



APPENDIX D – WESTERN SYDNEY AEROTROPOLIS PRECINCT PLAN COMPLIANCE TABLE

Western Sydney Aerotropolis Precinct Plan	Response	Reference	Compliance
Precinct Plan Objectives			
O1 ‘Start with Country’ by promoting access to Country and designing the Aerotropolis through a process that includes Aboriginal people.	The development process began with a Connecting with Country workshop led by Ngurra Advisory to engage Aboriginal people and community to have the opportunity to provide input on the proposal. Ongoing consultation has occurred to allow continual knowledge sharing and engagement for a positive design outcome.	Appendix V	Yes
<p>O2 Celebrate culture by reflecting the cultural landscape and continuous connection of Aboriginal people and Country through:</p> <ul style="list-style-type: none"> the design of the public domain; preservation and rehabilitation of the natural environment and systems; the alignment of movement networks with culturally significant spaces; the design of buildings; and 	The Connecting with Country workshop was a collaborative activity to create a set of principles to guide the design of the project. These principles outline how the proposed development will consider and integrate cultural landscape and continuous connection of Aboriginal people to Country. These strategies have guided the architectural and landscape design objectives to ensure a wholistic approach to integrating Country and celebrating culture.	Appendix V	Yes

<ul style="list-style-type: none"> keeping language alive in the naming of places 			
O3 Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment.	The proposed development will be appropriately supported by infrastructure to enable its operations.	Appendix V	Yes
O4 Protect Airport operations, including 24-hour operations, and protect future communities from aircraft noise	The proposed development has been designed to reduce risks to airport operations and to manage any potential impacts.	Appendix O	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 maximise the use of the site for industrial employment land and deliver significant construction and operational jobs.	EIS	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.	The site and the broader Aerotropolis is undergoing considerable change which will see land uses intensify and precincts evolve over time. The proposed transition of the site to warehouse and distribution uses is instrumental to supporting the future aerotropolis as it will support the delivery of industrial land. These uses are critical to growing employment, economic investment and development growth of the district.	EIS	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.	The design of the development responds to the natural characteristics of the site. The proposal supports a considered landscape treatment especially at the ENZ zone interface.	Appendix II	Yes
O8 Provide for social infrastructure in strategic locations that support the residents, workers and visitors to the Aerotropolis.	Social infrastructure is provided in the form of open space within the ENZ zone which encourages engagement with Country and the landscape.	Appendix II	Yes
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.	The proposal has been appropriately designed to facilitate the safe access and movement of light and heavy vehicles to and from the site. It also accommodates active and public transport options to support sustainable ways of travel.	Appendix UU	Yes

O10 Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements	The proposal will provide landscaped interfaces to create a green, safe and activated streetscape.	Appendix II	Yes
O11 Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat.	The design incorporates landscape and built form design to create a healthy and resilient urban environment. In addition, sustainability strategies have been integrated to improve ecological outcomes.	Appendix N Appendix M	Yes
O12 Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.	Water on site will be appropriately managed in the landscape and ensure it is used in a sustainable manner.	Appendix GG	Yes
O13 Plan for a resilient city through implementation of a risk-based approach to management of natural hazards including flooding, bushfire, drought and heat	The proposal is supported by numerous assessments to ensure it is designed to minimise risks and hazards. Flooding, bushfire, urban heat and other considerations have all been addressed within the proposal to achieve a healthy and safe environment for workers and visitors.	Throughout EIS	Yes
O14 Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.	The protection and enhancement of vegetation is promoted through the extensive perimeter planting to optimise site setbacks and deep soil. This allows for significant boundary planting and enhanced streetscape environments which deliver upon tree canopy cover requirements and wildlife hazard restrictions. Landscape design is proposed within the ENZ zone to encourage interaction with the natural environment. A Vegetation Management Plan (VMP) has also been prepared to support this biodiversity within the site.	Appendix Q and Appendix WW	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.	Appendix Z	Yes
2.3 Badgerys Creek			
O1 Develop industries that leverage access to freight transport networks including the M12 and Elizabeth Drive.	Warehouse and distribution uses are proposed in a strategic location to leverage the freight transport networks.	Throughout EIS	Yes

02 Take advantage of proximity and direct access to the Western Sydney Airport for the production of goods for export.	The site is adjacent to the airport and will provide warehouse uses to support the Western Sydney Aerotropolis and take advantage of the related industries.	Yes
03 Ensure that development is responsive to the Western Sydney Airport's operational constraints including noise, Obstacle Limitation Surfaces and runway approaches.	Design of the proposal aligns with the controls and considerations of the Airport's operations to ensure no hazards or impacts would arise.	Yes
04 Ensure that development in the precinct is integrated with and takes advantage of the proximity to the blue-green networks of Badgerys Creek and Wianamatta-South Creek.	The site is co-located to the blue-green infrastructure framework, which has been considered in the design. Stormwater infrastructure and open space in proximity to the creek corridor is addressed within the built form, landscape and Connecting with Country design.	Yes

