

Appendix C – Precinct Plan Compliance Table

Western Sydney Aerotropolis Precinct Plan	Response	Compliance
2.1 Precinct Plan Objectives		
O1 'Start with Country' by promoting access to Country and designing the Aerotropolis through a process that includes Aboriginal people.	This has been considered in the design of the proposal. The architectural plans and landscape plans have been informed by the findings of the 'Cultural Overlay Framework'. They incorporate the ideas and research obtained from the engagement process and cultural values investigations with respective First Nations representatives.	Yes
O2 Celebrate culture by reflecting the cultural landscape and continuous connection of Aboriginal people and Country through: a) the design of the public domain; b) preservation and rehabilitation of the natural environment and systems; c) the alignment of movement networks with culturally significant spaces; d) the design of buildings; and e) keeping language alive in the naming of places	The proposed development has been informed by a 'Cultural Overlay Framework' and incorporates the principles of Connecting with Country in accordance with the Connecting with Country Framework (2023), Precinct Plan and DCP. The landscape design has been inspired by the principles of 'Connecting with Country', as well as feedback from engagement with the First Nations representatives; and, responds to the different ecological characteristics of the site. In addition, the ACHAR assesses the cultural sensitivity of the site, the anticipated impacts of the proposal and the requirement for any mitigation. The documents and the design of the proposed development have been informed by consultation with local indigenous groups.	Yes

O3 Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment.	The site has been investigated to confirm the availability of essential services to meet the needs of the proposal. Delivery of the regional stormwater basin and trunk drainage infrastructure identified for the site will be delivered by Sydney Water, with interim stormwater solutions proposed to service the development until regional connections can be made. An allowance has also been made for a corridor for the potential future park edge street to be delivered by the relevant roads authority.	Yes
O4 Protect Airport operations, including 24-hour operations, and protect future communities from aircraft noise	As detailed in the accompanying Airport Safeguarding Statement, the proposed development will ensure that airport operations will be protected, and no adverse impacts are proposed.	Yes
O5 Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.	The proposed development will deliver two modern, high quality warehouses that are consistent with the envisaged land uses for the precinct . The development will provide significant employment opportunities in a strategic location adjacent to the WSA to support the growth of the Western Parkland City.	Yes
O6 Enable land use to evolve in line with changing economic drivers, and facilitate development that will contribute to building the Western Parkland City	As identified within the Precinct Plan, there are opportunities for land uses to evolve across the Aerotropolis and the Badgerys Creek Precinct more broadly, as market demand and economic drivers change. The proposed development aligns with the existing economic drivers for warehousing, logistics and distribution uses, all of which are permissible uses under the ENT zone and envisaged for the Badgerys Creek Precinct..	Yes
O7 Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements.	As detailed in the Landscape Report, the project is driven by a context-responsive design that considers the sites natural features, topography, views and riparian corridors. The proposed development seeks to draw upon its location, by protecting and enhancing the blue and green systems located within the ENZ zone. The Landscape Plan further demonstrates the considered design of the developable lands interface with the ENZ zone, as to ensure landscape led response is achieved and the proposal leverages off the natural assets of the site. It is important to note, that landscaping has been proposed to comply with the overarching provisions of the PBP 2019 document, including relevant tree species where relevant to ensure combustible species are not proposed.	Yes

O8 Provide for social infrastructure in strategic locations that support the residents, workers and visitors to the Aerotropolis.	The proposed development does not include nor is it required to provide social infrastructure which the Precinct Plans states will be concentrated around Local and Neighbourhood Centres within the Enterprise Zone.	N/A
O9 Plan for a transport network that facilitates movement of freight and people, and prioritises active and sustainable transport modes to improve community health and minimise the impacts of development and economic activity on climate change.	No roads are proposed as part of this application. Notwithstanding, the proposed development comprising of accessways, footpaths and internal hardstand circulation areas, have been appropriately designed to safely integrate with the existing road network, as well as have consideration of future road infrastructure upgrades. Accordingly, provision has been made to cater for the future upgrade of Martin Road and landscaped setbacks to the riparian street to the north which are both identified as collector roads in Council's local contributions plan and as such will be funded by developer contributions and delivered by Council. It is noted that the Precinct Plan shows an indicative park edge street running north south within the ENT zone and bordering the ENZ zone. The park edge street is intended to provide a north south connection between future collector roads and provide access to the Wianamatta (South) Creek regional corridor which will be subject to a separate Precinct Delivery Strategy being developed by DPHI and will confirm how the vision and strategic outcomes for the area will be delivered. This application provides a corridor required for the park edge street however does not propose to deliver this road as part of this application for these reasons: - constructing a road in isolation can lead to inefficiencies and underutilisation. Without the simultaneous development of adjacent sites and connecting infrastructure, the road may remain largely unused, failing to deliver the intended benefits of improved connectivity and accessibility. This misalignment can result in wasted resources. - the financial burden on the developer is considerable. Building a road without the guarantee of immediate utility places an undue financial strain on the developer, potentially impacting the viability of their project. These funds could be better allocated towards other critical aspects of the development, such as high-quality	Yes

	public spaces, sustainable building practices, or community amenities that provide immediate value to workers. - requiring a developer to provide a road shown indicatively in the Western Sydney Aerotropolis Precinct Plan, given the asynchronous development of adjacent sites and the absence of connecting roads, is not a prudent course of action. - The park edge street is not a contributions road per the contributions plan and is therefore the responsibility of the roads authority.	
O10 Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements	Refer above, no streets are proposed. Notwithstanding, safe and landscaped footpaths and hardstand areas are proposed to ensure amenity is achieved on site. It appropriately designs onsite pedestrian movements whilst still ensuring safe and efficient movement for freight and heavy vehicles. Provision has also been made for the indicative riparian street (located on the land to the north) and park edge street in respect to landscaping the northern and eastern boundaries which will deliver upon the respective street designs as these items are delivered in the future by the relevant roads authority, albeit not forming part of the proposed development.	Yes
O11 Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat.	Addressed in the Landscape Plans, Architectural Plans and ESD Report, details the ESD principles and energy efficiency measures to be implemented across the site. The key ESD considerations assessed as part of the assessment include energy efficiency, energy generation, indoor environment quality, sustainable transport, water efficiency, improved ecology, waste management and green infrastructure. Appropriate landscaping and design strategies are employed to ensure adverse heat gain is minimised, through shading, materiality choice and building orientation. Every effort has been taken to maximise tree canopy on site taking into account airport safeguarding and bushfire restrictions.	Yes
O12 Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.	The design of the proposal aligns with the objective to create a cool, green parkland city connected to the South Creek corridor.	Yes

	A WSUD Strategy has been created to uphold the stormwater quality, quantity (peak flow attenuation) and flow volume targets outlined in the Western Sydney Aerotropolis DCP.	
O13 Plan for a resilient city through implementation of a risk-based approach to management of natural hazards including flooding, bushfire, drought and heat	Resilience and risk management is addressed in Flood Impact Assessment, Bushfire Protection Assessment, Landscape Plan, and ESD Report. The proposed development will contribute to a resilient city and will implement the specific recommendations and mitigation measures outlined in the specialist reports and as summarised in the EIS.	Yes
O14 Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.	The existing site is predominantly cleared due to past agricultural uses. Accordingly, the protection and enhancement of vegetation is promoted through considerable re-vegetation of the site within the ENT and ENZ zoned land. High quality landscaping is employed to make a healthy, aesthetic, and green development site, as well as additional planting within the ENZ zone to enhance its biodiversity outcomes. A Vegetation Management Plan, Wildlife Hazard Assessment and Management Plan have been prepared, which outlines management and mitigation measures to be employed to protect biodiversity.	Yes
O15 Facilitate the establishment of circular economy industries to reduce waste, leverage synergies between industries and circulate resources within and beyond the industrial supply and materials chains of the Aerotropolis	The proposed development will adopt and implement the recommendations of the ESD Report to align with this objective.	Yes
2.3 Badgerys Creek		
O1 Develop industries that leverage access to freight transport networks including the M12 and Elizabeth Drive.	The proposed development is for industries that require access to primary freight routes including the future Eastern Ring Road, upgraded Elizabeth Drive and the M12 Motorway (under construction).	Yes
O2 Take advantage of proximity and direct access to the Western Sydney Airport for the production of goods for export.	The proposed development of warehousing and light industry will take advantage of its proximity to the WSI and support the operations of both the airport and the development of the Aerotropolis and Greater Western Sydney.	Yes

03 Ensure that development is responsive to the Western Sydney Airport's operational constraints including noise, Obstacle Limitation Surfaces and runway approaches.	The development has been designed to ensure no impact to WSI operations. The proposal does not penetrate the OLS for the site and nor propose any adverse risks in terms of noise sensitive development or promote unwarranted bird habitats which would present a wildlife risk.	Yes
04 Ensure that development in the Precinct is integrated with and takes advantage of proximity to the blue-green networks of Badgerys Creek and Wianamatta-South Creek.	As detailed in the Landscape Report, the project is driven by a context-responsive design that considers the sites natural features, topography, views and riparian corridors. The proposed development seeks to draw upon its location, by protecting and enhancing the blue and green systems located within the ENZ zone. The Landscape Plan further demonstrates the considered design of the developable lands interface with the ENZ zone, as to ensure landscape led response is achieved and the proposal leverages off the natural assets of the site.	Yes
3.1 Infrastructure Delivery		
Objectives		
IO1 Ensure the staging of development and infrastructure delivery are aligned spatially and temporally.	The project is able to meet the relevant requirements for infrastructure delivery, as outlined in the Civil Infrastructure Report and as such is consistent with this objective. The development has also allowed for future infrastructure where required to support the development of the wider Badgerys Creek Precinct.	Yes
IO2 Ensure utilities and services are planned and delivered to meet demand from development.	The project is able to meet the relevant requirements for infrastructure delivery, as outlined in the Civil Infrastructure Report and as such is consistent with this objective. The development has also allowed for future infrastructure where required to support the development of the wider Badgerys Creek Precinct.	Yes
IO3 Protect existing utility infrastructure, including the Warragamba pipeline corridor and TransGrid transmission lines	The project is able to meet the relevant requirements for infrastructure delivery, as outlined in the Civil Infrastructure Report and as such is consistent with this objective. The development has also allowed for future infrastructure where required to support the development of the wider Badgerys Creek Precinct.	Yes
IO4 Deliver utilities, roads infrastructure and services in a manner that is safe, efficient and cost effective.	The project is able to meet the relevant requirements for infrastructure delivery, as outlined in the Civil Infrastructure Report and as such is consistent with this objective.	Yes

