

1.0 Western Sydney Aerotropolis Precinct Plan Assessment

The Western Sydney Aerotropolis Precinct Plan (**Precinct Plan**) was updated in May 2023 and provides the place-based objectives and requirements to guide development in the Aerotropolis in a consistent and sustainable manner over time. It seeks to set further detail to support the provisions of the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (**Western Parkland City SEPP**). An assessment of the proposed mixed-use residential development at 40 The Retreat, Bradfield against the relevant provisions of the Precinct Plan are provided in the table below.

Control	Comments	Compliance
2 Precinct Vision and Objectives		
2.1 Precinct Plan		
01 'Start with Country' by promoting access to Country and designing the Aerotropolis through a process that includes Aboriginal people.	The proposed development has been informed and guided by Country. Traditional Custodians and local knowledge holders have been integral to the design of the proposed development throughout the preparation of the EIS. As outlined in Section 3.3 of the EIS, DKO has led their design process with Country based design principles. The Connecting with Country Process begun with a walk on Country with the design team which sparked the learnings of the design team. Following the walk on Country the Design Principles and Landscape led approach was formed which have a key focus on reflecting the Dharug Country of which the site is located.	Consistent
02 Celebrate culture by reflecting the cultural landscape and continuous connection of Aboriginal people and Country through: <ul style="list-style-type: none"> 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 proposal will reintroduce species of the Cumberland Plain Woodland ecology which are endemic to the site and the surrounding landscape to enhance the biodiversity and habitat values of the site. The proposal has undertaken a landscape led approach which will result in a highly vegetated ground plane and pockets of vegetation in the upper levels which is made up of 100% endemic species.	Consistent

03 Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment.	The proposals delivery will be aligned with the delivery infrastructure as detailed in the Civil and Utilities Infrastructure Report at Appendix MM and in the Sydney Water Feasibility Letter at Appendix OO . The delivery of infrastructure and utilities has been detailed in the EIS in Section 3.12.2 .	Consistent
04 Protect Airport operations, including 24-hour operations, and protect future communities from aircraft noise.	The proposed development has been designed to protect Airport operations through plant selection and waste management principles.	Consistent
05 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 facilities two retail tenancies at the ground level at the sites western boundary. The proposal supports both construction and operational jobs and the intent is to support housing delivery close to planned jobs of the Aerotropolis.	Consistent
06 Enable land use to evolve in line with changing economic drivers, and facilitate development that will contribute to building the Western Parkland City.	The proposed development responds to the need for housing within appropriate areas of the Aerotropolis. The proposal will support the building of the Western Parkland City through providing housing near to employment zones.	Consistent
07 Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements.	The development approach was shaped by a landscape led design which was strongly influenced by the design principle 'Start with Country'. This sensitive approach led to proposals responsive built form, character, and highly vegetated ground plan.	Consistent
08 Provide for social infrastructure in strategic locations that support the residents, workers and visitors to the Aerotropolis.	Social infrastructure is not proposed and the site is not on land identified to contain social infrastructure.	Consistent
09 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.	The proposal is located near to Aerotropolis Metro Station which will facilitate public transport access to the proposed mixed-use residential development.	Consistent
10 Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements.	The proposal has been designed to accommodate landscaped and activated streets and frontages.	Consistent
011 Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat.	The proposal has been designed to mitigate the heat island effect and response to climate extremes such as bushfires, storms and droughts. The site will be highly vegetated, has a range of ESD approaches and addresses fire safety concerns.	Consistent
012 Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.	Water will be managed through the site to support cooling and high-quality landscape design.	Consistent