3.1 Infrastructure Delivery

Objectives

IO1 Ensure the staging of development and infrastructure delivery are aligned spatially and temporally.	The site is located within the first priority area and will be appropriately supported by the required infrastructure and services.	Appendix T Appendix FF	Yes
IO2 Ensure utilities and services are planned and delivered to meet demand from development.	The site is located within the first priority area and will be appropriately supported by the required infrastructure and services.		Yes
IO3 Protect existing utility infrastructure, including the Warragamba pipeline corridor and TransGrid transmission lines	The site will not interfere with existing utility infrastructure.		Yes
IO4 Deliver utilities, roads infrastructure and services in a manner that is safe, efficient and cost effective.	The proposal will deliver the required infrastructure and services in a safe and efficient manner.		Yes
IO5 Ensure design and location of utilities infrastructure allow space for planting, water sensitive urban design and footpaths	Utility infrastructure will be appropriately placed to ensure it does not limit the application of landscaping and water sensitive urban design.		Yes

IO6 Ensure utilities design and locations consider space for alternative future services and allow for multi-utility corridors in the future	This has been considered in the proposed design of utilities infrastructure.		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 technologies have been proposed to be adopted in this development to realise tangible outcomes for people working within the Estate.		Yes
IO8 Ensure that the design and location of infrastructure provision considers the impacts of climate change	The construction of infrastructure has considered the impacts of climate change.		Yes
Requirements			
I1. 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 site is located within the first priority area and will be appropriately supported by the required infrastructure and services.	Appendix T Appendix FF	Yes
I2. Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements.	The site is located within the first priority area and will be appropriately supported by the required infrastructure and services.		Yes
I3. Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline	The proposal has considered its potential impacts to surrounding future planned 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.	Not applicable as the site is not adjacent to an aviation fuel pipeline.		N/A
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	Utilities will be delivered in accordance with the relevant infrastructure provider. The co-location of these utilities is to be determined by the relevant authorities.	N/A	N/A

the DCP to minimise the impacts of utilities allocations on landscaping and street tree planting.

16. 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.	NBN/ Fibre will be delivered to support the estate.	N/A	Yes
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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 site is located within the first priority area and will be appropriately supported by the required infrastructure and services.	Appendix T Appendix FF	Yes
DSO2 To enable the rate of development to keep pace with demand for jobs, housing and services within the Aerotropolis.	The site is located within the first priority area and will be appropriately supported by the required infrastructure and services.		Yes
<p>DSO3 To align the sequencing of development within the Aerotropolis with the following criteria:</p> <ul style="list-style-type: none"> ▪ Efficient infrastructure utility investment extending from existing infrastructure; ▪ focus on and around Metro stations to support investment in public transport; ▪ Proximity to, and the timing of delivery of the M12, The Northern Road and Elizabeth Drive upgrades; ▪ Access to the Western Sydney Airport for freight and passengers; ▪ Implementation of Western Sydney City Deal commitments; 	The site is located within the first priority area and will be appropriately supported by the required infrastructure and services. It will deliver employment generating development in proximity to existing and future planned infrastructure.		Yes

- Job creation potential and demand for land for new development; and
- Government priority areas within the Aerotropolis Core (refer below).

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 located within the first priority area and will be appropriately supported by the required infrastructure and services.	Appendix T Appendix FF	Yes
DS2. Development is not to compromise the efficient and orderly provision and staging of the transport network, utilities and servicing	The site is located within the first priority area and will be appropriately supported by the required infrastructure and services.		Yes
DS3. Early development must prioritise locations well supported by high levels of public and active transport accessibility	The site will be developed for a range of industrial warehouse typologies adjacent to WSA and major regional road transport routes. There are opportunities for the provision of both active and public transport connectivity to be provided on site that can link to nearby high frequency public transport routes and the broader Aerotropolis.		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 proposal will not create an isolated area requiring out of sequence servicing.		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 intends to allocate a provisional corridor for a Local Road (East-West) and Park Edge Road, should it be required to be constructed in the future by the relevant roads authority. In-lieu of delivery of a local road, the proposal accounts for a private driveway which has been designed to Council's engineering standards and if at any point the roads authority wishes to construct a local road, can be readily transformed for said purposes. Realignment of the east-west local road to the north which bisects the site is necessary to achieve a functional site layout which maximises the site's employment opportunities, delivering a		Minor variation – justified in Clause 4.39 Request