	The development has also allowed for future infrastructure where required to support the development of the wider Badgerys Creek Precinct.	
IO5 Ensure design and location of utilities infrastructure allow space for planting, water sensitive urban design and footpaths	The design of any on-site utility infrastructure has considered these requirements.	Yes
IO6 Ensure utilities design and locations consider space for alternative future services and allow for multi-utility corridors in the future	By allowing sufficient space for future road widening and corridors the proposal ensures that multi-utility corridors can be delivered in the future.	Yes
IO7 Use technology and data driven solutions to maximise quality of life across the Aerotropolis, in line with the NSW Smart Places Strategy and Smart Western City Program.	As outlined in the ESD Report, various targeted initiatives have been proposed to be adopted in this development to realise tangible outcomes for workers and visitors. These include: ▪ Passive design and energy efficiency, such as: – Metering in line with minimum performance standards to track and monitor energy consumption; – Efficient, air-cooled HVAC systems that eliminate water consumption associated with heat rejection; – Exceeding minimum energy efficiency provisions within NCC 2022 Volume 1; – Solar PV systems installed throughout site to provide a portion of the sites power, whilst reducing peak power demands; – Procurement of offsets in line with SEPP C4 Net Zero Provisions; – Achieve 5.5 Star NABERS Energy as per SEPP C5 Energy Standards (office areas only); & – Energy efficient LED lighting throughout with appropriate motion & daylight controls. ▪ Employing sustainable products and materials. ▪ Reduce water consumption. ▪ Use sustainable construction practices. ▪ Manage emissions and waste generation.	Yes

	Adapt to climate change.	
IO8 Ensure that the design and location of infrastructure provision considers the impacts of climate change	The project is able to meet the relevant requirements for infrastructure delivery, as outlined in the Civil Infrastructure Report and as such is consistent with this objective.	Yes
Requirements		
II. Prior to granting development consent, the consent authority must be satisfied that essential services and infrastructure are available or will be available when required for the development. Essential services and infrastructure is road access, water supply, sewer, electricity and stormwater infrastructure.	The Civil Infrastructure Report confirms essential services will be available to meet the needs of the proposal. It details the service infrastructure currently available at the site as well as provides recommendations for any additional infrastructure required to service the proposal. The TIA at Appendix HH confirms access to the development will be provided by 5 driveway crossovers along Martin Road, included at Section 4 of the report.	Yes
I2. Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements.	All development in proximity to utility infrastructure will be undertaken in accordance with the relevant service authority's guidelines and requirements.	Yes
I3. Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline	The Civil Infrastructure Report provided as part of the EIS has investigated all planned utility infrastructure.	Yes
I4. Where the alignment of an aviation fuel pipeline is specified, applicants for development that adjoins the pipeline (including the planned pipeline alignment if not yet constructed) are to undertake a land use safety assessment to determine appropriate buffers and mitigation measures to reduce public risk in consultation with the relevant authority.	A review of publicly available information would indicate that the site will not be impacted by the planned aviation fuel pipeline.	Yes
I5. Shared utility trenches are to be used and located generally in accordance with the utilities allocations in the Western Sydney Street Design Guideline and relevant cross-sections in the DCP to minimise the impacts of utilities allocations on landscaping and street tree planting.	By allowing sufficient space for future road widening and corridors the proposal ensures that multi-utility corridors can be delivered in the future.	Yes

I6. Fast, reliable and high-speed internet connectivity infrastructure is to be provided as part of all subdivision development and all buildings are to have direct connection to high speed broadband that complies with the standards listed in the Australian and New Zealand Smart Cities Council Code for Smart Communities.	The appropriate applications for NBN servicing will be made with appropriate lead in times to ensure timely delivery of these services to the site.	Yes
3.2 Development Sequencing		
Objectives		
DSO To ensure that development proceeds in an orderly and efficient sequence, aligned with the efficient delivery of infrastructure.	The Civil Infrastructure Report confirms essential services will be available to meet the needs of the proposal. It details the service infrastructure currently available at the site as well as provides recommendations for any additional infrastructure required to service the proposal. The site is located in 'First Priority Area', as identified within the Precinct Plan. Accordingly, it will ensure development is aligned with the efficient delivery of infrastructure however does not rely or require any upgrades beyond the standard augmentation of existing services. Nevertheless, ongoing coordination and engagement with the respective providers is being undertaken as the proposal progresses to ensure the latest correspondence and design updates will not impact upon the proposal. The applicant has also undertaken regular engagement with Sydney Water in relation to the design and delivery of the planned regional stormwater infrastructure on the site. Should any further updates be required to the design to accommodate this infrastructure this will be undertaken post exhibition as part of any response to submissions.	Yes
DSO2 To enable the rate of development to keep pace with demand for jobs, housing and services within the Aerotropolis.	The proposal will assist in the delivery of essential infrastructure needed to support the Aerotropolis and provide essential services and facilities to serve major infrastructure investment. The proposed development will provide employment uplift and	Yes

	opportunities to support the future population within the Aerotropolis, in a location that is well supported by infrastructure.	
DSO3 To align the sequencing of development within the Aerotropolis with the following criteria: a) Efficient infrastructure utility investment extending from existing infrastructure; b) focus on and around Metro stations to support investment in public transport; c) Proximity to, and the timing of delivery of the M12, The Northern Road and Elizabeth Drive upgrades; d) Access to the Western Sydney Airport for freight and passengers; e) Implementation of Western Sydney City Deal commitments; f) Job creation potential and demand for land for new development; and g) Government priority areas within the Aerotropolis Core (refer below).	The project can meet the relevant requirements for development sequencing and as such is consistent with this objective.	Yes
Requirements		
DS1. The sequencing of development is to be generally in accordance with the Sequencing Plan at Figure 2 (Out of Sequence provisions are outlined in Section 3.3).	The site is within the 'First priority area' for sequencing, and aligns with this control.	Yes
DS2. Development is not to compromise the efficient and orderly provision and staging of the transport network, utilities and servicing	The proposed development aims to support the efficient and timely manner of the delivery and staging of the transport network, utilities and servicing. The development makes provision for the future upgrade of Martin Road and allows for suitable setback to a future riparian street to the north which are collector roads to be funded by local development contributions. This application provides the area required for a future park	Yes

	edge street however does not propose to deliver this road as part of the development given the asynchronous development of adjacent sites and the absence of connecting collector roads.	
DS3. Early development must prioritise locations well supported by high levels of public and active transport accessibility	Whilst not necessarily in a location supported by public and active transport accessibility, the site is within the 'First priority area' for sequencing and it is expected that these networks will evolve as infrastructure in the precinct evolves.	Yes
DS4. Development does not result in isolated areas requiring out of sequence servicing by transport networks, utilities and services, or at additional cost to government or utility agencies.	The site is within the 'First priority area' for sequencing and as such will not result in an isolated area requiring servicing by transport networks, utilities and services at additional cost to government.	Yes
DS5. The road network proposed as part of development applications is to be consistent with the Street Hierarchy Map at Figure 9, or temporary arrangements must be made with agreement of the relevant Roads Authority.	The proposal is generally consistent with the controls relating to the road network as part of the Aerotropolis Precinct Plan. The development makes provision for the future upgrade of Martin Road and any future riparian street to the north which are collector roads to be funded by local development contributions. This application provides the area required for a future park edge street; however, the acquisition and delivery will be for the responsibility of the relevant roads authority. It is noted this application does not propose to deliver the park edge street as part of the development given the asynchronous development of adjacent sites and the absence of connecting collector roads. To provide the park edge street as part of this development without the guarantee of immediate utility places an undue financial strain on the developer, potentially impacting the viability of their project especially when no offset can be obtained to local contributions.	Yes
DS6. Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised.	The site has excellent access to WSA and is an ideal location for warehouse and logistics and other airport related land uses that can support both passenger and freight requirements.	Yes
3.3 Out of Sequence Development (Priority Areas 2 & 3)		

OSO1 To enable development that does not yet have access to essential infrastructure to proceed where an applicant proposes to deliver essential infrastructure	N/A – not within these areas.	N/A
OSO2 To avoid additional and inefficient costs to government and utilities providers arising from development that does not align with the planned delivery of infrastructure.	N/A – not within these areas.	N/A
OSO3 To ensure that out of sequence development does not unduly impact the orderly and efficient development of other land.	N/A – not within these areas.	N/A
OS1. Where a development application proposes development that does not meet the Requirements of Section 3.1, the applicant is required to demonstrate, to the satisfaction of the consent authority, that arrangements have been made for all essential services and infrastructure to be provided when required and at no additional cost to government (including the relevant Council and the NSW Government) and utilities authorities.	N/A – not within these areas.	N/A
OS2. Applicants for development under Requirement OS1 must provide, as part of the development application, confirmation from utilities providers including Sydney Water and infrastructure delivery agencies including the relevant Council and Transport for NSW that: - planned servicing and infrastructure provision will be in place to support development; and - the development is capable of connecting to and integrating with existing or planned services and infrastructure.	N/A – not within these areas.	N/A

OS3. Applicants for development under Requirement OS1 must demonstrate, to the satisfaction of the consent authority, that out of sequence development does not unreasonably impact on the ability of adjoining or nearby landowners to develop their land in accordance with the Precinct Plan or result in unreasonable impacts on the environment of adjoining land.	N/A – not within these areas.	N/A
4.1 Proposed Land Use & Structure Plan –		
Objectives		
LU01 A mix of land uses are proposed that: Deliver employment diversity. Leverage off the locational advantages of proximity to the Western Sydney Airport. Grow and diversify the Greater Sydney and Western Parkland City economies. Support workers and residents through diverse housing, community, social and recreational uses. Support the needs of visitors reflective of the Aerotropolis' role as an international gateway. Respect and safeguard operations of the Western Sydney Airport.	The project is consistent with this objective. The proposed warehouses will deliver jobs that leverage the adjacent airport whilst respecting and safeguarding airport operations.	Yes
LU02A blue-green framework is delivered as development occurs that: Provides access to open space that meets the needs of workers and residents, students and visitors. Preserves significant natural features including watercourses and remnant vegetation.	The project is designed in accordance with this objective as it protects and enhances the existing ENZ zone which comprises of bushland and riparian corridor. It also proposes high quality landscaped outdoor areas within the developable land for worker amenity. The proposal employs the appropriate water and stormwater measures to safely manage flooding and water quality.	Yes