013 Plan for a resilient city through implementation of a risk-based approach to management of natural hazards including flooding, bushfire, drought and heat.	As addressed above, the proposal has been designed to respond to climate extremes.	Consistent
014 Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.	The proposal reintroduces endemic Cumberland Plain vegetation and will support biodiversity functionality and sustainability initiatives.	Consistent
015 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 source local materials as available	Consistent
2.2 Aerotropolis Core		
01 Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a focus for business, tourism and social experiences.	The proposal will facilitate a highly activated ground plane through the diverse open spaces accessible to the public. The two retail tenancies will further activate the ground plan and support small businesses.	Consistent
02 Be the location of choice for advanced manufacturing and high technology industries in Australia with accessible infrastructure, public transport and high design quality with fit for-purpose buildings and green spaces.	Not applicable.	-
03 Facilitate the establishment of an aerospace and defence industries sub-precinct through the provision of appropriate infrastructure, a variety of lot configurations and sizes and by enabling 24/7 operations of the Western Sydney Airport.	Not applicable.	-
04 Facilitate the development of educational uses accessible by public transport and active transport.	Not applicable.	
05 Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.	The proposal has bene designed with through site links and pathways that connect with the broader regional cycle way planned at the sites south east.	Consistent
06 Enable residential development as part of a diverse mixed use sub-precinct in areas that are not impacted by airport noise and that benefit from proximity to Wianamatta-South Creek and Thompsons Creek.	The proposal utilises its position in an area that is not impacted by airport noise and has been designed to respond to Thompsons Creek.	Consistent
3 Infrastructure and Development Staging		
3.1 Infrastructure Delivery		
11 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.	As detailed in Section 3.12.1 of the EIS, the proposal will be adequately serviced as required during Stage 1 and Stage 2.	Consistent

I2 Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements.	Noted. The service augmentation will be undertaken in consultation with service authority's guidelines and requirements as documented in the Sydney Water Feasibility Letter at Appendix NN and the Civil and Utilities Infrastructure Report at Appendix MM .	Consistent
I3 Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline.	Noted. The development has investigated future planned utility infrastructure as documented in Appendix NN and Appendix MM .	Consistent
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	Not applicable.	
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.	Noted. The proposed development will consider the Western Sydney Street Design Guideline and relevant cross sections of the DCP to minimise impact on utility allocations.	Consistent
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.	5G coverage will be provided at the site.	Consistent
3.2 Development Sequencing		
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).	Compliant. The development is located in the 'First priority area'.	Consistent
DS2 Development is not to compromise the efficient and orderly provision and staging of the transport network, utilities and servicing.	Noted. The development is not expected to compromise the efficient and orderly provision and staging of the transport network, utilities and servicing.	Consistent
DS3 Early development must prioritise locations well supported by high levels of public and active transport accessibility.	The site will be supported by public and active transport including the Aerotropolis Metro Station. The site is within 800m of the Aerotropolis Metro Station.	Consistent
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 development will not result in isolated areas and or out of sequencing of areas.	Consistent
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 development will not impact the road network as outlined in the Street Hierarchy Map.	Consistent

DS6 Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised.	Not applicable.	Consistent
3.3 Out of Sequence Development		
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.	Not applicable. The development meets the requirements in Section 3.1.	
<p>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:</p> <p>a. planned servicing and infrastructure provision will be in place to support development; and</p> <p>b. the development is capable of connecting to and integrating with existing or planned services and infrastructure.</p>		
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 land owners to develop their land in accordance with the Precinct Plan, or result in unreasonable impacts on the environment of adjoining land.		
4 Urban Structure		
4.1 Proposed Land Use and Structure Plan		
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 proposal is consistent with Figure 3, it will facilitate a mixed-use residential development in alignment with the land use and structure plan.	Consistent
<p>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:</p> <p>a. Ensure connectivity</p> <p>b. Encourage sustainable transport choices by providing direct routes that prioritise active transport and public transport for workers</p> <p>c. Appropriately cater for heavy vehicles including freight movements and public transport vehicles</p>	The road network envisioned under the Precinct Plan adjoining the site's western boundary is being amended through the Master Planning process by the adjoining landowner (WPCA). The applicant is in turn consulting with the WPCA on supporting a revised, more mutually beneficial road network arrangement to support both parties (refer to Section 6.0 of the EIS for a detailed explanation).	Capable of consistency