	typology that is reflective of current and future market trends for small and large format warehousing		
DS6. Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised.	The site benefits from an efficient movement and access network to support the proposed operations of the warehouses.		Yes
3.3 Out of Sequence Development			
OSO1 To enable development that does not yet have access to essential infrastructure to proceed where an applicant proposes to deliver essential infrastructure	Not applicable to the site. The site is located in a first priority area.	N/A	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.	Not applicable to the site. The site is located in a first priority area.	N/A	N/A
OSO3 To ensure that out of sequence development does not unduly impact the orderly and efficient development of other land.	Not applicable to the site. The site is located in a first priority area.	N/A	N/A
Requirements			
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 to the site. The site is located in a first priority area.	N/A	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:	Not applicable to the site. The site is located in a first priority area.	N/A	N/A

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.

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.

Not applicable to the site. The site is located in a first priority area.

N/A

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 proposed warehouse and distribution land uses within the ENT zone aligns with the objectives of the zone. It will support the growth of the Badgerys Creek precinct and the broader Aerotropolis by delivering jobs and warehousing industry. It also considers the landscape and surrounding environment to enhance environmental outcomes.

Throughout EIS

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.

The proposed warehouses will include high quality landscape treatment in the form of tree planting, vegetation, open space, stormwater infrastructure and the retention of the biodiversity within the ENZ zone. The approach was significantly guided by the findings from collaboration with

Yes

<ul style="list-style-type: none"> ▪ Preserves significant natural features including watercourses and remnant vegetation. ▪ 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. 	<p>Aboriginal stakeholders who highlighted principles to connect with Country.</p>	
<p>LU03 Subdivision and civil works design creates the urban structure and:</p> <ul style="list-style-type: none"> ▪ 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 	<p>The proposal is designed to ensure it aligns with the intent of the Precinct Plan to:</p> <ol style="list-style-type: none"> a. Reflect the land use plan, transport network plan, and blue-green infrastructure framework. b. Integrate with the active and public transport connectivity network. c. Design responds to topography and the natural features of the site, including the ENZ land and Badgerys Creek. d. Green, landscaped areas are provided throughout the site comprising of trees and gardens to provide shade and amenity. 	<p>Yes</p>
<p>LU04 Buildings are situated and designed to:</p> <ol style="list-style-type: none"> a. Contribute positively to the planned character of the place b. Concentrate worker and resident population density in locations that have good access to transport, services and amenity c. Reflect airport safeguarding requirements, accessibility for workers, and the functional requirements of businesses d. Respond to topography 	<p>The proposed buildings have been designed to:</p> <ol style="list-style-type: none"> a. Provide a positive contribution to the existing and desired future character of Badgerys Creek. b. Deliver employment land in a well-connected, accessible location to transport, services and amenity. c. Uphold airport safeguarding requirements to reduce impacts to airspace operations. d. Respond to topography and the natural form of the site, including the riparian corridor. 	<p>Yes</p>

e. Integrate with and enhance the public domain	e. Be effectively integrated with the public domain and enhance the interface with the streetscape.
f. Respond to natural features including retained vegetation and waterways	f. Respond to the natural features of the site such as Badgerys Creek.
g. Respect heritage items and culturally significant places	g. Respect and protect nearby heritage and culturally significant places.
h. Are energy efficient, comfortable and minimise consumption of resources and materials	h. Employ sustainable measures that are energy efficient and reduce consumption of resources.
i. Contribute to appropriately managing water in the landscape	i. Effectively manage water in the landscape.

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 use of warehouse and distribution is consistent with the enterprise and light industry land use category identified in the Precinct Plan.	Throughout EIS	Yes
<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> <ul style="list-style-type: none"> ▪ Ensure connectivity ▪ 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. 	The proposal is generally in accordance with the Transport Network Plan. The proposal seeks the minor realignment of the park edge street to the west of the site. In addition, it also seeks to exclude the Local Street which bisects the site. This is to maximise land use efficiencies and enhance developable area.		Yes
LU3. Local or Neighbourhood Centres in the Enterprise Zone or Agribusiness Zone are to be located within 400m of the	Not applicable to the site as it is not a centre.		N/A

indicative location on the Land Use Plan (Figure 3), and on public transport routes (collector roads or Sub-arterial Roads).			
LU4. Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping and water management.	The design of the development aims to maintain cross site views and landscape connections, especially to Badgerys 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 designed to support the efficient operations of the future industrial tenancy as well as provide indoor comfort and amenity for offices and warehouses. An ESD Report has been prepared to outline the sustainability measures implemented into the proposed development.		Yes
LU6. Provide for high quality architectural and design outcomes which respond to topography and site characteristics.	High quality architectural design is supported by landscape principles that enhance the natural site characteristics.		Yes
LU7. Residential development in the Mixed Use Zone is to be located: Within 1 kilometre walking distance of Metro stations; or Within 400 metres of a bus stop or a Collector Street; and Within 200 metres of open space	Not applicable to the site as it is not residential.	N/A	N/A