Accommodates infrastructure required to manage the flooding and water quality impacts of development. Respects and enhances Aboriginal cultural heritage and archaeology and maximises opportunities to connect with Country.	In addition, the project has been informed by site-specific Connection to Country Framework to guide the future development of the site.	
LU03 Subdivision and civil works design creates the urban structure and: Reflects the Land Use Plan (Figure 3), Transport Network Plan (Figure 7) and Blue-Green Infrastructure Framework (Figure 5) Creates a network of accessible, connected, efficient and sustainable neighbourhoods Optimises active transport and public transport connectivity, and the efficient movement of goods and delivery of services Responds to topography and natural systems including movement of water through the landscape Includes space for greening the urban environment, including canopy cover and green, pervious landscape to manage water flows, water quality and local climate conditions	The civil works are consistent with this objective as it: Reflects the land use, transport network and blue green infrastructure framework, Connects appropriately to the road network, and prioritises the efficient movement of goods and delivery of services, Responds to the topography and natural systems of the site to facilitate the movement of water through the landscape, Includes significant tree canopy cover, pervious landscaping and WSUD measures to improve water quality. There is no subdivision proposed. The references to allotments on the plans are purely for leasing purposes only.	Yes
LU04 Buildings are situated and designed to: Contribute positively to the planned character of the place Concentrate worker and resident population density in locations that have good access to transport, services and amenity Reflect airport safeguarding requirements, accessibility for workers, and the functional requirements of businesses	The siting of buildings and proposed land uses are designed in accordance with this control, as follows: Reflects the envisaged character of the Badgerys Creek Precinct to accommodate enterprise and light industrial land uses, whilst ensuring compatibility with the existing land uses . Connected to major infrastructure corridors made up of the proposed M12 Motorway, Elizabeth Drive, the future Eastern Ring Road and the WSI.	Yes

Respond to topography	Responds to the existing topography, views, waterways, natural and culturally significant site features noting that no development is proposed to be located within the Wianamatta (South) Creek corridor and protected high biodiversity areas.	
Integrate with and enhance the public domain		
Respond to natural features including retained vegetation and waterways		
Respect heritage items and culturally significant places	Will ensure buildings are energy efficient and minimises consumption of resources and materials through the implantation of recommendations of the ESD Report and Sustainability Management Plan.	
Are energy efficient, comfortable and minimise consumption of resources and materials		
Contribute to appropriately managing water in the landscape	Ensures that water can be managed within the landscape by providing sufficient basins and irrigation areas. It is noted that discussions with Sydney Water are ongoing in respect to the delivery of regional stormwater infrastructure on the site.	
Requirements		
LU1. The types and densities of land uses are to be consistent with the Land Use Plan at Figure 3. Key land use terms used in the Land Use Plan are described in the Glossary.	The proposed land uses are consistent with Figure 3 of the Precinct Plan which identifies the ENT zoned portion of the site for enterprise and light industrial uses.	Yes
LU2. Subdivision and civil works are to be consistent with the road network shown on the Transport Network Plan (Figure 7). Local streets, laneways and active transport routes are designed to integrate with the Transport Network Plan and to:	The proposed civil works are consistent with the road network shown in the Transport network plan.	Yes
Ensure connectivity	No roads are proposed as part of this application. Notwithstanding, it ensures adequate integration to the future planned road corridors identified within the Precinct Plan.	
Encourage sustainable transport choices by providing direct routes that prioritise active transport and public transport for workers		
Appropriately cater for heavy vehicles including freight movements and public transport vehicles		
Facilitate coordinated development of parcels in different ownerships or at different times		
Assist with managing water in the landscape		

Minimise the extent and depth of earthworks and the need for retaining walls.		
LU3. Local or Neighbourhood Centres in the Enterprise Zone or Agribusiness Zone are to be located within 400m of the indicative location on the Land Use Plan (Figure 3), and on public transport routes (collector roads or Sub-arterial Roads).	N/A – this site is not identified as a ‘centre’ under the Precinct Plan.	N/A
LU4. Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping and water management.	It is noted that the delivery of the collector road network through local contributions (funded in part by this early development) will ensure these important visual connections can be made to the Wianamatta (South) Creek Corridor. This includes the riparian street to be delivered on the adjacent site to the north which will include a trunk drainage corridor per the draft Sydney Water Scheme Plans. The views from the site to significant landscape features was a critical consideration for the proposed site layout and orientation noting that the prevailing topography will allow for some views through the site from Martin Road to Wianamatta (South) Creek.	Yes
LU5. Ensure built form is appropriate for its use and ensure natural cross ventilation, improved internal thermal comfort and reduced reliance on air conditioning.	The built form is enhanced by the recommendations provided in the ESD report, which aims to ensure optimal thermal comfort and passive cooling strategies to minimise HVAC loads.	Yes
LU6. Provide for high quality architectural and design outcomes which respond to topography and site characteristics.	The proposed bulk earthworks strategy responds to the existing topography of the site whilst ensuring that a functional layout for future operations can be achieved. The built form and site layout maximises the available land within the ENT zone whilst protecting areas of the site zoned ENZ. The site layout enhances connections to natural features utilising the prevailing topography to maintain view corridors through the site to Wianamatta (South) Creek.	Yes
LU7. Residential development in the Mixed Use Zone is to be located: a) Within 1 kilometre walking distance of Metro stations; or b) Within 400 metres of a bus stop or a Collector Street; and	N/A – The site is not located in the Mixed Use Zone. This is not applicable.	N/A

c) Within 200 metres of open space

4.2 Subdivision and Block Structure

Objectives

SU01 Integrate natural landscaping and urban development in the subdivision of land to achieve high land use efficiency, co-location of uses, required perviousness/ permeability, tree canopy and open space areas.	The project maximises the disproportionately low area of the site zoned ENT by providing an efficient design and site layout that considers site specific constraints and future infrastructure requirements. The development has sought to maximise tree canopy and deep soil within the ENT zoned land where practicable and feasible noting the aviation safeguarding and bushfire requirements. In addition, it is noted that a significant area of deep soil/pervious area can be maintained within the ENZ zoned areas balancing any shortfall within the ENT areas. It is noted that in the short term, private access can be provided to workers to the ENZ areas of the site via a pedestrian/vehicular pathway at the rear of the ENT zone. The development does not preclude these areas being publicly accessible via the future road network, however this access will depend on the outcome of the Wianamatta (South) Creek Corridor Delivery Strategy being developed by DPHI. Up until this point the ENZ zone will remain private land.	Yes
SU02 Design lots that respond to the natural topography and existing street pattern of the Precinct.	The site layout responds to the natural site features and topography of the land and orientates the buildings to the existing and future Martin Road alignment. The site layout maximises the limited area of land zoned ENT whilst protecting the large area of ENZ towards Wianamatta (South) Creek.	Yes
SU03 Ensure block sizes facilitate good pedestrian and active transport connectivity.	The proposal ensures adequate integration with the existing and future pedestrian and active transport connections from Martin Road. Separate access for pedestrians and cyclists is afforded from Martin Road into each warehouse. Pedestrian and maintenance access is provided to the ENZ zoned areas at the rear of the site.	Yes

Requirements

SU1 Block structure is designed to enable the delivery of efficient and accessible public transport routes.	The site is orientated towards Martin Road and makes allowance for its future upgrade to a collector road which will facilitate a local bus route.	Yes
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SU2 Block structures and the road network are designed to respond to the natural topography and the flow of water in the landscape, including measures to appropriately manage overland flow and localised flooding of properties		The earthworks strategy has been developed to respond to the existing topography of the site. In addition, it is able to manage overland flow in an appropriate manner and not result in adverse impacts to flooding. It allows for the safe and efficient movement of water through the site in accordance with future Sydney Water requirements.	Yes
SU4 Development consent must not be granted to development on a lot at Sydney Science Park (as identified in the SEPP) for a purpose shown in Column 1 of the following Table unless the area of the lot is as specified opposite in Column 2—		N/A – the site is not situated within the Sydney Science Park.	N/A
Column 1	Column 2		
Dwelling house square metres	Equal to or greater than 450		
Dual occupancy square metres	Equal to or greater than 650		
Semi-detached dwellings	Equal to or greater than 250 square metres		
4.3 Aboriginal Cultural heritage – Recognising Country			
Objectives			
RC01 Facilitate the conservation of Aboriginal heritage items and areas of cultural heritage significance in accordance with the requirements of the <i>National Parks and Wildlife Act 1974</i> .		The Aboriginal Cultural Heritage Assessment confirms there is one area of Potential Archaeological Deposit (PAD) located within the ENZ zone. Whilst it is not located within the developable area, mitigation measures have been outlined for the proposed development to ensure Aboriginal heritage places and potential archaeology is protected and preserved.	Yes
RC02 Protect areas of high cultural sensitivity.		The ENZ portion of the site is identified as an area of moderate cultural sensitivity. The eastern portion of the site has smaller areas of high sensitivity, located around Wianamatta-South Creek corridor. Minor tree planting is proposed within the ENZ zone; however, the planting will avoid areas of concern.	Yes

RC03 Ensure development is designed to care for and connect to Country	This has been considered in the design of the proposal. The architectural plans and landscape plans have been informed by the findings of the 'Cultural Overlay Framework'. They incorporate the ideas and research obtained from the engagement process and cultural values investigations. The ENZ zoned land is identified by the Precinct Plan as having moderate Aboriginal Cultural Sensitivity. Accordingly, this area is proposed to be protected and enhanced with the addition of vegetation and planting.	Yes
Requirements		
RC1. Development applications are to retain access to and connect significant Aboriginal heritage and areas of cultural value, conservation corridors and other identified areas of significant Aboriginal heritage.	The Aboriginal Cultural Heritage Assessment confirms there is one potential archaeological deposit located within the ENZ zone. Whilst it is not located within the developable area, mitigation measures have been outlined for the proposed development to ensure Aboriginal heritage places and potential archaeology is protected and preserved.	Yes
RC2. Development applications that propose disturbance to the landscape in areas of moderate, high or very high Aboriginal sensitivity on Figure 4, or include known Aboriginal cultural or archaeological sites, are required to include an assessment of impacts on archaeological and or cultural heritage values and significance. Where specific measures are required to mitigate or avoid impacts, applications are to include a cultural heritage management plan or conservation management plan prior to the issue of a construction certificate.	As above. The ENZ zone will undergo some landscaping and planting to enhance the biodiversity outcomes of the eastern portion of the site. The appropriate management measures will be in place to ensure no impacts may arise.	Yes
RC3. Modified trees (carved or scarred) and grinding grooves are to be protected and preserved in situ, and management plans are to be prepared to demonstrate how these items are to be retained and protected.	The Aboriginal Cultural Heritage Assessment confirms all trees were inspected for cultural modification. Several trees were noted as displaying scarring. The majority of the scars were assessed as unlikely to be the result of Aboriginal activities due to irregularity of shape or because the scar went to ground level. One tree, however, displayed a scar which was possibly the result of Aboriginal activities. The tree was dead but still standing. No axe marks were noted.	Yes