d. Facilitate coordinated development of parcels in different ownerships or at different times		
e. Assist with managing water in the landscape		
f. 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).	Not applicable.	-
LU4 Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping and water management.	The proposal maintains visual connections to Thompsons Creek as detailed in the Visual Impact Assessment at Appendix T .	Consistent
LU5 Ensure built form is appropriate for its use and ensure natural cross ventilation, improved internal thermal comfort and reduced reliance on air conditioning.	An assessment of the proposals built form is detailed in Section 6.1 of the EIS. Amenity is addressed in the Design Report at Appendix E and demonstrates cross ventilation and thermal comfort requirements are achieved.	Consistent
LU6 Provide for high quality architectural and design outcomes which respond to topography and site characteristics.	The proposed design of the proposal has responded to the natural topography of the land which has resulted in positive outcomes for the site including the natural flow of water and view lines. This is further detailed in the Design Report at Appendix E .	Consistent
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 c. Within 200 metres of open space.	The proposal is located approximately 500 metres north east of the Aerotropolis Metro Station (currently under construction).	Consistent
4.3 Aboriginal Cultural and Heritage – Recognise Country		
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.	As outlined in Section 2.1 of the EIS, the proposal will not impact aboriginal cultural heritage. Further, the development incorporates cultural values into the design of the proposal. This is demonstrated through the landscape-led approach and Connecting with Country design imbedded throughout the proposed development.	Consistent
RC2 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 proposed development will not limit access to significant Aboriginal heritage and areas of cultural value, conservation corridors and other identified areas of significant Aboriginal heritage.	Consistent

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.	Not applicable.	
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).	Compliant. Refer to the Connecting with Country Report at Appendix SS and Section 3.3 of the EIS.	Consistent
4.4 Non-Aboriginal and European Heritage		
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	Not applicable. The proposal does not contain existing heritage items.	-
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.	The proposal has been synthetically designed situated to ensure impacts to the neighbouring State heritage item Kelin Park Homestead is not obstructed or adversely impacted, refer to the Heritage Impact Assessment at Appendix GG and Section 6.2 of the EIS.	Consistent
NA3 Investigate the significance of potential heritage items identified on Figure 4. Where investigations identify heritage values, a heritage management plan is to be prepared outlining the required measures to conserve these values.	The site is not identified has having heritage potential in accordance with Figure 4.	Consistent
4.5 Blue Green Infrastructure Framework		
BG1 Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5.	The site is not identified on the blue-green infrastructure framework map, however the proposal will contribute to the establishment of the blue-green infrastructure framework across the Aerotropolis given the significant landscaping proposed.	Consistent
4.5.1 Total water cycle management		
BG1 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: a. On-lot or on-street measures; or b. As part of a regional stormwater approach demonstrating that the development will connect to the stormwater infrastructure shown on below.	The proposal has been designed to meet the relevant water quality and quantity targets through on lot solutions. The ultimate redevelopment scenario for the site envisions connection into the regional stormwater network (refer to the Stormwater Management Plan prepared by AT&L at Appendix X of the EIS).	Consistent

Performance Criteria relating to water quality objectives:

Description	Quantity
*Total Nitrogen (TN, mg/L)	1.72
Dissolved Inorganic Nitrogen (DIN, mg/L)	0.74
Ammonia (NH3-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
Conductivity (µS/cm)	1103
pH	6.20 - 7.60
Dissolved Oxygen (DO, %SAT)	43 - 75
Dissolved Oxygen (DO, mg/L)	8

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

Consistent

- a. On-lot or on-street measures; or
- b. As part of a regional stormwater approach demonstrating that the development will connect to stormwater infrastructure shown on below.

