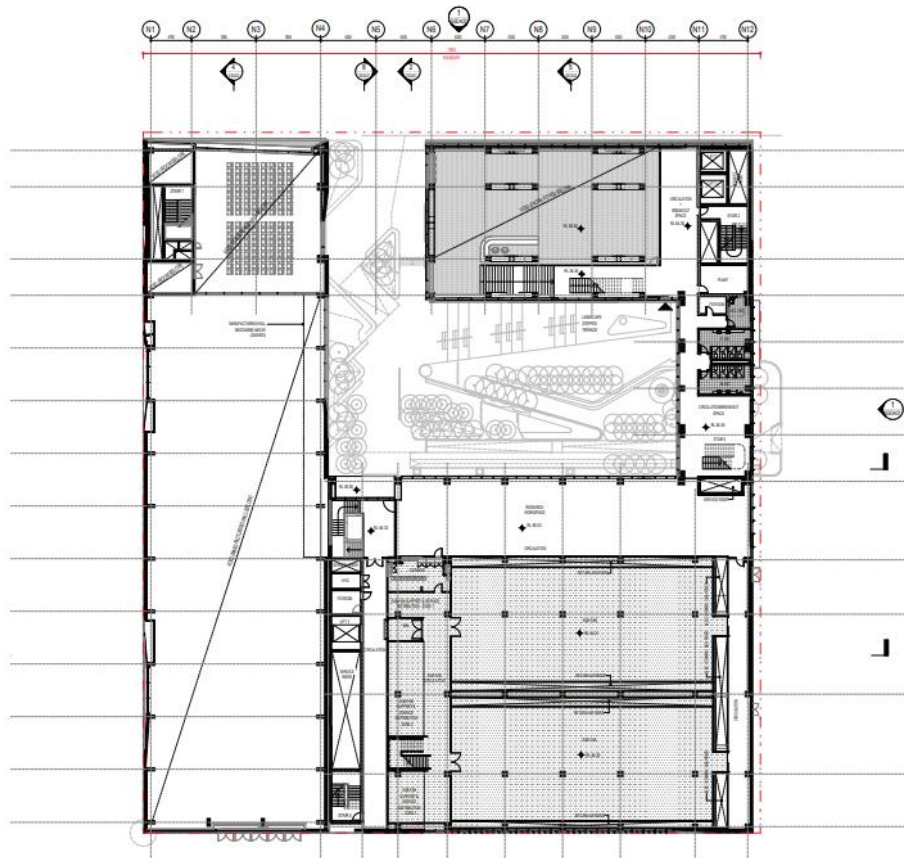


- Stage 1**
- Research Workplace
- Research Laboratories
- Plant relocated from Basement

- Stage 2**
- Conferring Facilities relocated from Ground Floor
- Seminar Facilities