	Accordingly, a Vegetation Management Plan has been prepared to ensure the appropriate management of onsite vegetation.	
RC4. Interpretation and story-telling required to inform impact assessments, mitigation measures and management plans are to be undertaken in consultation with, and walking on Country with, the traditional custodians and Local Aboriginal Land Councils (LALCs).	The design of the proposed development has been informed by consultation with local indigenous groups and a Connecting with Country Overlay Framework which included walks on Country. This framework will guide the future development of the site.	Yes
4.4 Non-Aboriginal & European Heritage		
Objectives		
NA01 Retain links to the history and cultural significance of the land through appropriate conservation and management of heritage items.	The Statement of Heritage Impact confirms the study area has generally nil to low potential to contain intact archaeological remains.	Yes
NA02 Design and develop in the vicinity of heritage items to protect the heritage significance of the item and its setting.	As above.	Yes
Requirements		
NA1. Existing heritage items and their significant elements are to be retained and managed, including implementation of adaptive re-use and land uses which ensure the long term conservation viability of heritage items.	The Statement of Heritage Impact confirms the study area has generally nil to low potential to contain intact archaeological remains. Due to the Nil-Low potential for substantial and intact archaeological remains within the site, it is assessed that the proposed works would result in neutral impacts to significant historical archaeological remains.	Yes
NA2. Position new development, including the design of subdivision and buildings, to maintain visual links, context and significance of the heritage item and its setting.	As above.	Yes
NA3. Investigate the significance of potential heritage items identified on Figure 4. Where investigations identify heritage	Figure 4 does identify a potential heritage item for the site. Notwithstanding, the assessment confirms nil-Low potential for substantial and intact archaeological	Yes

values, a heritage management plan is to be prepared outlining the required measures to conserve these values.	remains. Furthermore, the Precincts SEPP does not map the item on the site remaining consistent with the findings for the purposes of the proposal.	
4.5 Blue Green Infrastructure Framework		
Objectives		
BG01 To integrate blue and green systems across the Aerotropolis for water quality management, biodiversity and recreation.	As detailed in the Landscape Report, Civil Infrastructure Report, and Biodiversity Development Assessment Report, the project is driven by a context-responsive design that considers the sites natural features, topography, views and riparian corridors all zoned ENZ. The proposed development seeks to draw upon its location, by protecting and enhancing the blue and green systems located within the ENZ zone.	Yes
Requirements		
BG1 Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5.	As above. The ENZ zone aligns appropriately with the Precinct Plan blue-green infrastructure framework. The proposal includes provision for on-site detention and a bioretention basin in the ENT zone. The applicant has engaged extensively with Sydney Water in relation to the delivery of the regional stormwater infrastructure identified for the site.	Yes
4.5.1 Total Water Cycle Management		
Objectives		
BG01 Protect, maintain and/or restore waterways, riparian corridors, water bodies and other water dependent ecosystems	Stormwater infrastructure will be located on-site in accordance with the Precinct Plan as detailed in the EIS and IWCMP. The area within the site zoned Environment and Recreation (ENZ) is proposed to be retained as part of the proposed development.	Yes
BG02 Provide a landscape-led approach to integrated stormwater management and water sensitive urban design.	Water Sensitive Urban Design (WSUD) principles have been used to address considerations for efficient water use and design in the landscape. Similarly, a series of stormwater quantity and quality control measures are proposed to be adopted to satisfy the stormwater management strategy objectives.	Yes
BG03 Establish a network of multifunctional stormwater assets that support stormwater management and contribute to	A series of stormwater quantity and quality control measures are proposed to be adopted to satisfy the stormwater management strategy objectives. This includes	Yes

broader objectives for waterway health, biodiversity, urban greening and cooling, recreation and amenity.

rainwater tanks, gross pollutant traps (GPTs), and a bioretention basin. In the future, the site will benefit from the Regional Stormwater Basin to be delivered by Sydney Water.

Requirements

BGI. Development applications are to demonstrate how the following performance criteria for ambient water quality objectives for waterways and waterbodies are to be met either by:

On-lot or on-street measures; or

As part of a regional stormwater approach demonstrating the development will connect to the stormwater infrastructure shown on Figure 6

Performance Criteria relating to water quality objectives:	
*Total Nitrogen (TN, mg/L)	1.72
Dissolved Inorganic Nitrogen (DIN, mg/L)	0.74
Ammonia (NH ₃ -N, mg/L)	0.08
Oxidised Nitrogen (NOx, mg/L)	0.66
*Total Phosphorus (TP, mg/L)	0.14
Dissolved Inorganic Phosphorus (DIP, mg/L)	0.04
Turbidity (NTU)	50
Total Suspended Solids (TSS, mg/L)	37

A Civil Infrastructure Report has been prepared to address water management. It identifies the water-related servicing infrastructure required by the development and the proposed drainage design.

Yes

The proposal utilises a treatment train approach whereby rainwater tanks, Gully pit baskets, proprietary Ocean Protect StormFilters, and a filterra basin are proposed to treat stormwater conveyed by the upstream piped network prior to discharging to the existing pond within the ENZ area. The treatment measures have been sized to treat the catchment area of the development and achieve the required water quality targets. These interim measures have been adopted to ensure consistency with the required water quality objectives in advance of the delivery of the regional stormwater infrastructure. As noted, the applicant has engaged extensively with Sydney Water and discussions are ongoing in relation to the delivery of the regional stormwater infrastructure as part of this development.

Conductivity ($\mu\text{S}/\text{cm}$)	1103
pH	6.20 - 7.60
Dissolved Oxygen (DO, %SAT)	43 - 75
Dissolved Oxygen (DO, mg/L)	8
* when showing compliance towards TN and TP through industry models, the performance criteria should be used to recognise that stormwater discharges are mostly in dissolved form	

BG2. Development applications are to demonstrate how the following performance criteria relating to water flow objectives are to be met either by:

On-lot or on-street measures; or

As part of a regional stormwater approach demonstrating that the development will connect to stormwater infrastructure shown on Figure 6.

A Civil Infrastructure Report has been prepared to address water management. It identifies the water-relating servicing infrastructure required by the development and the proposed drainage design. Rainwater tanks have been incorporated to reduce the total volume of runoff discharging from the development. In addition, OSD is required to manage post-development flow rates. The report confirms that the site can meet the flow requirements in both the interim and final scenarios once connected to the regional stormwater basin identified for this site. As noted discussions are ongoing with Sydney Water in relation to the delivery of regional stormwater on this site.

Yes

Performance criteria relating to water flow objectives:		
	1 st – 2 nd order streams	$\geq$ 3 rd order streams
Median Daily Flow Volume (L/ha/day)	71.8 $\pm$ 22.0	1095.0 $\pm$ 345.0
Mean Daily Flow Volume (L/ha/day)	2351.1 $\pm$ 604.6	5542.2 $\pm$ 1410.5
High Spell (L/ha/day) $\geq$ 90 th Percentile Daily Flow Volume	2048.4 $\pm$ 739.2	10091.7 $\pm$ 3645.0
Freshes (L/ha/day) $\geq$ 75 th and $\leq$ 90 th Percentile Daily Flow Volume	327.1 to 2048.4	2642.9 to 10091.7
Cease to Flow (proportion of time/y)	0.34 $\pm$ 0.05	0.03 $\pm$ 0.01
Cease to Flow – Duration (days/y)	39.2 $\pm$ 8	3.9 $\pm$ 1.2

BG3. Where development uses on-lot or on-street measures to achieve the performance criteria for ambient water quality and the flow objectives, the development application must demonstrate, to the satisfaction of the consent authority, the ability to connect the development to regional stormwater infrastructure when it is available	The proposed stormwater management measures achieve the required water quality and water quantity targets without relying on future Sydney Water regional stormwater infrastructure. When the downstream regional stormwater infrastructure is operational, it will receive flows from the development's bioretention basin – subject to approval upon finalisation of the design for Sydney Water's regional stormwater infrastructure. Until the regional stormwater infrastructure is operational, flows from the bioretention basin will discharge to the existing pond in the ENZ area. Notwithstanding the above discussions are ongoing with Sydney Water in relation to the delivery of regional stormwater on this site.	Yes
BG4. Compliance with the ambient water quality and flow objectives must be consistent with the NSW Government Technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPIE, 2022).	The proposed Water Management Strategy ensures development is integrated with water cycle management to meet the Wianamatta-South Creek Catchment stormwater management targets and the technical guidance.	Yes
BG5. Multifunctional stormwater assets are to be located generally as shown on Figure 6.	As noted, the applicant has engaged extensively with Sydney Water and discussions are ongoing in relation to the design and delivery of the regional stormwater infrastructure as part of this development. The stormwater management strategy will achieve the objectives for total water cycle management.	Yes
BG6. Multifunctional stormwater assets are to integrate with the Open Space Network to support multifunctional open space areas for recreation, urban cooling and water management.	The WSA Precinct Plan includes regional stormwater infrastructure located on the ENZ part of the site. Once operational, the regional stormwater infrastructure will receive flows from the development's bioretention basin (subject to approval). The design and delivery of the regional stormwater is subject to regular and ongoing discussions between the Applicant and Sydney Water. In the interim period, flows from the bioretention basin will discharge to the existing dam in the ENZ area.	Yes
BG7. The multifunctional detention basins (as shown on Figure 6) are to be designed in accordance with the regional stormwater management strategy and recycled water network developed by the relevant stormwater authority.	As noted, the applicant has engaged extensively with Sydney Water and discussions are ongoing in relation to the design and delivery of the regional stormwater infrastructure as part of this development in accordance with the draft Sydney Water scheme plans.	Yes

4.5.2 Riparian Corridors

Objectives

BG01 Protect, restore and maintain vegetated riparian zones adjacent to creeks and other water bodies in accordance with the Water Management Act and related Guidelines.	The project will maintain and restore identified riparian corridors on the site in accordance with WMA related guidelines where required noting that these guidelines apply to waterways that meet the definition of river under the WMA which require a defined bed and bank.	Yes
BG02 Manage impacts of development on waterways to achieve and maintain established waterway health targets.	A Water Management Strategy has been prepared as part of the Civil Infrastructure Report. It presents a strategy that will satisfy the stormwater quality, quantity (peak flow attenuation) and flow volumes targets outlined in the Western Sydney Aerotropolis DCP.	Yes
BG03 Enable people to have safe contact with water in the landscape for recreation and access to urban cooling.	The proposed development does not propose public access to waterways for recreation however does not preclude the future integration of the ENZ with into a future open space network as part of the wider Wianamatta Corridor Delivery Strategy being developed by DPHI (per the Western Sydney Aerotropolis Plan).	Yes