Description	1st – 2nd order streams	≥ 3rd order streams
Median Daily Flow Volume (L/ha/day)	71.8 ± 22.0	1095.0 ± 157.3
Mean Daily Flow Volume (L/ha/day)	2351.1 ± 604.6	5542.2 ± 320.9
High Spell (L/ha/day) ≥ 90th Percentile Daily Flow Volume	2048.4 ± 739.2	10091.7 ± 769.7
Freshes (L/ha/day) ≥ 75th and ≤ 90th Percentile Daily Flow Volume	327.1 to 2048.4	2642.9 to 10091.7
Cease to Flow (proportion of time/y)	0.34 ± 0.05	0.03 ± 0.01
Cease to Flow – Duration (days/y)	39.2 ± 8	3.9 ± 1.2

<p>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.</p>	<p>As per the above.</p>	<p>Consistent</p>
<p>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).</p>	<p>As per the above.</p>	<p>Consistent</p>
<p>BG5 Multifunctional stormwater assets are to be located generally as shown on Figure 6.</p>	<p>Not applicable. Stormwater infrastructure is not mapped on the site.</p>	<p>-</p>
<p>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.</p>		
<p>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.</p>		
<p>4.5.2 Riparian Corridors</p>		
<p>Not applicable</p>		<p>-</p>
<p>4.5.3 Public Domain and Canopy Cover</p>		
<p>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.</p>	<p>Compliant. Refer to Control 4.5 BG1.</p>	<p>Consistent</p>
<p>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:</p> <p>a. Delivery of additional open space as part of the development; and/or</p> <p>b. Establishment of appropriate arrangements for payment of monetary contributions to the relevant authority for the provision of open space in another suitable location.</p>	<p>The open space demand generated by the proposal can be accommodated by Central Park and the Thompsons Creek Regional Park.</p>	<p>Consistent</p>

		Capable of consistency
BG3 Tree canopy is to be provided on Sub-arterial Roads and Collector Streets shown on Figure 9 to achieve a minimum of 40% tree canopy cover at maturity, measured as a percentage of the area of the road reserve.	Road arrangements and design agreed with the WPCA will be designed to include street trees.	
BG4 Park Edge Streets are to be provided generally in accordance with the locations shown on Figure 5, and development is to be oriented towards the street and provide for surveillance of the public domain.	Not applicable.	-
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 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.	Not applicable.	-
BG6 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: 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.	Not applicable.	-
BG7 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: 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;	Not applicable. The site is not mapped to contain open space.	-

- 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.

BG8 Where land is partly zoned Mixed Use and partly zoned Environment and Recreation, and a maximum Floor Space Ratio is specified for the land zoned Environment and Recreation under section 5.3 of this Precinct Plan:

- a. The maximum Floor Space Ratio for that portion of the land zoned Mixed Use may be exceeded by the maximum Floor Space Ratio that applies to that portion of the land zoned Environment and Recreation; and
- b. Where the maximum Floor Space Ratio on land zoned Mixed Use is exceeded in accordance with sub-clause a) the portion of land that is zoned Environment and Recreation is to be maintained as common property under a strata title scheme or Community Land under a Community Title Scheme, or dedicated to a public authority.

This requirement applies to a lot that was in existence prior to the date this Precinct Plan first came into effect.

Not applicable.

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BG9 Where Gross Floor Area is transferred in accordance with Requirement BG6 or BG7, the maximum Height Requirements in section 5.2 of this Precinct Plan may be exceeded:

- a. Only to the extent necessary to accommodate the transferred Gross Floor Area and to enable compliance with other relevant requirements of this Precinct Plan;
- b. Up to a maximum of three storeys or 10 metres, whichever is the greater; and
- c. Providing the proposed building does not result in any non-compliance with aviation safety and airport operations requirements as set out in the Aerotropolis SEPP.

Not applicable.

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4.5.4 Biodiversity and Vegetation Corridor

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.

Not applicable.

The proposed development is not located on, nor will it impact vegetation under the Cumberland Plain Conservation Plan.

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BG3 Revegetation and landscaping are designed and managed to account for future climatic conditions and include climate ready species.

The landscape design has considered future climatic conditions such as extreme heat and flooding. For example, ample shading through trees and buildings provide comfortable environments.