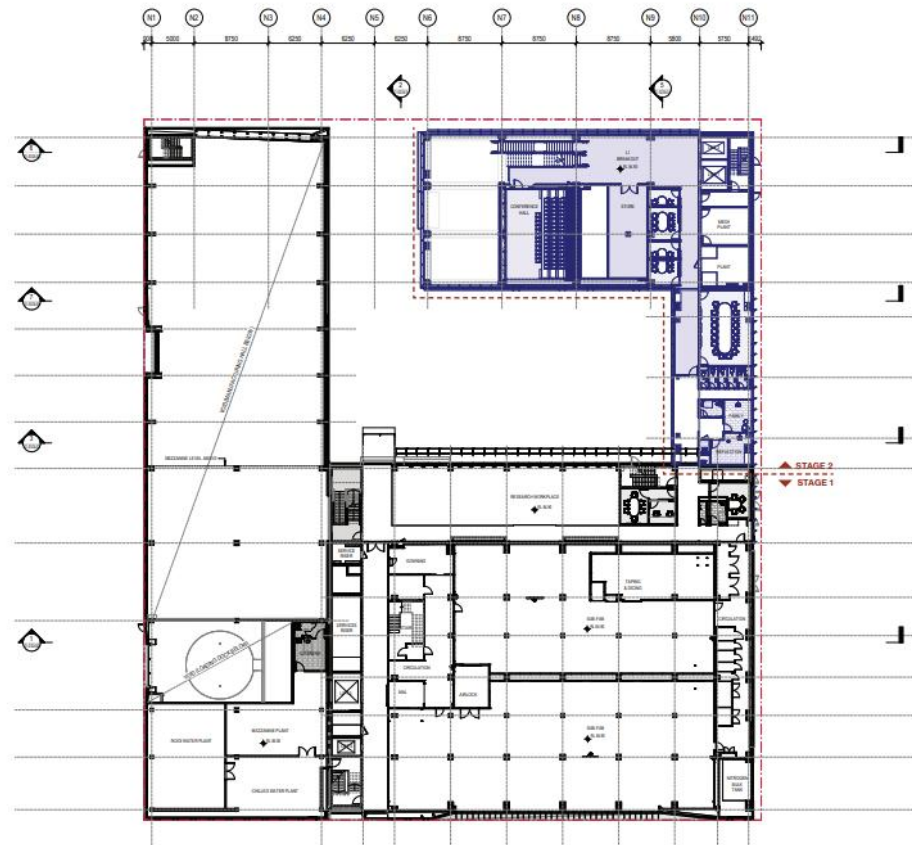
Figure 8 | Level 1 Layout Plan

**SSDA**



Research Workplace  
Research Laboratories

**MOD 1 PROPOSAL**



**Stage 1**  
Research Workplace  
Research Laboratories  
Plant relocated from Basement

**Stage 2**  
Conferencing Facilities relocated from  
Ground Floor

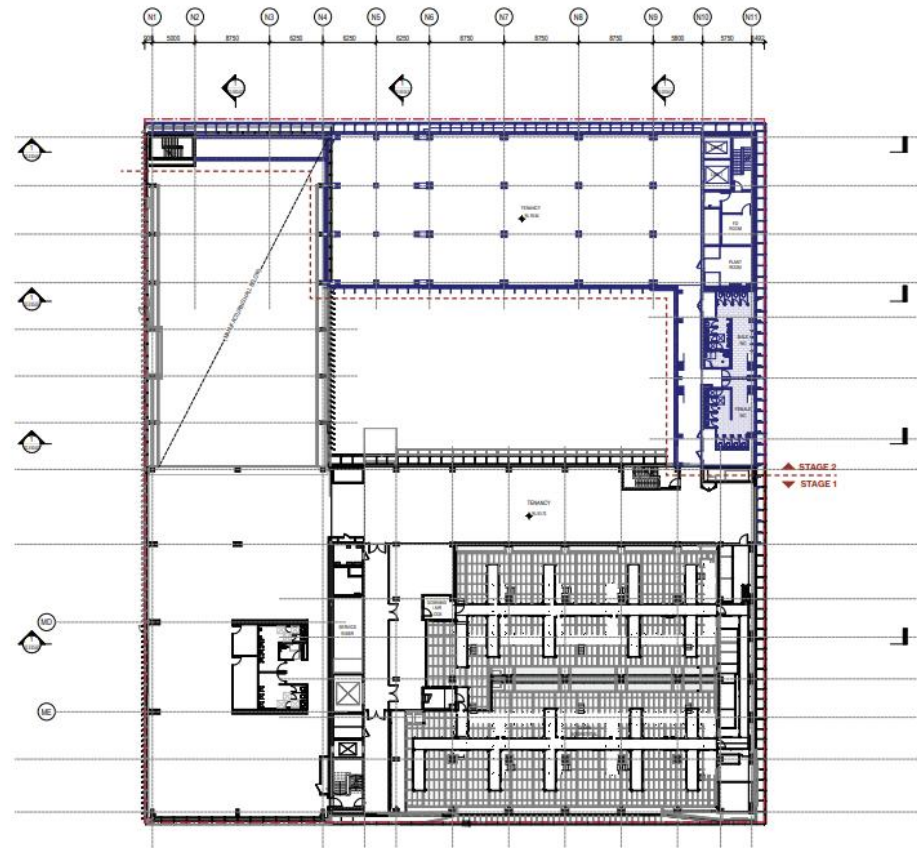
**Figure 9 | Level 2 Layout Plan**

**SSDA**



Void above Advanced Manufacturing Hall,  
Seminar Space & Research Workplace  
Research Laboratory Plant