Requirements

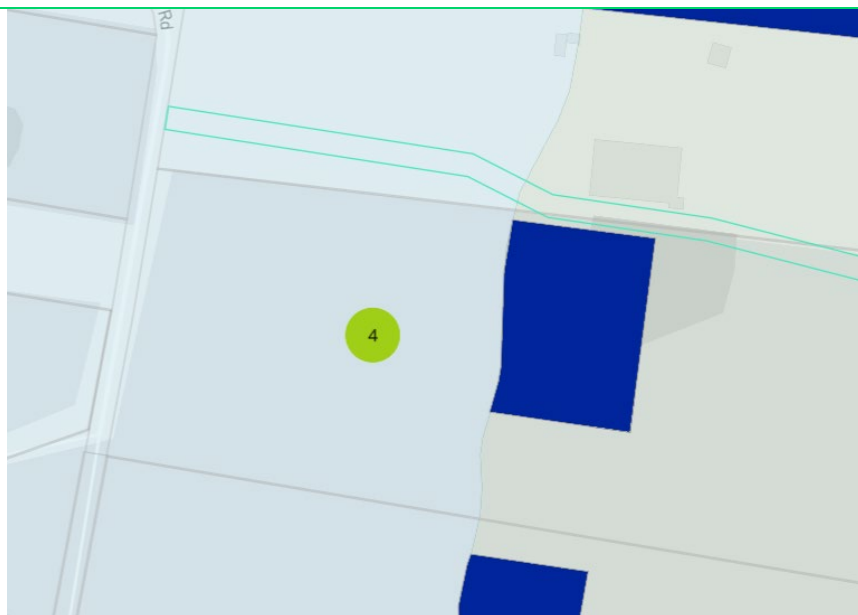
BG1. Waterways and riparian corridors of Strahler Order 2 (refer to Figure 5) and higher are to be retained and rehabilitated to a natural state (unless minor realignment can be justified), in accordance with the requirements of the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of Water), or other relevant guidelines adopted and in operation at the time.	Wianamatta (South) Creek is the only waterway/riparian corridor on the site identified in this Figure as being higher than Strahler Order 2. This corridor will be maintained in its natural state with no realignment proposed. Minor embellishment works within the ENZ zone are proposed through landscape planting to a maximum provision that the PBP 2019 document will allow for noting the bushfire affectations for the site.	Yes
BG2. Riparian Streets on Figure 5 are to be adjacent to riparian corridors. The design of Riparian Streets is to be integrated with the retention or naturalisation of the adjacent watercourse and associated riparian zone in accordance with the requirements of the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of	A riparian street has been identified to the north of the site in the Precinct Plan. The location of this street has been informed by a mapped Strahler Order 1 hydroline which serves a catchment of greater than 15ha. As such the Aerotropolis DCP requires this hydroline to be maintained in natural state per the requirements in the Aerotropolis DCP for trunk drainage.	Yes

Water), or other relevant guidelines adopted and in operation at the time.



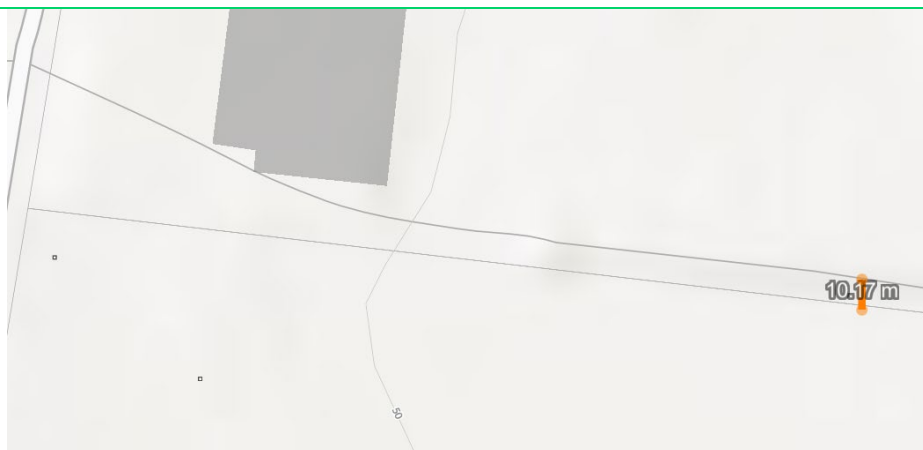
It is noted that whilst mapped above, the hydroline does not currently exist as a watercourse and does not currently have a defined bed and bank and would not meet the definition of a river under the WMA and as such should not be considered waterfront land. Irrespective, it is noted that the requirement for a controlled activity approval is turned off by s4.41(1)(g) of the EP&A Act in respect to State Significant Development.

The recently exhibited draft Sydney Water scheme plan (below) includes a more detailed design for the location of trunk drainage and regional stormwater infrastructure. This information provides more clarity around the location of the trunk drainage. It is clear that the intent of the scheme is to provide a realigned channel further north of the mapped hydroline. This approach is consistent with the guidelines for riparian corridors which allows for Strahler 1 streams to be realigned. The draft Sydney Water scheme shows the trunk drainage to cross the lot boundary into the subject site further east and adjacent to the future regional stormwater basin which is located within the ENZ.



Given the location of the trunk drainage channel in the draft scheme plan it is expected that the future road reserve for this riparian street (to be delivered by Council under its contributions plan) would most likely be located either between the lot boundary and the realigned trunk drainage channel or to the north of the channel. In addition, it is noted that the distance from the site to this realigned channel would be greater than 40m (prescribed distance for waterfront land under the WMA). Given the proposed scheme plan the proposed development would not be considered waterfront land nor subject to the requirements to maintain a VRZ adjacent to this future riparian corridor.

However, in the absence of any realignment and despite not meeting the definition of a river it is noted that the mapped Strahler 1 hydroline is located approximately 10m north of the lot boundary on the adjacent site and as such the development would be predominantly outside a notional VRZ of 10m from the top of bank for the current mapped alignment. and as such a requirement to maintain a VRZ would either not be applicable or would fall within the landscape setback being provided by the development.



BG3. Consistency with DCP indicative cross-sections to guide the design of Riparian Streets and associated riparian zones.	Per the above, it is considered that the future riparian street would be delivered by Council and located adjacent to the realigned trunk drainage corridor which is indicated on the draft Sydney Water Scheme Plans to be further north of the current mapped hydroline. Based on this information and proposed realignment there should be no requirement for this development to provide the park edge street nor provide a VRZ.	Yes
BG4. The outer 50% of the Riparian Zone, as defined by the Guidelines for Riparian Corridors on Waterfront Land may contain paths, passive recreation facilities and other amenities subject to the appropriate consideration of flood impacts and safety.	No works are proposed within the outer 50% of the riparian zone to the Wianamatta (South) Creek corridor other than additional planting. As noted above, the distances to either the current mapped 1st order hydroline or the realigned trunk drainage corridor shown in the draft Sydney Water Scheme Plan are predominantly greater than 10m. Nevertheless, given the proposed setbacks provided to the northern boundary, any works that could potentially be within 10m of the current mapped hydroline would be within the outer 50% and limited to setback landscaping.	Yes
BG5. Where a development application proposes the creation of a Riparian Street in association with a riparian corridor in accordance with Requirement BG2, and one or more lots for development, the area of land that comprises the riparian	The DA does not propose the delivery of the riparian street. Per the draft Sydney Water Scheme plans this street/trunk drainage corridor will likely be located on the adjacent lot to the north (210 Martin Road).	N/A

corridor is taken to be part of the minimum pervious area to be provided as part of the development under the DCP.

4.5.3 Public Domain & Canopy Cover

Objectives

BG01 Achieve an interconnected and accessible network of open space that meet the recreational and amenity needs of residents and workers.	Landscaped areas are provided across the site to ensure all warehouses have access and the opportunity to connect with nature and enhance the amenity for workers and visitors.	Yes
BG02 Achieve the targets in the Region Plan of 40% tree canopy cover across the Aerotropolis by 2036.	Tree canopy and deep soil details are provided for the site in the Landscape Report. Trees are proposed along setbacks, within the ENZ land and within carparking areas. High quality tree canopy and landscaping contributes to re-vegetation of the area and to shaping a cooler urban environment. For the ENT zoned areas a 15% canopy cover is achieved, when combined with the existing and proposed canopy cover with the ENZ an overall canopy cover of 25% is achieved across the site. It is noted that canopy cover is constrained by both bushfire and wildlife hazard reduction requirements within the Aerotropolis DCP related to safeguarding the operations of WIS. These targets contribute to the Region Plan target of 40%.	Yes
BG03 Use the green and blue framework to form connected networks of open space.	Landscaped areas are provided across the site to ensure all warehouses have access and the opportunity to connect with nature and enhance the amenity for workers and visitors. In addition, the ENZ area is retained and enhanced to provide improved outcomes for the green and blue grid along Wianamatta-(South) Creek which will be subject to a separate delivery strategy being prepared by DPHI.	Yes
BG04 Provide equitable access to open space for people living or working in the Aerotropolis.	As noted, the ENZ areas of the site will remain in private ownership and as such access will be restricted to workers on the site in the short to medium term. The WSAP notes that the NSW Government is preparing the Wianamatta-South Creek Delivery Strategy which will confirm how the vision and strategic outcomes for the area will be delivered. Options for this include consideration of land uses, access, ownership and management arrangements for the corridor.	Yes