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 proposal integrates natural landscaping with the built form to create a high quality, attractive warehouse estate. This promotes land use efficiency, canopy cover and amenity.	Appendix II	Yes
SU02 Design lots that respond to the natural topography and existing street pattern of the Precinct.	The site opportunities have been considered in the design of the development to achieve a positive outcome.	Appendix N	Yes

SU03 In the Sydney Science Park residential development is balanced between low density and mixed use.	Not applicable to the site.		N/A
SU04 Ensure block sizes facilitate good pedestrian and active transport connectivity.	The proposed block structure adequately integrates with the transport connectivity to facilitate good pedestrian and active transport links.	Appendix N	Yes
Requirements			
SU1 Block structure is designed to enable the delivery of efficient and accessible public transport routes.	The proposed block structure delivers upon the public transport objectives of the Precinct Plan and adequately integrates with the network to facilitate good pedestrian and public transport links.	Appendix N	Yes
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 design of the proposal responds to the opportunities of the site and will effectively manage water in the landscape and overland flow. Stormwater management measures have been implemented to manage water in the landscape, as well as appropriate integration with the regional stormwater network.	Appendix N	Yes
SU3 In the Sydney Science Park the combined number of residential dwellings that can be dwelling houses, semi-detached dwellings or dual occupancy is limited to 750. Areas where these lower density residential uses are permitted are limited to areas outside a 1.2km radius of the Luddenham Metro Station as shown in the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 Additional Permitted Uses Map – Aerotropolis.	Not applicable to the site.	N/A	N/A
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—	Not applicable to the site.	N/A	N/A
Column 1	Column 2		

Dwelling house square metres	Equal to or greater than 450
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Dual occupancy 650 square metres	Equal to or greater than
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Semi-detached dwellings 250 square metres	Equal to or greater than
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4.3 Aboriginal Cultural Heritage

Objectives

RC01 Facilitate the conservation of Aboriginal heritage items and areas of cultural heritage significance in accordance with the requirements of the National Parks and Wildlife Act 1974.

An Aboriginal Cultural Heritage Assessment (ACHA) was prepared to confirm the potential impacts to Aboriginal heritage. It confirms the proposed development is likely to result in complete removal of AHIMS #45-5-5696 (LR01) and AHIMS #45-5-5702 (LR07), and partial removal of AHIMS #45-5-5703 (PADLR).

Appendix I
Appendix V
N/A

Conservation is possible for the westernmost part of AHIMS #45-5-5703 (PADLR), which falls outside the footprint of the proposed development. This area of potential conservation includes the area of 'Aboriginal cultural sensitivity - high' that is mapped in the Western Sydney Aerotropolis Precinct Plan.

RC02 Protect areas of high cultural sensitivity.

The site is identified as land with moderate to high cultural sensitivity. This is predominantly restricted to the ENZ zone and along the riparian corridor. Notwithstanding, the appropriate cultural heritage assessments have been prepared to protect and manage potential impacts. The potential Aboriginal Heritage Impacts noted above are likely to occur, with some areas identified as high cultural sensitivity within the ENZ zone land to be protected.

Yes

RC03 Ensure development is designed to care for and connect to Country	The proposal seeks to integrate Country elements in the architectural and landscape design. This is guided by the findings and principles created at the community workshops and Walk on Country led by Ngurra Advisory. Connections to Country is celebrated in the open space within the ENZ zone, which includes planting and landscape infrastructure to create an accessible and welcoming outdoor area which acknowledges the Aboriginal values of the area.		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 Badgerys Creek corridor which is identified as containing Aboriginal Cultural values under the Precinct Plan will be protected and celebrated through landscape design and Connecting with Country strategies. Whilst potential heritage impacts will likely occur within the ENT zoned land due to the development footprint, the ENZ zoned land will benefit from an improved design outcome and enhanced connections to Country.	Appendix I Appendix V	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.	The site is identified as land with moderate to high cultural sensitivity. This is predominantly restricted to the ENZ zone and along the riparian corridor. Notwithstanding, the appropriate cultural heritage assessments have been prepared to protect and manage and potential impacts.		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.	Three modified trees and one grinding groove site was identified as part of the ACHA. They were located along the creek corridor and noted as priorities for conservation.		Yes
RC4. Interpretation and story-telling required to inform impact assessments, mitigation measures and management plans	The cultural heritage assessments have been prepared alongside the completion of a Walk on Country and		Yes