Consistent

<p>BG4 Development applications are to demonstrate:</p> <p>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,</p> <p>b. the relocation of native animals from development sites, prior to development commencing.</p>	<p>The proposed development reintroduced Cumberland Plain vegetation which are endemic to the area.</p>	<p>Consistent</p>
<p>4.5.5 Scenic and Cultural Connection</p>		
<p>SC2 Any required onsite provision of open space is to incorporate high points and retain existing trees.</p>	<p>The proposed development is unable to retain the existing trees (given their low value and location) but provides a significant surplus of replanted trees and planting to recompensate this loss.</p>	<p>Consistent</p>
<p>4.6.1 Transport Strategy Movement Framework</p>		
<p>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 8.</p>	<p>Capable of being consistent. Any road arrangement along the site's western boundary will be designed to integrate with the active transport network.</p>	<p>Capable of consistency</p>
<p>4.6.2 Street Hierarchy and Typology</p>		
<p>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:</p> <p>a. Respond to topography;</p> <p>b. Enable the efficient movement of water, replicating natural flow patterns as closely as possible;</p> <p>c. Intersect with arterial or classified roads at locations and using intersection treatments nominated or agreed by the road authority;</p> <p>d. Accommodate buses generally consistent with the alignments and connections shown in Figure 8;</p> <p>e. Accommodate separated cycleways generally consistent with the alignment and connections of cycleways shown in Figure 9; and</p>	<p>The road network envisioned under the Precinct Plan adjoining the site's western boundary is being amended through the Master Planning process by the adjoining landowner (WPCA). The applicant is in turn consulting with the WPCA on supporting a revised, more mutually beneficial road network arrangement to support both parties (refer to Section 6.0 of the EIS for a detailed explanation).</p>	<p>Capable of consistency</p>

f. Connect with centres and metro stations.

SH2 Local and Collector streets are to be designed to:

Refer to the above.

**Capable of
consistency**

- 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.
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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;
 - 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.
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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.

SH5 Roads and streets are aligned to follow property boundaries where possible to reduce lot severance

4.6.3 Development Adjacent to Protected Transport Corridors

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.

Not applicable.

The site is not located adjacent to corridors identified in the Transport and Infrastructure SEPP or the Aerotropolis SEPP.

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4.7 Sustainability and Resilience

SR1 Energy, water and waste systems are to use a circular economy approach to improve efficiency and result in low-carbon developments.

The proposal will use water and waste systems that are efficient and result in low-carbon output. The sustainability design initiatives that have been incorporated into the proposal have been detailed in the Sustainability and Resilience Report (ESD) at **Appendix Y**.

Consistent

- The proposal has committed to Energy and water features as specified by BASIX will be ethically and responsibly sourced. The proposal will use innovative products as observed on the WELLS website with the minimum required star rating.
- Further the proposal will commit and adhere to the Operational Waste Management Plan at **Appendix EE**.

SR2 Effectively use renewable energy supply including solar, wind, green hydrogen, and bioenergy.

Minimum 100kW on-site Solar PV to offset residential common areas and central systems, with commitment for the whole development to be carbon neutral by 2030 by either expanding on on-site renewable energies and/or purchasing LGCs or entering a power purchase agreement.

Consistent

SR3 Plan for, and achieve, leading industry targets by 2025 and from 2026 beyond to achieve sustainable regenerative targets:

As assessed in the Sustainability and Resilience Report (ESD) at **Appendix Y**. The following targets will be adhered to.

Complaint

- BASIX energy score: 61%
 - BASIX water score: 56%, refer to the Water Score Memo at **Appendix OO**.
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Description	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

- Commit to thermal comfort specifications of the development in reaching an average NatHERS Star rating of 7.
- Waste Management Plan to show 10% reduction of waste generation and 85% reduction in construction waste.

SR4 Circular economy activities must be located with consideration of:

- nearby land uses, considering the likely construction and operational impacts of the proposed development
- 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)
- proximity to land in the Environment and Recreation Zone and impacts on the environmental values of that land
- potential impacts on the amenity and use of open space
- proximity to major transportation routes, considering safe transportation of extractive and waste materials

As assessed in the Sustainability and Resilience Report (ESD) at **Appendix Y**, the proposal incorporates accessible circular economy infrastructure into the development.