**MOD 1 PROPOSAL**

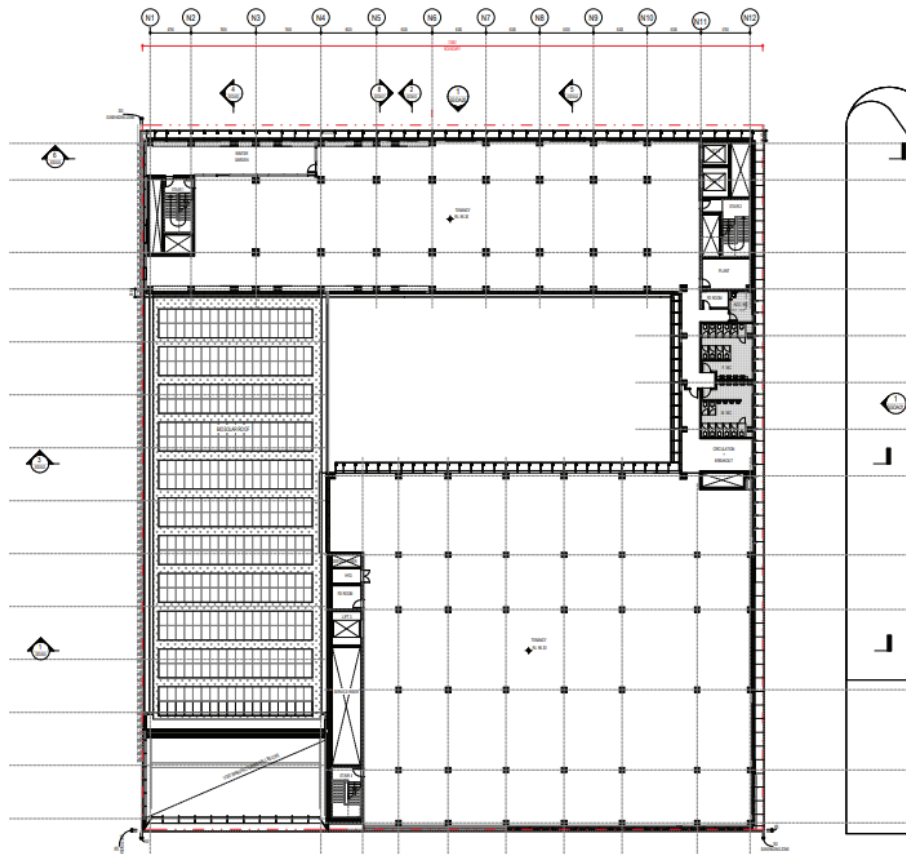


**Stage 1**  
Void above Advanced Manufacturing Hall  
Tenancy  
Research Laboratory Plant

**Stage 2**  
Tenancy

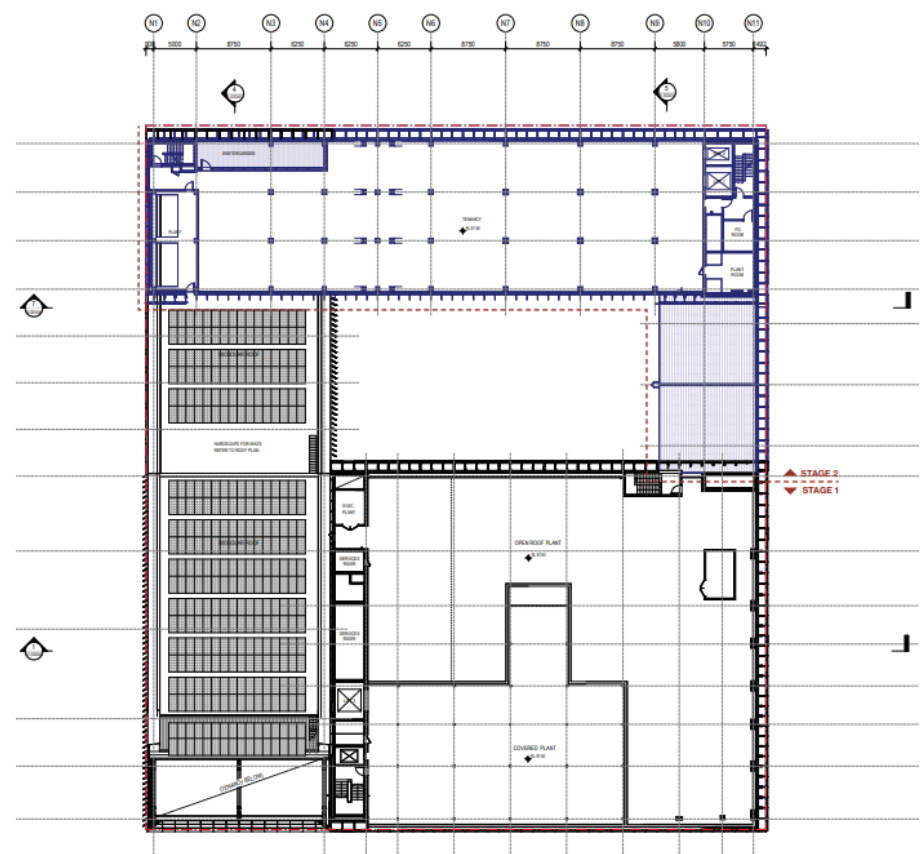
**Figure 10 | Level 3 Layout Plan**

SSDA



Tenancy  
Biosolar Roof

MOD 1 PROPOSAL

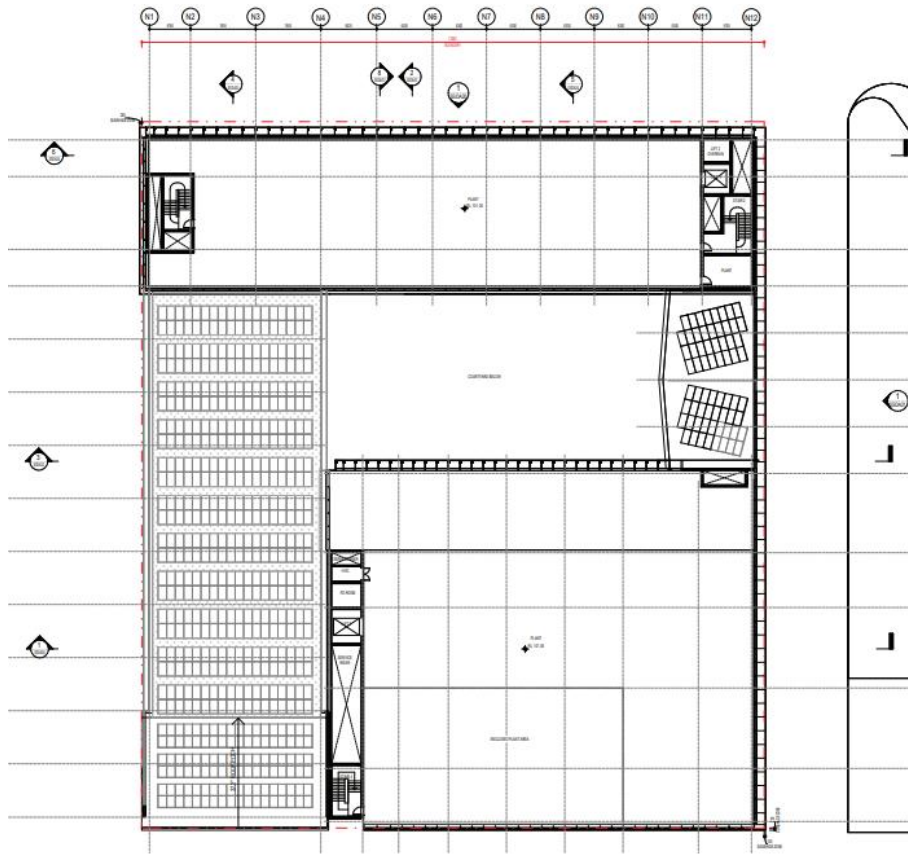


Stage 1  
Biosolar Roof  
Plant

Stage 2  
Tenancy reduced

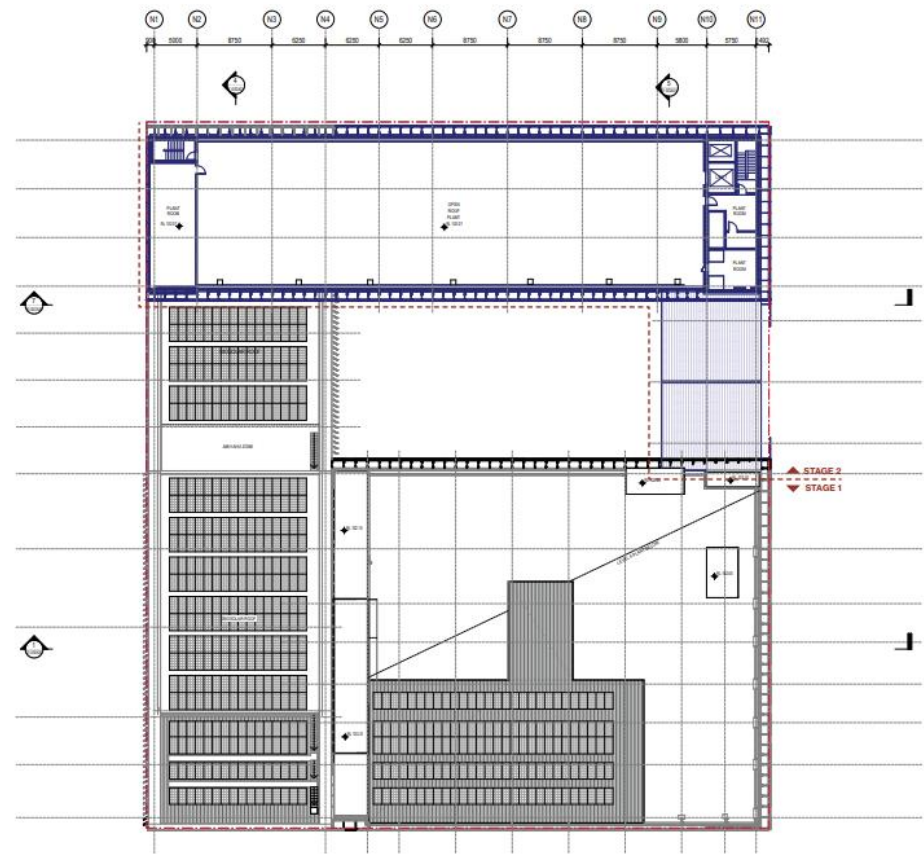
Figure 11 | Level 4 Layout Plan

SSDA



Plant

MOD 1 PROPOSAL

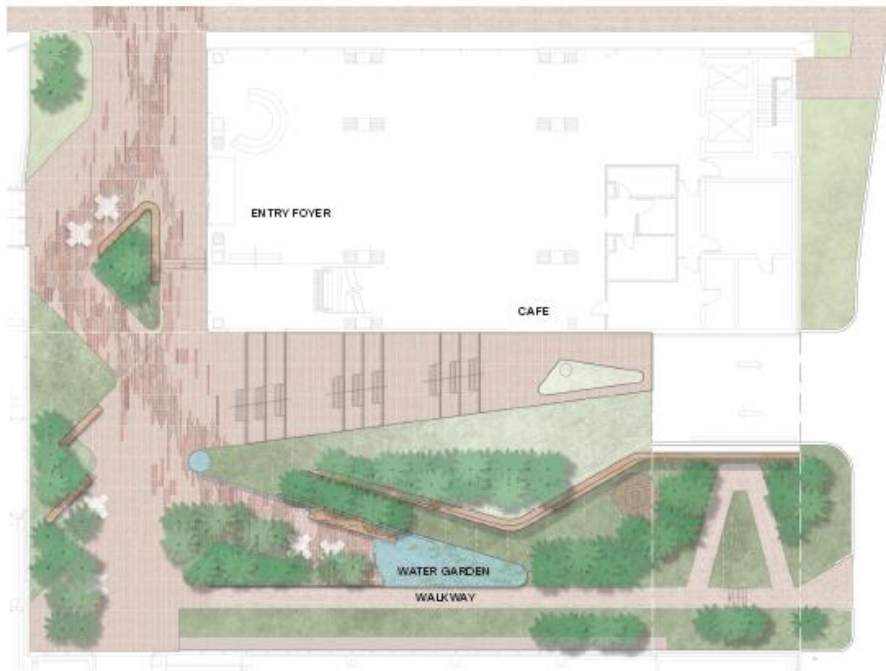


Stage 1  
Plant

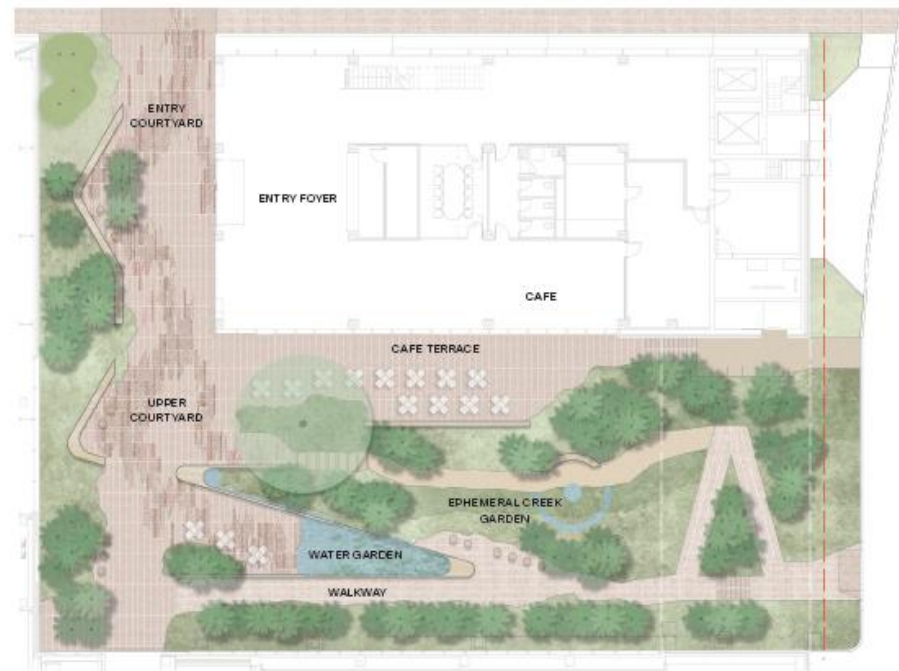
Stage 2  
Plant

Figure 12 | Roof Layout Plan

### SSDA



### MOD 1 PROPOSAL



Stepped terraces deleted with removal of basement ramp, grading flattened across the courtyard.

Stepped terraces replaced with flat cafe terrace and cafe seating.

Rammed earth retaining wall removed, introduction of additional path through Ephemeral Creek Garden.

Figure 13 | Central Courtyard Layout



**Figure 14** | View of AMRF Building 2 from AMRF Park (North)



**Figure 15 |** View of AMRF Building 2 from South-East

## 2.2 Applicant's Justification for the Proposed Modification

The Applicant advised that the modifications are required to refocus the project on delivering industry-critical manufacturing and laboratory functions within the required government timeframes, while improving constructability and reducing cost and risk. In particular, the removal of the lower basement levels and basement parking enables a substantial reduction in excavation, piling and program complexity, allowing earlier delivery of core facilities aligned with the opening of the Metro Station. The staged approach prioritises the manufacturing and research components in Stage 1, with collaboration and conference spaces deferred to Stage 2, ensuring operational readiness without compromising the approved use, built form intent or long-term vision for the facility.