BG05 The design of streets and other public places contributes to management of urban heat and provides for the comfort and amenity of residents and workers.	The development does not include the delivery of streets and public places however provides the area required to accommodate the future Martin Road upgrade and park edge street through provision of relevant setbacks and corridors.	Yes
Requirements		
BG1. Open space is to be provided to cater for local, district and regional requirements as shown in the Open Space Network at Figure 5.	No 'Open Space' is identified for the site.	N/A
BG2. Where development generates demand for open space as a result of resident or worker population densities exceeding those for land uses as specified in the WSAP, the development application is to include or be accompanied by proposed measures to meet that additional demand through: a) Delivery of additional open space as part of the development; and/or b) Establishment of appropriate arrangements for payment of monetary contributions to the relevant authority for the provision of open space in another suitable location.	The proposed development will not generate demand for open space.	Yes
BG3. Tree canopy is to be provided on Sub-arterial Roads and Collector Streets shown on Figure 10 to achieve a minimum of 40% tree canopy cover at maturity, measured as a percentage of the area of the road reserve.	No roads are proposed as part of this development.	Yes
BG4. Park Edge Streets are to be provided generally in accordance with the locations shown on Figure 5 (Figure 10), and development is to be oriented towards the street and provide for surveillance of the public domain	It is noted that the Precinct Plan shows an indicative park edge street running north south between the ENT and ENZ zones. The park edge street is intended to provide a north south connection between future collector roads and provide access to the Wianamatta (South) Creek regional corridor which will be subject to a separate Precinct Delivery Strategy being developed by DPHI. This application provides the area required for the potential future park edge street.	No

	Notwithstanding the above, the application does not propose to deliver this road as part of this application for these reasons: - constructing a road in isolation can lead to inefficiencies and underutilisation. Without the simultaneous development of adjacent sites and connecting infrastructure, the road may remain largely unused, failing to deliver the intended benefits of improved connectivity and accessibility. This misalignment can result in wasted resources. - the financial burden on the developer is considerable. Building a road without the guarantee of immediate utility places an undue financial strain on the developer, potentially impacting the viability of their project. These funds could be better allocated towards other critical aspects of the development, such as high-quality public spaces, sustainable building practices, or community amenities that provide immediate value to workers. - requiring a developer to provide a road shown indicatively in the Western Sydney Aerotropolis Precinct Plan, given the asynchronous development of adjacent sites and the absence of connecting roads, is not a prudent course of action.	
BG5. In the Enterprise Zone and Agribusiness Zone an urban park is to be integrated into the design of any local centre or neighbourhood centre that contains any combination of retail premises, commercial premises or food and drink premises with a total minimum Gross Floor Area of 10,000 square metres. Urban Parks: a) are to be a minimum of 5,000 square metres and up to 10,000 square metres, b) Contribute to achievement of the total pervious area for the development under the DCP (where the development application includes subdivision into one or more lots for	N/A – no centres identified for the site.	N/A

development and/or buildings in addition to the proposed urban park),		
c) Are to demonstrate achievement of a minimum 50% tree canopy cover at maturity and a minimum of 70% of the area as deep soil or landscaped area, and		
d) Are to include landscaping, amenities, active transport provision and furniture to facilitate recreational uses.		
BG5. In the Enterprise Zone and Agribusiness Zone, Indicative Open Space has been shown in Figure 5. If Indicative Open Space is set aside for the purpose of biodiversity conservation or additional open space as part of a development application, it:	N/A – no indicative open space is identified for the site.	N/A
a) Can contribute to achievement of the total pervious area for the development under the DCP (where the development application includes subdivision into one or more lots for development and/or buildings in addition to the proposed urban park),		
b) Must be subject to any relevant measures relating to the protection of Existing Native Vegetation or areas of high biodiversity value (refer to Figure 5), and		
c) Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority.		
BG6. Within the Mixed Use Zone, Indicative Open Space is shown on Figure 5. Where the Indicative Open Space is identified as part of a development application that also proposes one or more buildings:	N/A – the site is not zoned Mixed Use.	N/A

- a) the site area, for the purposes of calculating Floor Space Ratio under the Requirements in section 5.3 of this Precinct Plan is taken to include the area of land proposed to be used as open space, despite the maximum Floor Space Ratio applying to the land on which the building or buildings are sited under;
- b) The area of land identified for open space is taken to be part of the minimum pervious area to be provided as part of the development under the DCP, and
- c) Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority.

4.5.4 Biodiversity & Vegetation Corridors

Objectives

BG01 Achieve the objectives of, and implement, the Cumberland Plain Conservation Plan.	The site is not subject to the Cumberland Plain Conservation Plan. Part of the site is biodiversity certified under the biodiversity certification order (the 'Order to confer biodiversity certification on the State Environmental Planning Policy (Sydney Region Growth Centres) 2006.	N/A
BG02 Achieve the vision of a Western Parkland City and maintain Wianamatta-South Creek Corridor as a regionally significant ecological corridor.	The ENZ zoned land on the site forms part of the Wianamatta-South Creek corridor, which is proposed to be retained and enhanced under the Wianamatta-South Creek Delivery Strategy. The WSAP notes that the strategy will confirm how the vision and strategic outcomes for the area will be delivered. Options for this include consideration of land uses, access, ownership and management arrangements for the corridor. No information has been provided from DPHI as to when this strategy may be exhibited	Yes
BG03 Protect areas of high biodiversity value including watercourses and riparian zones, Existing Native Vegetation and remnant vegetation and habitat of the Cumberland Plain.	The BDAR notes the proposed development has been designed to avoid areas of High Biodiversity value along the eastern ENZ zoned land. The development footprint has been largely located on historically cleared, exotic dominated grassland to avoid any biodiversity impacts. No highly valuable foraging or breeding habitat will therefore be impacted by the proposed development.	Yes

BG04 Increase and improve landscape connectivity through conservation and restoration of native vegetation to enable plant and animal communities to survive in the long term.	The existing site is predominantly cleared of vegetation; therefore, the project seeks to significantly improve the environmental values of the site through revegetation. This will support a rich environment for ecological communities without impacting upon the development and wider WSI operations in the future.	Yes
BG05 Support long-term viability and ecological connectivity by ensuring development does not encroach on protected land and any ecological restoration program selects species that are resilient to a changing climate.	As above.	Yes
Requirements		
BG1. Existing Native Vegetation and other vegetation under the Cumberland Plain Conservation Plan (refer to Figure 7) is to be protected as required by the Aerotropolis SEPP. Development applications are to demonstrate, to the satisfaction of the consent authority, that measures are in place to protect and provide for the long term management of the vegetation to achieve biodiversity conservation outcomes under the Growth Centres Biodiversity Certification Order or the Cumberland Plain Conservation Plan as relevant.	The site is not subject to the Cumberland Plain Conservation Plan. Part of the site is biodiversity certified under the biodiversity certification order (the 'Order to confer biodiversity certification on the State Environmental Planning Policy (Sydney Region Growth Centres) 2006. The proposal has been sited to minimise impacts to native vegetation and ecological communities. Direct impacts to native vegetation are limited to 8.80 ha of native vegetation removal (2.95 ha of non-biodiversity certified native vegetation). The BDAR demonstrates the native vegetation to be removed is in a poor condition and edge effected with the adjacent exotic vegetation. The majority (2.39 ha) of the Subject Land is occupied by pasture-improved grassland with a low VI score of six (6). In addition, a Vegetation Management Plan has been prepared to demonstrate how the vegetation within the site will be rehabilitated/maintained.	Yes
BG2. Recreation facilities, pathways and other infrastructure are not to be located on land referred to in Requirement BG1.	This objective is complied with. Pathways and other infrastructure have all been proposed outside of the ENZ zone and areas of environmental sensitivity.	Yes
BG3. Revegetation and landscaping are designed and managed to account for future climatic conditions and include climate ready species. Resources relating to climate-ready species are available at: https://climatechange.environment.nsw.gov.au/Adapting-	The landscape plans detail the species used for revegetation across the site. They will comply with this objective as well as other competing requirements including resilient species that are not combustible due to bushfire planning.	Yes

BG4. Development applications are to demonstrate:	As above	Yes
a) reuse of native plants (including but not limited to seed collection) and top soil from development sites that contain known or potential native seed bank. Appropriate uses may include, but are not limited to, application in re-vegetation or restoration works and landscaping in the precincts,		
b) the relocation of native animals from development sites, prior to development commencing.		

4.55 Scenic and Cultural Connection

Objectives	Whilst there are no significant ridgelines or hilltop vegetation within the site, the proposed development has been designed to ensure scenic and cultural connections, including views to the Wianamatta-South Creek corridor are maintained.	Yes
SC01 Ridgeline and hilltop vegetation is preserved or reinstated.		

SC02 Creek lines, ridgelines and hilltops are connected through green streets that create a network of tree canopy.	As above.	Yes
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Requirements

SC1. Subdivision design is to orient streets to align with ridgelines.	The proposal does not involve the development of streets. Notwithstanding, the orientation of the building responds to the topography of the site and views to Wianamatta (South) Creek from Martin Road.	Yes
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SC2. Any required onsite provision of open space is to incorporate high points and retain existing trees.	No open space is proposed as part of this application.	Yes
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SC3. Creek to creek and creek to ridgeline landscape connections are established through the design of public domain elements including streets and open space. Landscape connections on Sub-arterial Roads and Collector	No streets or open space areas are proposed as part of this application. Notwithstanding, the design responds to the site topography, key landforms present around the site and the future road network.	Yes
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Streets shown on Figure 9 (refer to the Requirements in Section 4.5.3) are to be continuously accessible by the public and active transport is prioritised on these connections.		
SC4. Streets are to be designed to follow natural drainage lines and overland flow paths to minimise the need for drainage easements or reserves through private land.	No streets are proposed. Notwithstanding, the proposed drainage network within the site has been designed to safely convey major and minor flows from the site. In addition, the Martin Road frontage has been designed to accommodate future upgrades as well as the northern boundary to a future riparian street and the western interface to a future park edge street employs a considered landscape design.	Yes
4.6 Movement Frameworks		
Objectives		
MF01 Use the Transport Network to move people and goods safely and efficiently and create connections between places.	The proposed development is effectively integrated with the existing transport network and has taken into consideration future transport infrastructure upgrades.	Yes
MF02 Integrate land and prioritise public transport to support the 30-minute city and meet current and future demand.	As above. The site will be in proximity to future active and public transport upgrades.	Yes
MF03 Create a road network for private vehicles and freight which can provide efficient links and integration to the broader regional network while also supporting local accessibility in centres and between places.	No roads are proposed. Notwithstanding, the proposed development is effectively integrated with the existing transport network, and has taken into consideration future transport infrastructure upgrades.	Yes
MF04 Provide safe, direct and interconnected pedestrian and cycling links to a variety of destinations and transport nodes.	The proposal will provide appropriate pedestrian and active transport site access which will connect to the streetscape (including consideration of connections upon Martin Road being upgraded). No roads are proposed as part of this application.	Yes
MF05 Encourage active transport through cycle and pedestrian network integrated with the road network and the Blue-Green Infrastructure Framework.	As above.	Yes
MF05 The transport network contributes to achievement of the following modal split targets:	A Green Travel Plan has been prepared to promote sustainability and resource efficiency, in consideration of the target modes. It proposes several initiatives to assist in	Yes

Precinct	Target mode share		
	Active transport	Public transport	Private Vehicle
2026			
Aerotropolis Core	4%	20%	76%
Northern Gateway	3%	16%	81%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	3%	18%	79%
2036			
Aerotropolis Core	6%	34%	60%
Northern Gateway	5%	31%	64%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	5%	30%	65%

2056			
Aerotropolis Core	9%	52%	39%
Northern Gateway	7%	43%	50%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	7%	43%	50%

managing the transport needs of this site. It promotes the uptake of realistic choices of sustainable travel modes to and from a site, thereby reducing reliance upon single occupancy car travel.