are to be undertaken in consultation with, and walking on Country with, the traditional custodians and Local Aboriginal Land Councils (LALCs).	engagement with local Aboriginal community. It has helped appropriately inform the interpretation and assessment of the site.		
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.	A potential heritage item is identified at 165 Lawson Road as illustrated within the Precinct Plan. According to the Heritage Impact Statement (HIS) this potential heritage item related to a Federation Cottage, which was demolished in 2023 and therefore no longer applicable. Despite the Precinct Plan mapping, there is no known local heritage items mapped under the Liverpool LEP.	Appendix EE	Yes
NA02 Design and develop in the vicinity of heritage items to protect the heritage significance of the item and its setting.	As outlined above, the site and its immediate vicinity is not identified as heritage items.		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.	Not applicable. The site and its immediate vicinity does not contain any heritage items.	Appendix EE	N/A
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.	Not applicable. The site and its immediate vicinity does not contain any heritage items.	Appendix EE	N/A
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.	A potential heritage item is identified at 165 Lawson Road as illustrated within the Precinct Plan. According to the Heritage Impact Statement (HIS) this potential heritage item related to a Federation Cottage, which was demolished in 2023 and therefore no longer applicable.	Appendix EE	N/A

Despite the Precinct Plan mapping, there is no known local heritage items mapped under the Liverpool LEP.

4.5 Blue Green infrastructure Framework

Objectives

BGO1 To integrate blue and green systems across the Aerotropolis for water quality management, biodiversity and recreation.

Stormwater management measures have been identified within the Integrated Water Cycle Management Plan (IWCMP) to demonstrate the industrial estate's compliance with water quality and quantity targets.

Appendix GG

Yes

In addition, the Landscape Plan illustrates the proposed open space within the ENZ zoned land which aligns with the green infrastructure framework.

Requirements

BG1 Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5.

Stormwater management measures have been identified within the Integrated Water Cycle Management Plan (IWCMP) to demonstrate the industrial estate's compliance with water quality and quantity targets.

Appendix GG

Minor variation – refer to Clause 4.39 Variation Request

Following ongoing design coordination with Sydney Water, the locations of stormwater infrastructure has departed from the locations envisaged under the Precinct Plan and SEPP, for which a superior outcome has been designed that will accommodate not only the subject site, but surrounding sites requiring connections to the future regional basin.

In addition, the Landscape Plan illustrates the proposed open space within the ENZ zoned land which aligns with the green infrastructure framework.

4.5.1 Total Water Cycle Management

Objectives

BG01 Protect, maintain and/or restore waterways, riparian corridors, water bodies and other water dependent ecosystems	Several technical investigations have been completed to ensure the proposed development does not impact these waterways and that appropriate measures are in place to protect water ecosystems. The Integrated Water Cycle Management Plan (IWCM) has been prepared to manage indirect and ongoing impacts of the development on waterways to ensure that Wianamatta- South Creek Catchment water quality and flow objectives are achieved.	Appendix GG	Yes
BG02 Provide a landscape-led approach to integrated stormwater management and water sensitive urban design.	The landscape design integrates water sensitive urban design principles such as the capture and use of water runoff. Additional stormwater management measures are proposed in the form of Storage Ponds, Wetlands, and Bio-retention Basins.	Appendix GG	Yes
BG03 Establish a network of multifunctional stormwater assets that support stormwater management and contribute to broader objectives for waterway health, biodiversity, urban greening and cooling, recreation and amenity.	As briefly noted above, a range of stormwater management measures are proposed. This includes Gross pollutant Traps (GPTs), Regional Stormwater Harvesting, Regional Wetlands, Pit Litter Baskets and On-site Stormwater Detention.	Appendix GG	Yes

Requirements

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:	Stormwater designs have been completed in accordance with the Western Sydney Aerotropolis DCP 2022. See the IWCM Plan for details. It has implemented sufficient water management infrastructure to comply with the Wianamatta-South Creek stormwater management targets.	Appendix GG	Yes
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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 (NO _x , 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

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cture

	1 st – 2 nd order streams	≥ 3 rd 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) ≥ 90 th Percentile Daily Flow Volume	2048.4 ± 739.2	10091.7 ± 769.7
Freshes (L/ha/day) ≥ 75 th and ≤ 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 ± 0.05	0.03 ± 0.01
Cease to Flow – Duration (days/y)	39.2 ± 8	3.9 ± 1.2

As above.