Consistent

SR5 Incorporate accessible Circular Economy Infrastructure into mixed use developments to ensure adequate opportunity for people to participate in reuse and recycling schemes.

Consistent. Refer to the assessment in the EIS at **Section 6.18.2** and the Operational Waste Management Plan at **Appendix EE** and the Sustainability and Resilience Report (ESD) at **Appendix Y**.

Consistent

SR6 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 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
- the awnings and eaves of the building are designed to provide shelter from the sun and improve public comfort at street level, and

As demonstrated in the Sustainability and Resilience Report (ESD) at **Appendix Y**, the proposal demonstrates the below to respond SR6.

Consistent

- Responsible use of reflective material on the façade to avoid deflecting harsh sunlight onto radiance sensitive occupants, vegetation, and infrastructure.
- Use medium or less than 0.60 solar absorptance paints on facades, and less than 0.45 solar absorptance paint on roof.

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 surfaces.

- Pavement and some accessible lawns have been provided with adequate eaves at ground level, with the ground floorplate being recessed in reference to the building envelope above. Local shading from the surrounding buildings also provides shading.
- Plant and equipment are positioned strategically to eject heat away from trafficable areas, and into open/external space, so as not to result in thermal heating effects to adjacent conditioned spaces.
- The proposal provides sufficient tree canopies over pathways. The pavement are inherent in the local shade of the surrounding residential buildings.

5 Land Use and Built Form

5.1 Hierarchy of Centres

<p>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.</p>	<p>Not applicable. The proposal does not relate to a centre in an alternative location.</p>	<p>-</p>
<p>LU2 Local and Neighbourhood Centres are to be located on or adjacent to bus routes.</p>	<p>Not applicable. The site is located within the Aerotropolis Core which is a Metropolitan Centre as identified in Figure 11 of the Precinct Plan.</p>	<p>-</p>
<p>LU3 Local and Neighbourhood Centres are not to be located on arterial roads.</p>		
<p>LU4 Retail and social infrastructure in the Agribusiness and Enterprise Zones is to be concentrated in the Local and Neighbourhood Centres.</p>	<p>Not applicable.</p>	<p>- -</p>
<p>LU5 Bulky goods and specialised retail that requires larger floor plates are to be located outside of the identified centres.</p>		

5.2 Height

<p>H1 The height of buildings is not to exceed the maximum for the land shown on Figure 12.</p>	<p>The maximum building height of the proposal does not exceed 40m. Figure 12 identifies the site's maximum building height of 56m</p>	<p>Consistent</p>
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<p>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.</p>	<p>As detailed in the EIS in Section 6.1.3 and the Design Report at Appendix E, the proposal does not adversely impact the amenity of public domain areas within the site or adjacent to the site.</p>	<p>Consistent</p>
<p>5.3 Floor Space Ratio</p>		
<p>FS1 Buildings are not to exceed the maximum FSR shown on the Floor Space Ratio Map in Figure 13.</p>	<p>The site has a maximum FSR of 3.0:1. The proposed FSR is 2.65:1.</p>	<p>Consistent</p>
<p>5.4 Yield and Development</p>		
<p>Development applications in the Mixed Use Zone are to demonstrate how they will contribute to achieving the employment densities in YDO3.</p>	<p>The proposal will provide for ongoing retail jobs that will support the employment densities envisioned within the City Centre. It is noted though that the site is on land identified to support primarily new residential neighbourhoods in highly accessible locations.</p>	<p>Consistent</p>
<p>5.5 Temporary Land Uses</p>		
<p>Not applicable.</p>	<p>Not applicable.</p>	<p>-</p>
<p>5.6 Design Excellence</p>		
<p>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.</p>	<p>Not applicable An architectural design competition is not required for the proposed development as the proposal does not exceed 40m.</p>	<p>-</p>
<p>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.</p>		
<p>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);</p>		

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- 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.
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-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.