Requirements		
MF1. The Transport Network is to be designed generally in accordance with Figure 8	No roads are proposed as part of the application. The design complies with this requirement and allows for the future upgrade of Martin Road, a collector which will be funded by local contributions and delivered by Council.	Yes
MF2. The Transport Network is designed to accommodate bus corridors and the Indicative Local Bus Network generally as shown on Figure 8, so that: a) 90% of businesses are within a 400 metre walk of a street that is capable of carrying public transport in the Enterprise Zone and Agribusiness Zone. b) All businesses and residents in the Mixed Use Zone are within a 400 metre walk of a street that is capable of carrying public transport or a Metro station.	Noted, as above.	Yes
MF3. Active transport is integrated with the Blue Green Infrastructure Framework in Figure 5 and provided generally in accordance with the Active Transport Network in Figure 9.	Noted, as above.	Yes
4.6.2 Street Hierarchy and Typology		
Objectives		
SH01 Establish a hierarchy of streets that supports the development of the Aerotropolis and provides streets for safe and efficient movement of freight and people, and that is connected to other parts of Greater Sydney and NSW.	No roads are proposed as part of the development. The proposal complies with the hierarchy of streets in the Precinct Plan.	Yes
SH02 Create streets that are attractive, green, sustainable, safe, functional, adaptable and integrated with topography and the natural environment.	No roads are proposed as part of the development. The proposal complies with the hierarchy of streets in the Precinct Plan.	Yes

SH03 Minimise lot severance and maximise the efficiency of the road network to facilitate development across multiple properties.	No roads are proposed as part of the development. The proposal complies with the hierarchy of streets in the Precinct Plan.	Yes
SH04 Reflect the varied role of streets in urban environments such as public spaces, places for social interaction, service provision, movement connections, water and stormwater management, biodiversity and environmental functions.	As above.	Yes
SH05 Design the public transport network to achieve operational integrity and permeability for buses, both local and rapid, so that as the needs of the network change, bus routes and bus priority can easily adapt.	As above.	Yes
Requirements		
SH1. The Road Network within the Transport Network is to be generally consistent with the alignment and connections of roads shown in Figures 8–10. Major roads (Sub-arterial and Arterial and Rapid Bus Routes) are to be designed to: a) Respond to topography; b) Enable the efficient movement of water, replicating natural flow patterns as closely as possible; c) Intersect with arterial or classified roads at locations and using intersection treatments nominated or agreed by the road authority; d) Accommodate buses generally consistent with the alignments and connections shown in Figure 8; e) Accommodate separated cycleways generally consistent with the alignment and connections of cycleways shown in Figure 9; and	No major roads are proposed as part of the development. The proposal complies with the Precinct Plan and will be appropriately integrated with the Transport Network and Road Network.	Yes

f) Connect with centres and metro stations		Minor variation – Appendix SS Section 4.39 Variation Request
SH2 Local and Collector streets are to be designed to: a) Connect to other streets in the hierarchy in a logical sequence, so that Local Streets connect to other Local Streets or to Collector Streets; b) Incorporate priority-controlled intersection treatments; c) Minimise 4-way intersections and avoid intersections with more than 4 streets; d) Provide interfaces between urban land and land identified for open space, conservation, or stormwater management e) Enable land in different ownerships to be developed independently and ensure that legal and physical access to properties is maintained at all stages in the development process; f) Convey stormwater within the Total Water Cycle Management network as shown on Figure 6; g) Contribute to tree canopy and the Blue Green Infrastructure Framework shown on Figure 5; and h) Maximise opportunities for the energy efficient design of buildings.	No roads are proposed as part of this application. Provision has been made to cater for the future upgrade of Martin Road and landscaped setbacks to the riparian street to the north which are both identified as collector roads in Council's local contributions plan and as such will be funded by developer contributions and delivered by Council.	
SH3. The layout and location of Local Streets and Collector Streets on Figure 10 is indicative. Where a development application proposes a variation to the Local Street or Collector Street, the applicant must demonstrate that in addition to the requirements in SH2, that the variation: a) Achieves a permeable street network;	It is noted that the Precinct Plan shows an indicative park edge street running north south between the ENT and ENZ zones. The park edge street is intended to provide a north south connection between future collector roads and provide access to the Wianamatta (South) Creek regional corridor which will be subject to a separate Precinct Delivery Strategy being developed by DPHI.	Minor variation – Appendix SS Section 4.39 Variation Request

b) Encourages walking and cycling and minimises travel distances; c) Maximises connectivity to community facilities, open space and centres; d) Takes into account topography and the flow of water in the landscape; e) Will not detrimentally impact on access to adjoining properties or result in isolation of properties; and f) Will not impede the orderly development of adjoining properties.	Notwithstanding the above, the application does not propose to deliver this road as part of this application for these reasons: - constructing a road in isolation would lead to inefficiencies and underutilisation. Without the simultaneous development of adjacent sites and connecting infrastructure, the road may remain largely unused, failing to deliver the intended benefits of improved connectivity and accessibility. This misalignment can result in wasted resources. - the financial burden on the developer is considerable. Building a road without the guarantee of immediate utility places an undue financial strain on the developer, potentially impacting the viability of their project. These funds could be better allocated towards other critical aspects of the development, such as high-quality public spaces, sustainable building practices, or community amenities that provide immediate value to workers. - Requiring a developer to provide a road shown indicatively in the Western Sydney Aerotropolis Precinct Plan, given the asynchronous development of adjacent sites and the absence of connecting roads, is not a prudent or reasonable course of action in the present circumstance.	
SH4. Roads and streets are to be designed in accordance with the Western Sydney Street Design Guidelines, except where specific street cross sections are provided in the DCP for streets as shown on the street hierarchy map at Figure 10.	As above.	Yes
SH5. Roads and streets are aligned to follow property boundaries where possible to reduce lot severance	As above.	Yes
4.6.3 Development Adjacent to Protected Transport Corridors		
Objectives		

PC01 Ensure development adjacent to protected transport corridors considers the future operational impacts of the infrastructure.	The development is not adjacent to protected transport corridors.	N/A
Requirements		
PC1 Development adjacent to corridors identified on the Transport and Infrastructure SEPP and the Aerotropolis SEPP is to be designed to orient noise sensitive elements (for example habitable rooms) away from the noise source.	The development is not adjacent to protected transport corridors.	N/A
4.7 Sustainability and Resilience		
Objectives		
SR01 Development is to support the transitioning to a net zero or net positive outcome over the medium to long term. This will be measured around performance regarding waste management, water management and carbon consumption benchmarks that are provided in the DCP or other relevant legislation.	Recommendations of the ESD report will be implemented into the project to ensure sustainability outcomes are achieved.	Yes
SR02 Development should seek to exceed the water and energy requirements of BASIX.	N/A – there is no residential development proposed.	Yes
SR03 Green infrastructure is effectively used through the provision of water treatment and retention, urban cooling, ecosystem services and amenity and integrated into built, landscaped and natural environments.	Green infrastructure is incorporated throughout the site to achieve effective environmental outcomes such as water treatment, urban cooling, and amenity. This seeks to create a healthy and safe place for visitors and workers as well as enhance the ecological processes across the site.	Yes

SR04 Buildings, infrastructure and public domain elements maximise the recycling and reuse of materials.	This objective is complied with. Future obligations to water and energy requirements for the site are documented within the ESD report. The proposal includes provision for a Embodied Emissions Form nonetheless.	Yes
SR06 Effectively uses waste as a resource through its collection, transport and recycling in a manner that is safe, efficient, cost effective and does provide a positive impact on liveability and the environment.	This objective is complied with.	Yes
SR07 Measures to mitigate urban heat island effects are integrated in the design of the built form and public domain, for example the use of light-coloured roofs.	This objective is complied with.	Yes
SR08 Planning is to provide sustainable and resilient approaches to development and is to incorporate circular economic principles found in the <i>NSW Circular Economy Policy Statement</i> .	This objective is complied with.	Yes
Requirements		
SR1. Energy, water and waste systems are to use a circular economy approach to improve efficiency and result in low-carbon developments.	An ESD Report has been prepared which includes ESD principles and greenhouse gas and energy efficiency measures to be implemented.	Yes
SR2. Effectively use renewable energy supply including solar, wind, green hydrogen, and bio-energy.	The proposed warehouses will employ the use of renewable energy through Solar PV systems provided on the roof areas to meet the ongoing energy demands of the building.	Yes
SR3. Plan for, and achieve, leading industry targets by 2025 and from 2026 beyond to achieve sustainable regenerative targets:	The ESD Report for the proposed development outlines specific sustainability initiatives proposed for the site. The proposed development will target 5.5 Star NABERS Energy and 3 Star NABERS Water.	Yes

	Leading industry practice	Sustainable regenerative
	Target 2020 and 2025	Target 2026 and beyond
BASIX	BASIX (Energy) – 45-60 BASIX (Water) - 60	BASIX (Energy) – 45-60 BASIX (Water) – 60
Non-residential uses (subject to final modelling)	Green Star Communities – 5+ stars Green Star – 5+ stars NatHERS – 7 star	Green Star Communities – 6+ stars Green Star – 6+ stars NatHERS – 8+ star/ Passive home
Circular economy targets	10% reduction of waste generation 85% reduction in construction waste	100% recovery and re-use of organic waste 90% reduction in construction waste

SR4. Circular economy activities must be located with consideration of:

- a) nearby land uses, considering the likely construction and operational impacts of the proposed development.
- b) proximity of the proposed development in relation to the Western Sydney Airport, and associated risks to airport and aircraft operations (in reference to the proposed development's risk assessment).
- c) proximity to land in the Environment and Recreation Zone and impacts on the environmental values of that land.
- d) potential impacts on the amenity and use of open space.
- e) proximity to major transportation routes, considering safe transportation of extractive and waste materials.