Appendix
GG

Yes

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

Regional stormwater infrastructure has been designed in accordance with Sydney Water's Stormwater Scheme Infrastructure Design Guideline (DRAFT). This regional stormwater infrastructure will be managed and maintained by Sydney Water as the Waterway Manager for the Wianamatta-South Creek catchment.

Appendix
GG

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 assessment has been completed in accordance with the NSW Government Technical guidance for achieving Wianamatta-South Creek stormwater management targets.

Appendix
GG

Yes

BG5. Multifunctional stormwater assets are to be located generally as shown on Figure 6.	<p>The site is identified as containing stormwater infrastructure within the ENZ zone. This is Sydney Water’s regional stormwater basins as identified within the Total Water Cycle Management map within the Precinct Plan.</p> <p>Following ongoing design coordination with Sydney Water, the locations of stormwater infrastructure has departed from the locations envisaged under the Precinct Plan and SEPP, for which a superior outcome has been designed that will accommodate not only the subject site, but surrounding sites requiring connections to the future regional basin.</p>	Appendix GG	Minor variation – justified within the Clause 4.39 Request
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.	As above, the regional stormwater infrastructure comprising wetlands and bio-retention basins have been addressed within this development and guided by ongoing discussions with Sydney Water. They are delivered within the ENZ zoned land and will support multifunctional open space.	Appendix GG	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.	In addition to the above, the regional stormwater infrastructure has been designed in accordance with Sydney Water’s Stormwater Scheme Infrastructure Design Guideline (DRAFT). This regional stormwater infrastructure will be managed and maintained by Sydney Water as the Waterway Manager for the Wianamatta–South Creek catchment.	Appendix GG	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 Badgerys Creek riparian corridor is located within the ENZ land which is proposed to be protected and enhanced. A VMP has been prepared to guide the protection and enhancement of vegetation within this area.	Appendix WW and Appendix OO	Yes
BG02 Manage impacts of development on waterways to achieve and maintain established waterway health targets.	Multiple technical assessments have been completed to ensure the proposed development will appropriately	Appendix WW and	Yes

	manage water on site and manage any impacts to surrounding water ecosystems.	Appendix OO	
BG03 Enable people to have safe contact with water in the landscape for recreation and access to urban cooling.	The proposed development has been designed to provide access to the ENZ zoned land and the open space to the west of the proposed warehouses.	Appendix WW and Appendix OO	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.	Badgerys Creek will be retained and rehabilitated to a natural state through implementation of a Vegetation Management Plan (VMP).	Appendix WW and Appendix OO	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 Water), or other relevant guidelines adopted and in operation at the time.	Not applicable to the site.	N/A	N/A
BG3. Consistency with DCP indicative cross-sections to guide the design of Riparian Streets and associated riparian zones.	Not applicable to the site.	N/A	N/A
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.	The Riparian Assessment demonstrates non-permissible encroachment into the outer 50% VRZ is offset as per the DCCEEW riparian guidelines averaging rule. Footpaths between the yarning circle and open space/amphitheatre are permitted within the outer 50% VRZ as they have a total disturbance footprint of <4 m.	Appendix WW and Appendix OO	Yes
BG5. Where a development application proposes the creation of a Riparian Street in association with a riparian corridor in	Not applicable to the site.	N/A	N/A

accordance with Requirement BG2, and one or more lots for development, the area of land that comprises the riparian 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

<p>BG01 Achieve an interconnected and accessible network of open space that meet the recreational and amenity needs of residents and workers.</p>	<p>Open space is provided within the ENZ zoned land in which the proposed development proposes the protection and enhancement of the environment to facilitate green grid connections with surrounding areas and an appropriate interface with the riparian corridor. Pedestrian accessibility is provided to the open space, which also includes bicycle links to connect with the broader locality.</p>	<p>Appendix M and Appendix II</p>	<p>Yes</p>
<p>BG02 Achieve the targets in the Region Plan of 40% tree canopy cover across the Aerotropolis by 2036.</p>	<p>The proposed development contributes to achieving the Region Plan targets. Tree planting has been proposed to align with tree canopy cover requirements and wildlife hazard reduction restrictions contained within the DCP.</p>	<p>Appendix M and Appendix II</p>	<p>Yes</p>
<p>BG03 Use the green and blue framework to form connected networks of open space.</p>	<p>As noted above, the site implements quality landscape design to integrate with the surrounding green-blue framework. Landscape design, which is guided by the outcomes of the Connecting to Country process, supports recreational opportunities, social interaction and engagement with the natural environment.</p>	<p>Appendix M and Appendix II</p>	<p>Yes</p>
<p>BG04 Provide equitable access to open space for people living or working in the Aerotropolis.</p>	<p>Open space is provided within the ENZ zoned land. Connecting with Country strategies and landscape design is employed to enhance the existing area to be green, accessible and welcoming.</p>	<p>Appendix M and Appendix II</p>	<p>Yes</p>
<p>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.</p>	<p>The landscaped pedestrian and road network ensures the public domain is a safe, cool and healthy environment for visitors and workers.</p>	<p>Appendix M and Appendix II</p>	<p>Yes</p>