# 3 Statutory Context

## 3.1 Scope of Modification and Assessment Pathway

Details of the assessment pathway under which the modification is sought is provided in Table 2 below.

**Table 2** | Assessment Pathway

Consideration	Description
Scope of modification	<p><b>Modification involving minimal environmental impact</b></p> <p>The Department has reviewed the scope of the modification and considers that it can be characterised as it does not intensify the approved use, alter the development footprint, or introduce new environmental risks</p> <p>The Department is satisfied the proposed modification is within the scope of section 4.55(1A) of the EP&amp;A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 4.55(1A) of the EP&amp;A Act rather than requiring a new development application to be lodged.</p>
Consent Authority	<p><b>Minister for Planning and Public Spaces</b></p> <p>The Minister is the consent authority under section 4.5(a) of the EP&amp;A Act.</p>
Decision-maker	<p><b>Delegate position</b></p> <p>Under the Minister’s delegation of 9 March 2022, the Team Leader, Industry Assessments, may determine the application under delegation as:</p> <ul style="list-style-type: none"><li>- the application has not been made by a person who has disclosed a reportable political donation under section 10.4 of the EP&amp;A Act</li><li>- there are no public submissions (other than a council) in the nature of objections, and</li><li>- Council has not made a submission by way of objection under the mandatory requirements for community participation listed under Schedule 1 of the EP&amp;A Act.</li></ul>

## 3.2 Mandatory Matters for Consideration

The Department undertook a comprehensive assessment of the application against the mandatory matters for consideration as part of the original assessment of SSD-58591961. This modification application does not result in significant changes that would alter the Department’s consideration of