The Waste Management Plan prepared outlines mitigation measures which have been prepared in accordance with Western Sydney Aerotropolis DCP waste management requirements, as well as factoring in the future operational requirements for warehousing.

Yes

SR5. In deciding whether to grant development consent for the purposes of commercial premises, industrial premises or residential accommodation, the consent authority must consider whether—	The proposed design has incorporated considerable sustainability measures	Yes
a) the façade and roof of the proposed buildings and paved surfaces are designed to reduce adverse effects of solar heat on the surrounding land, including open space and the public domain, including a requirement for light-coloured roofs, and b) the awnings and eaves of the building are designed to provide shelter from the sun and improve public comfort at street level, and c) building plant and equipment is designed to minimise the release of heat in the direction of open space and the public domain, and d) the development accommodates tree canopy, pervious surfaces and landscaped areas to minimise solar heat absorption and reflection by hard surface.	The proposed materials and colours seek to minimise adverse heat gain, as well as employ design features to provide shade and amenity. The landscape plan demonstrates the enhancement of tree canopy, employment of pervious surfaces and landscaped areas to minimise solar heat absorption throughout the site. This includes and overall tree canopy across the site of 25% (15% within ENT zone), overall deep soil of 69% (10% within ENT zone) and 71% permeability (15% within ENT zone).	
5 Land Use and Built Form		
5.1 Hierarchy of Centres		
LU01 Develop and support a hierarchy of centres to create a 30-minute Western Parkland City with metropolitan, specialised, local and neighbourhood centres.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A
LU02 Identify the Aerotropolis Core and the specialised centre in the Northern Gateway as higher order centres with social infrastructure and higher employment and residential densities.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A

LU03 Locate Local and Neighbourhood Centres in areas of high amenity linked to public transport.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A						
LU04 Link all centres to, and prioritise, active and public transport access over private vehicles.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A						
LU05 Suitably space local centres to provide sufficient services to enable walkable residential and working communities.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A						
LU06 Ensure sufficient distance between existing and proposed centres to ensure economic viability.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A						
Requirements		N/A						
LU1. The indicative locations of local and neighbourhood centres in the Enterprise Zone and Agribusiness Zone are identified in Figure 11. Where a centre is proposed in an alternative location the development application is to demonstrate that the location achieves the role, intent, uses, transport connectivity and locational criteria outlined in Table 2 below.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A						
<table border="1"> <thead> <tr> <th>Centre type and Precinct</th><th>Role and intent</th><th>Typical uses</th></tr> </thead> <tbody> <tr> <td>Neighbourhood centres or business hubs that are located in all Precincts as identified in Figure 11</td><td>Provide daily convenience goods and range of neighbourhood scale services to support workers and residents.</td><td>Some retail floor space (not a supermarket, or significant specialised retail); multiple retail premises (not just a petrol</td></tr> </tbody> </table>			Centre type and Precinct	Role and intent	Typical uses	Neighbourhood centres or business hubs that are located in all Precincts as identified in Figure 11	Provide daily convenience goods and range of neighbourhood scale services to support workers and residents.	Some retail floor space (not a supermarket, or significant specialised retail); multiple retail premises (not just a petrol
Centre type and Precinct	Role and intent	Typical uses						
Neighbourhood centres or business hubs that are located in all Precincts as identified in Figure 11	Provide daily convenience goods and range of neighbourhood scale services to support workers and residents.	Some retail floor space (not a supermarket, or significant specialised retail); multiple retail premises (not just a petrol						

		station or one standalone store); activity or business hub; community facilities. Does not include residential uses.		of major roads and different sizes.
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LU2. Local and Neighbourhood Centres are to be located on or adjacent to bus routes.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A
LU3. Local and Neighbourhood Centres are not to be located on arterial roads	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A
LU4. Retail and social infrastructure in the Agribusiness and Enterprise Zones is to be concentrated in the Local and Neighbourhood Centres.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A
LU5. Bulky goods and specialised retail that requires larger floor plates are to be located outside of the identified centres.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A

5.2 Height

Objectives

H01 To allow building heights that align with the role of each centre, its typology and residential/employment density needs.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A
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H02 Facilitate height and urban density in the Aerotropolis Core and Northern Gateway around the Metro stations.	N/A – not within these Precincts.	N/A
Requirements		
H1 The height of buildings is not to exceed the maximum for the land shown on Figure 12.	The proposed development complies with this objective and does not exceed the maximum building height control of 24m. Notwithstanding the heights proposed, a Visual Impact Assessment has been prepared to determine the potential visual impacts resulting from the proposal.	Yes
H2 In the Mixed Use Zone, ensure development does not adversely impact on the amenity of the public domain and adjacent residential areas and that site topography, views and landscape character have been considered.	N/A – the site is not zoned Mixed Use.	N/A
<i>Note:- Notwithstanding maximum building height controls, all buildings and structures, including equipment used during construction (such as cranes) are required to be contained within Obstacle Limitation Surface (OLS) limits established under the Aerotropolis SEPP.</i>	Noted.	Yes
5.3 Floor Space Ratio		
Objectives		
FS01 FSR controls are to create an appropriate mix of employment, business, social and residential development in the Mixed Use zone, and Local and Neighbourhood Centres (refer to Figure 13)	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A
FS02 Achieve a density of employment in mixed use areas to ensure residential uses are not the predominant use (refer to the Yield and Density Targets established in Section 5.4).	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A

FS03 Locate higher intensity mixed use employment and residential densities within 800m of the Metro station.	N/A – the site does not contain a centre, as identified within the Precinct Plan.	N/A
Requirements		N/A
FS1 Buildings are not to exceed the maximum FSR shown on the Floor Space Ratio Map in Figure 13.	N/A – the site does not have a FSR control.	N/A
5.4 Yield and Density		
Objectives		
YD01 Provide a mix of uses in the Mixed Use Zone, which supports employment and residential uses, and ensures employment generating development is prioritised while residential development occurs in suitable locations	N/A – the site is not zoned Mixed Use.	N/A
YD02 Development contributes towards achieving the strategic employment density targets of the Aerotropolis Plan.	The proposed warehouses will deliver industrial operations that will attract significant jobs and investment to contribute to the employment targets of the Aerotropolis Plan.	Yes
YD03 Employment generating development in the Aerotropolis contributes to achieving the following indicative employment densities: a) City Centre: 130 – 400 jobs/ hectare b) Urban Services: 25 – 35 jobs/ hectare c) Office Park: 130 – 250 jobs/ hectare d) Campus Style Business Park: 75 – 130 jobs/ hectare e) General Industrial: 25 – 30 jobs/ hectare f) Large Logistics: 18 – 25 jobs/ hectare g) Education/ Community: 30 – 50 jobs/ hectare	The proposed development will generate a total of 61 construction jobs, 111 additional ongoing direct jobs. This delivers an employment density that is largely consistent with the general industrial / large logistics typology.	Yes

Requirements		
YD1. Residential development is to be primarily located in those parts of the Mixed Use Zone identified on the Land Use Plan at Figure 3 as Mixed Use Residential.	N/A – the site is not zoned Mixed Use.	N/A
YD2. Development applications in the Mixed Use Zone are to demonstrate how they will contribute to achieving the employment densities in YDO3.	N/A – the site is not zoned Mixed Use.	N/A
5.5 Temporary Land Use		
Objectives		
LU01 Allow flexibility for development and land uses to evolve as precincts mature and the Airport consolidates within the Aerotropolis.	The proposed development will deliver warehouses that are flexible for a range of tenancy uses and operations consistent with the envisaged use in the Precinct Plan for enterprise and light industry. The proposed development does not preclude land uses to evolve as the Badgerys Creek precinct matures.	Yes
Requirements		
LU1. Development that is inconsistent with this Precinct Plan is permitted where required to enable temporary or short term uses on land, where it can be demonstrated that the intended use under the Precinct Plan can be achieved in the future	The proposed development is consistent with the Precinct Plan.	Yes
LU2. The consent authority may, by condition of consent, impose a sunset date on temporary and short term uses, to ensure that the intended use under the Precinct Plan can be achieved in the future. The sunset date must not extend beyond 2036, or 10 years from the date of development consent, whichever is the later.	There are no temporary land uses proposed on the site.	N/A

LU3. Industrial development should provide a plan of management to demonstrate the management of land use conflicts with adjacent uses during the transitional period.	Not a temporary land use. Any requirement for a plan of management can be conditioned if required by the consent authority.	Yes
5.6 Design Excellence		
Objectives		
DE01 Provide guidance to applicants and consent authorities on the carrying out of architectural design competitions	N/A There is no requirement for architectural design competitions for the site as outlined in the Statutory Compliance Table assessed against the WSA SEPP.	N/A
Requirements		
DE1. An architectural design competition is to be undertaken generally in accordance with the NSW Government Architect's Draft Design Excellence Competition Guidelines (2018) (the Guidelines), or the relevant guidelines published at the time.	N/A There is no requirement for architectural design competitions for the site as outlined in the Statutory Compliance Table assessed against the WSA SEPP.	N/A
DE2. Where a design competition is required by the Aerotropolis SEPP: a) A concept development application made under Part 4 Division 4.4 of the EP&A Act must be accompanied by a Design Excellence Strategy. b) For any development application that is not a concept development application the consent authority must approve a Design Excellence Strategy prior to the lodgement of a development application.	N/A There is no requirement for architectural design competitions for the site as outlined in the Statutory Compliance Table assessed against the WSA SEPP.	N/A
DE3. A Design Excellence Strategy must define: a) the location, context and extent of the design competition site(s); b) the objectives of the design competition(s);	N/A There is no requirement for architectural design competitions for the site as outlined in the Statutory Compliance Table assessed against the WSA SEPP.	N/A

c) where there will be multiple development applications for separate buildings following approval of a concept development application, the number of design competitions to be undertaken;

d) the type of design competition(s) to be undertaken;

e) an explanation for the selection of competition type, including how the selected process(es) will meet the objectives of the Guidelines and those of the proponent;

f) the number of designers involved in the process(es);

g) the means for ensuring diversity amongst participating designers;

h) timelines and programme;

i) where the proposed process differs from that outlined in the Guidelines, a justification for the variation.

DE4. Exemptions to the requirement for a design competition under the Aerotropolis SEPP requires specific consideration of impacts on view corridors, the relationship of development to major roads and visual prominence and are unlikely to be granted in those areas shown on Figure 14.

N/A There is no requirement for architectural design competitions for the site as outlined in the Statutory Compliance Table assessed against the WSA SEPP.

N/A