Requirements

<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>The ENZ land along the riparian corridor is identified as local open space and drainage. The proposed development will retain and protect this area to ensure its ecological function and access as local open space. Stormwater infrastructure, landscape design and Aboriginal cultural heritage values have been integrated to create a meaningful connection to place.</p>	<p>Appendix M and Appendix II</p>	<p>Yes</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> <ul style="list-style-type: none"> ▪ Delivery of additional open space as part of the development; and/or ▪ Establishment of appropriate arrangements for payment of monetary contributions to the relevant authority for the provision of open space in another suitable location. 	<p>Not applicable to the proposed development.</p>	<p>N/A</p>	<p>N/A</p>
<p>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.</p>	<p>Tree planting is provided along all street boundaries as demonstrated within the Landscape Plans. Pitt Street is a Sub-arterial road and Lawson is a Collector road and will support street tree planting to improve the streetscape character and amenity.</p>	<p>Appendix M and Appendix II</p>	<p>Yes</p>
<p>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</p>	<p>The proposal seeks the minor realignment of the park edge street to the west of the site. In addition, it also seeks to exclude the Local Street which bisects the site.</p>	<p>Appendix M and Appendix II</p>	<p>Minor variation – justified in Clause 4.39 Request</p>
<p>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</p>	<p>Not identified for the site.</p>	<p>N/A</p>	<p>N/A</p>

with a total minimum Gross Floor Area of 10,000 square metres.

Urban Parks:

- are to be a minimum of 5,000 square metres and up to 10,000 square metres,
- 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),
- 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
- 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:

Not identified for the site.

N/A

N/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),
 - 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
 - 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.
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<p>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:</p> <ul style="list-style-type: none"> ▪ 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; ▪ 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 ▪ 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. 	<p>Not applicable to the site.</p>	<p>N/A</p>	<p>N/A</p>
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4.5.4 Biodiversity & Vegetation Corridors

Objectives

<p>BG01 Achieve the objectives of, and implement, the Cumberland Plain Conservation Plan.</p>	<p>The site is not mapped as part of the Cumberland Plain Conservation Plan (CPCP). Notwithstanding, under the South West Growth Centre Biodiversity Certification, the site is mapped as a 'certified area' which means it does not require further threatened species assessment.</p>	<p>Appendix Q</p>	<p>Yes</p>
<p>BG02 Achieve the vision of a Western Parkland City and maintain Wianamatta-South Creek Corridor as a regionally significant ecological corridor.</p>	<p>The site is not in proximity to the Wianamatta-South Creek Corridor. Notwithstanding, the environmental assessments prepared for this application demonstrate the proposal will not have adverse impacts to surrounding ecological corridors such as Badgerys Creek.</p>	<p>Appendix Q</p>	<p>Yes</p>

BG03 Protect areas of high biodiversity value including watercourses and riparian zones, Existing Native Vegetation and remnant vegetation and habitat of the Cumberland Plain.	As noted in the sections above, the site is adjacent to Badgerys Creek which has been considered in the design of the proposal. High quality design and landscape treatment is proposed to achieve positive outcomes for biodiversity, as well as the implementation of mitigation measures to manage adverse impacts.	Appendix Q	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 native vegetation on site will not be impacted by the proposed development. Notwithstanding, extensive native planting and trees are proposed along the streetscape to improve landscape connectivity.	Appendix Q	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.	The proposed development does not encroach on protected land. The proposed industrial estate will support the long-term viability and ecological connectivity of the environment.	Appendix Q	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 study area contains an extent of Existing Native Vegetation (ENV) (referred to in this Precinct at HBV) which will not be impacted by the impact area. Management of these areas will be achieved through the implementation of a VMP and BMP.	Appendix Q	Yes
BG2. Recreation facilities, pathways and other infrastructure are not to be located on land referred to in Requirement BG1.	Stormwater infrastructure and all other impacts are located wholly outside of HBV.	Appendix Q	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-	Landscape plantings and VMP restoration will be managed under a landscape plan and will select species that are climate ready in accordance with the Climate Revegetation Guide (Hancock et al. 2018) wherever possible.	Appendix Q	Yes