the mandatory matters for consideration under section 4.15(1) of the EP&A Act and conclusions made as part of the original assessment.

### **3.3 Biodiversity Development Assessment Report**

Section 7.17(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all SSD modifications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the authority or person determining the application is satisfied that the modification will not increase the impact on biodiversity values (as identified in the BC Act and in the Biodiversity Conservation Regulation 2017)

The Department is satisfied that the modification will not increase the impact on biodiversity values and consequently a BDAR is not required to accompany the modification application.

# 4 Engagement

## 4.1 Department's Engagement

In accordance with the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) the Department made the modification application publicly available on the Department's website on 12 January 2026 and forwarded the application to Liverpool City Council for comment.

## 4.2 Summary of Council Submission

Council provided comments on the modification application and noted that it does not support the deletion of on-site basement parking and the reliance on at-grade hardstand car parking associated with the First Building. Council noted this outcome is inconsistent with the Bradfield Master Plan. It further advised that the proposed reduction in parking is not justified by future public or active transport provision, as the Metro station and regional active transport connections are not yet operational. It considered the proposal premature and likely to reduce accessibility and functionality of the development in the short to medium term, particularly during early stages of precinct delivery. Council advised that if reliance on the at-grade car park is maintained, appropriate conditions would be required to secure the ongoing availability of parking spaces.

Council also raised concerns that the modifications compromise key urban design outcomes, including changes to the public domain, landscape and water strategy, façade articulation and the retention of previously endorsed architectural elements. Council also suggested that the modification should be subject to the Design Excellence process and review by the State Design Review Panel.

## 4.3 Additional Information

On 2 February 2026, the Department requested the Applicant provide additional information to clarify the rationale for changing the existing noise limits and the changes proposed under the modification, including an updated set of mitigation and management measures. The Department also requested that Council's comments be addressed.

On 10 February 2026, the Applicant provided a response indicating that the existing noise limits no longer require modification and included an updated design report addressing the proposed changes to the built form, layout and staging. On 25 February 2026, the Applicant provided a subsequent response addressing matters raised by Council. This response was provided for clarification purposes only and did not propose any further changes to the modification.

The Department has considered Council's comments and the Applicant's additional information in its assessment of the modification application as discussed in **Section 5**.

# 5 Assessment

The Department has assessed the merits of the proposed modification. During this assessment, the Department has considered the:

- Modification Report and Additional Information provided to support the proposed modification (see Appendix A)
- documentation and Department’s assessment report for the original DA (see Appendix A)
- comments from Council (Appendix A)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department’s assessment of the modification application is provided in Table 3.

**Table 3** | Assessment of the modification application

Findings and conclusions	Recommended conditions
Parking	
<ul style="list-style-type: none"> <li>• The approved development includes a two-level basement car park intended to serve both Building 1 and Building 2 and allow the eventual removal of the existing at-grade parking associated with Building 1.</li> <li>• The modification seeks to remove the basement car park for Building 2 and instead rely on an existing at-grade car park associated with Building 1, located within 250 metres of the site.</li> <li>• Council does not support the removal of basement parking or the indefinite retention of the at-grade car park, citing concerns about long-term impacts on the urban form and inconsistency with the Bradfield Master Plan.</li> <li>• In response, the Applicant submits that the Master Plan does not alter the parking controls under the Western Sydney Aerotropolis Development Control Plan 2022 (Aerotropolis DCP), which applies maximum parking rates to sites located within 800 metres walking distance of the future Bradfield Sydney Metro Station.</li> <li>• The Applicant further advises that the proposed parking strategy for the site forms part of a broader precinct-wide approach to parking provision. The broader parking provision for the site incorporates the delivery of new on-street parking within Bradfield City Centre, the</li> </ul>	<p>New conditions B4A, B4B and B4C requiring the Applicant to implement an Operational Traffic Management Plan and update it once Sydney Metro commences operation</p>

## Findings and conclusions

## Recommended conditions

shared use of existing parking resources, and reliance on a future Bradfield City Centre Parking Strategy to appropriately respond to car parking demand over time.

- The Department understands that the removal of basement parking would reduce excavation, reduce construction impacts, and enable earlier delivery of employment floorspace.
- Notwithstanding the above, the Department notes that the Applicant is required by existing conditions B3 and B4 to implement a workplace travel plan to encourage a shift towards public and active transport, consistent with the Aerotropolis DCP's travel demand management objective of reducing car dependency.
- Further, the anticipated Q4 2027 operational commencement for stage 1 aligns with the anticipated opening of the Sydney Metro – Western Sydney Airport line in 2027, which is expected to significantly improve accessibility to the site and reduce reliance on private vehicle use.
- To ensure off-site parking is managed adequately, the Department recommends that the Applicant be required to implement an operational traffic management plan, in conjunction with the workplace travel plan, to manage temporary car parking needs and provide any necessary shuttle bus services in the event of delays to the provision of public transport.
- While noting Council's concerns, the Department considers that the proposed parking strategy is acceptable in the context of the site's strategic location, planned transport infrastructure, and the transitional nature of the precinct.
- On balance, the Department's assessment concludes the modification would remain consistent with the strategic planning framework for the Aerotropolis, subject to the existing and recommended conditions.

## Traffic and Access

- The approved development included basement-based vehicle access arrangements, including a basement loading dock and waste collection area.
- The modification seeks to remove the basement levels and relocate the loading dock to ground level, with vehicle access provided from

New conditions B4A, B4B and B4C requiring the Applicant to implement an Operational Traffic Management Plan and update it

## Findings and conclusions

## Recommended conditions

Central Loop West, supported by internal turning infrastructure i.e. internal turntable.

- The Applicant indicated the modification does not alter the development's traffic generation characteristics and that removing vehicle movements from the service access road (refer to Figure 2), which operates as a shared zone, would reduce potential conflicts between service vehicles, pedestrians and cyclists.
- In relation to servicing the building, the relocated loading dock has been designed to accommodate medium rigid vehicles entering and exiting in a forward direction via an internal turntable. Heavy rigid vehicles (up to 12.5 metres) are expected to access the site on a low-frequency basis and would be managed through a booking system and traffic control measures, ensuring that reversing movements do not result in queuing or unsafe conditions on Central Loop West.
- Council raised concerns regarding the broader implications of reduced basement infrastructure and parking, particularly in advance of the full delivery of the regional transport network.
- By having regard to the Applicant's traffic impact assessment and Council's comments, the Department considers that the modification does not materially change traffic generation outcomes or detract from the approved vehicle access strategy, and that servicing is capable of being managed in a safe and efficient manner.
- The Department notes that Condition B5 of the existing consent requires the Applicant to ensure that the development does not result in vehicles queuing on the public road network, and considers it appropriate that an Operational Traffic Management Plan be implemented to give effect to this requirement, including the scheduling and management of any occasional heavy rigid vehicle movements outside peak traffic periods.
- The Department's assessment concludes that traffic generation, vehicle access and servicing associated with the modification are acceptable, subject to the existing and recommended conditions of consent.

once Sydney Metro commences operation

## Stormwater

## Findings and conclusions

## Recommended conditions

- The Modification introduces a staged construction program for Building 2 and removes the basement level, resulting in interim stormwater arrangements during Stage 1.
- The final drainage strategy and ultimate connection to the Bradfield Stage 2A enabling works remain consistent with the original scheme. No changes are proposed to the final discharge locations or regional servicing arrangements.
- Stage 1 generates a temporary drainage condition with a higher site pervious area (approximately 33.6%) and interim drainage elements, including temporary soft landscaping, subsoil drains, upsized courtyard drains and an interim rainwater tank. Notwithstanding this, surface water captured under the Stage 1 configuration will continue to be conveyed via permanent trunk drains to the precinct drainage network in the East Laneway.
- These temporary works will be removed or adjusted in Stage 2 as the permanent office building, final courtyard levels and drainage arrangement are constructed consistent with the approved stormwater scheme.
- The Department has reviewed the proposed staging, interim drainage measures and removal of the basement and is satisfied that the modification does not alter the ultimate stormwater outcomes previously assessed.
- The Department considers the interim measures appropriately manage runoff during Stage 1, maintain compliance with the Bradfield DCP and do not introduce new impacts, and the final stormwater servicing, performance and connection arrangements remain acceptable.
- The Department notes that the existing condition B12 requires the Applicant to demonstrate that the development is connected to either the interim stormwater management system approved under the Stage 2a enabling works or the regional stormwater scheme. Given the introduction of staging, the timing of this requirement would be updated to apply prior to the operation of Stage 1 of the development.
- Furthermore, references to the original scheme in condition B10 would need to be updated to align with the staged operation of the development.

Amend references to the original scheme in condition B10 to refer to the modification assessment

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> <li>The Department’s assessment concludes that stormwater associated with the operation of the development can be managed subject to existing and recommended conditions.</li> </ul>	
<b>Hazards and Risk</b>	
<ul style="list-style-type: none"> <li>The proposed modification changes the quantities and types of dangerous goods to be stored and handled within Building 2, including oxygen- and nitrogen-related dangerous goods that were not assessed as part of the original approval.</li> <li>The Applicant’s Dangerous Goods Report includes a preliminary risk screening undertaken in accordance with the <i>Hazardous and Offensive Development Application Guidelines – Applying SEPP 33</i>. This risk screening identified that the proposed quantities of all hazardous materials are below the relevant SEPP 33 screening thresholds.</li> <li>The Department is satisfied that, with the proposed modification, the development would remain consistent with the approved development and that the quantities of dangerous goods would continue to fall below the thresholds used to identify potentially hazardous development under Applying SEPP 33.</li> <li>The Department notes that dangerous goods are currently regulated by condition B39, which limits quantities by reference to placard thresholds and applies only to a limited range of dangerous goods. Placard thresholds are workplace safety controls and do not assess off-site land-use risk as they do not consider separation distance to the site boundary or surrounding land uses.</li> <li>To provide greater flexibility and ensure that a broader range of dangerous goods is appropriately managed from a land-use safety perspective, the Department recommends amending condition B39 to instead limit dangerous goods by reference to the screening thresholds in Applying SEPP 33. As those thresholds rely on separation distance to the site boundary, the condition specifies that distances are to be measured from the “Building 2 site boundary” shown in Figure 1 of the consent (i.e. site plan).</li> <li>The Department also recommends that all fuels and chemicals be stored and managed in accordance with the relevant Australian Standards and EPA requirements to minimise risks associated with</li> </ul>	<p>Amend conditions B39 and B40 to align dangerous goods controls with SEPP 33 threshold and EPA/Australian Standards requirements, respectively</p>

Findings and conclusions	Recommended conditions
<p>dangerous goods. This amendment refines condition B40, which currently references Australian Standards only.</p> <ul style="list-style-type: none"> <li>The Department’s assessment concludes that, with these conditions in place, the hazards and risk associated with the proposed modification would be sufficiently managed.</li> </ul>	
<p><b>Urban Design</b></p> <ul style="list-style-type: none"> <li>The approved development was intended to deliver a design-led advanced manufacturing facility consistent with the Bradfield City Centre vision, incorporating Connecting with Country principles, including a central internal shaded courtyard as an organising element to support microclimate, landscape integration and gathering.</li> <li>The modification proposes changes including the removal of basement levels, relocation of vehicle access to ground level, internal reconfiguration, minor façade amendments, rationalisation of landscaping, amended entry locations, and staged delivery.</li> <li>Council acknowledged positive outcomes, including improved ground-floor permeability resulting from the removal of the basement driveway and an increase in tree canopy, but raised concerns regarding potential dilution of Connecting with Country initiatives, changes to landscape and water features, and reduced articulation of key façades and corners.</li> <li>Council also noted the absence of updated public domain plans and comparative 3D visualisations, and queries whether key architectural elements have been retained.</li> <li>The Department notes that the modified design retains the approved building footprint, scale, overall built form and the internal shaded courtyard, which was identified in the original assessment as a key design element.</li> <li>The Department considers that the improved ground-plane permeability and increased tree canopy represent limited and clearly defined refinements, and that the proposed changes do not detract from the approved urban design intent or overall architectural quality of the development.</li> <li>While some Council concerns remain regarding façade detail, public domain resolution and landscape expression, these matters do not</li> </ul>	<p>Amend Appendix A (Development Layout Plans) of the consent and include references to Modification Assessments</p>

Findings and conclusions	Recommended conditions
<p>alter the fundamental design intent or character of the approved development and can be addressed through conditions of consent.</p> <ul style="list-style-type: none"> <li>On balance, the Department considers the modification to address most urban design matters raised, remain consistent with the approved design outcome.</li> </ul>	
Development Contributions	
<ul style="list-style-type: none"> <li>Under the Liverpool Aerotropolis s7.12 Contributions Plan 2024, the contribution rate for developments that are more than \$200,000 is 4.6% of the cost of carrying out the development.</li> <li>The Applicant prepared a cost summary report to determine the cost of carrying out the development in stages as per section 208 of the EP&amp;A Regulation.</li> <li>The Department considers the proposed staging of contribution and timing of payment to be reasonable and has recommended that the existing conditions A25 to A28 for a single stage be modified to address the proposed staging. This amounts to \$7,184,846.77 for Stage 1 and \$1,998,724.84 for Stage 2, subject to adjustments specified in conditions A26, A27 and A28.</li> </ul>	<p>Update conditions A25 to A28 on development contributions to reflect the proposed staging and amounts payable</p>

## 6 Evaluation

The Department's assessment has considered the relevant matters and objects of the EP&A Act and considers the proposed modification is appropriate on the basis that:

- the proposed modification will result in minimal environmental impacts beyond the approved facility
- the proposal will continue to facilitate the orderly and economic use and development of the land
- the proposal will continue to provide construction and operational jobs.

The Department has recommended a range of conditions to manage residual environmental impacts, including the implementation of an operational traffic management plan to manage car parking needs and servicing vehicles.

The Department's assessment has concluded that the modification is unlikely to result in any residual impacts and as such, the Department is satisfied the modification should be approved subject to the recommended modified conditions.

# 7 Recommendation

It is recommended that the **Acting Team Leader**, as delegate of the Minister:

- considers the findings and recommendations of this report
- determines that the application SSD-58591961-Mod-1 falls within the scope of section 4.55(1A) of the EP&A Act
- forms the opinion under section 7.17(2)(c) of the Biodiversity Conservation Act 2016 that a BDAR is not required to be submitted with this application as the application will not increase the impact on biodiversity values on the site
- accepts and adopts the findings and recommendations in this report as the reasons for making the decision to approve the modification
- agrees with the key reasons for approval/refusal listed in the notice of decision
- modifies the consent for the Advanced Manufacturing Research Facility Building 2 (SSD-58591961), subject to the conditions in the attached instrument of modification.
- signs the attached instrument of modification (**Appendix C**).

Recommended by:



30/03/2026

Jeffrey Peng  
Principal Planning Officer  
Industry Assessments

## 8 Determination

The recommendation is adopted by:



22 April 2026

**Catriona Shirley**  
Acting Team Leader  
Industry Assessments

# Glossary

Abbreviation	Definition
Applicant	Bradfield Development Authority
Council	Liverpool City Council
Department	Department of Planning, Housing and Infrastructure
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
LGA	Local Government Area
Minister	Minister for Planning and Public Spaces
Planning Secretary	Secretary of the Department of Planning, Housing and Infrastructure
SSD	State Significant Development

# Appendices

## Appendix A – List of Referenced Documents

The Department has relied upon the following key documents during its assessment of the proposed development:

### Modification Application

- ‘Building Two Advanced Manufacturing Research Facility Section 4.55 Modification Report’ prepared by Architectus Australia Pty Ltd dated 27 November 2025 - <https://www.planningportal.nsw.gov.au/major-projects/projects/modification-1-amrf2-design-amendments-and-staging>

### Submissions and Advice

- <https://www.planningportal.nsw.gov.au/major-projects/projects/modification-1-amrf2-design-amendments-and-staging>

### Additional Information

- ‘Building Two Advanced Manufacturing Research Facility (SSD-58591961-Mod-1) Response to Request for Additional Information’ prepared by Architectus Australia Pty Ltd dated 10 February 2026 - <https://www.planningportal.nsw.gov.au/major-projects/projects/modification-1-amrf2-design-amendments-and-staging>
- ‘Building Two Advanced Manufacturing Research Facility (SSD-58591961-Mod-1) Response to Request for Additional Information No.2’ prepared by Architectus Australia Pty Ltd dated 25 February 2026 - <https://www.planningportal.nsw.gov.au/major-projects/projects/modification-1-amrf2-design-amendments-and-staging>

### Department’s Assessment Report for SSD-58591961 and SSD-25452459

- <https://www.planningportal.nsw.gov.au/major-projects/projects/building-2-advanced-manufacturing-research-facility>
- <https://www.planningportal.nsw.gov.au/major-projects/projects/first-building-bradfield-city-centre>

## Appendix B Submissions and Government Authority Advice

All submissions and government agency advice can be found here:

<https://www.planningportal.nsw.gov.au/major-projects/projects/modification-1-amrf2-design-amendments-and-staging>

## Appendix C – Recommended Instrument of Modification

The recommended modification instrument for SSD-58591961-1 can be found on the Department's website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/modification-1-amrf2-design-amendments-and-staging>