to climate-change/Biodiversity-Adaptation/Managing-changing landscapes

<p>BG4. Development applications are to demonstrate:</p> <ul style="list-style-type: none"> 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, the relocation of native animals from development sites, prior to development commencing. 	<p>Collection of topsoil and associated native seedbank for reuse in landscaping across the study area is recommended in accordance with the BMP and will be reused in site landscaping wherever feasible. Prior to construction, preclearance survey will be undertaken to ensure any native fauna using habitat features across the site (stags and hollows) are identified and relocated in accordance with the BMP.</p>	<p>Appendix Q Yes</p>
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4.5.5 Scenic and Cultural Connection

Objectives

<p>SC01 Ridgeline and hilltop vegetation is preserved or reinstated.</p>	<p>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 the views to the west towards Badgerys Creek.</p>	<p>Appendix II Yes</p>
<p>SC02 Creek lines, ridgelines and hilltops are connected through green streets that create a network of tree canopy.</p>	<p>As noted above, the proposed development has been designed to celebrate views to the creek corridors and provide a meaningful landscape design.</p>	<p>Appendix II Yes</p>

Requirements

<p>SC1. Subdivision design is to orient streets to align with ridgelines.</p>	<p>The proposal includes cross-site access permeability for pedestrians and cyclists which celebrates views to the west towards Badgerys Creek.</p>	<p>Appendix II Yes</p>
<p>SC2. Any required onsite provision of open space is to incorporate high points and retain existing trees.</p>	<p>The proposed open space within the ENZ zoned land protects existing vegetation as well as enhances the biodiversity outcomes of the area. This is guided by a Landscape Plan and Connecting with Country process.</p>	<p>Appendix II Yes</p>

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 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.	The proposal seeks to create green corridors, whilst also upholding bushfire planning considerations. The interface with the riparian corridor will be designed with high quality landscaping and planting. In addition, the streetscape will be enhanced by landscaping and amenity features such as planting and vegetation.	Appendix II	Yes
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.	The proposed drainage network within the Site has been designed to safely convey major and minor flows. Refer to the Integrated Water Cycle Management Plan.	Appendix GG	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 roads and connections have been designed to safely and efficiently move vehicles and pedestrians to and from the site. Consideration has been made to the future road upgrades and widening to ensure the transport network will remain efficient.	Appendix N	Yes
MF02 Integrate land and prioritise public transport to support the 30-minute city and meet current and future demand.	The design of the site will be integrated with public pedestrian & active transport links.	Appendix N	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.	The proposed roads and connections have been designed to safely and efficiently move light and heavy vehicles to the site and within the broader locality. Consideration is given to accommodating a range of vehicle types predicted to be used in industrial operations.	Appendix N	Yes
MF04 Provide safe, direct and interconnected pedestrian and cycling links to a variety of destinations and transport nodes.	The design of the site will be integrated with public pedestrian & active transport links.	Appendix N	Yes
MF05 Encourage active transport through cycle and pedestrian network integrated with the road network and the Blue-Green Infrastructure Framework.	The proposal will integrate with public pedestrian & active transport links.	Appendix N	Yes

MF06 The transport network contributes to achievement of the following modal split targets:

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%

The proposal aligns with the Framework Sustainable Travel Plan, which seeks to achieve modal split targets through measures designed to promote active transport use and reduce car dependency. Within the Preliminary Green Travel Plan, the proposal seeks to promote active transport usage with access to and from Lawson Road, and active transport connections integrated within the site.

Appendix UU Yes

Requirements

<p>MF1. The Transport Network is to be designed generally in accordance with Figure 8</p>	<p>The Transport Network is generally consistent with Precinct Plan. The proposal involves the minor realignment of the Park Edge Street to the ENZ zone, which results in alternate location for the principal regional cycle path network. The variation still enables the future provision of a permeable street network across adjacent sites.</p>	<p>Appendix N</p>	<p>Minor variation – Justified in Clause 4.39 Request</p>
<p>MF2. The Transport Network is designed to accommodate bus corridors and the Indicative Local Bus Network generally as shown on Figure 8, so that:</p> <ul style="list-style-type: none"> ▪ 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. ▪ 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. 	<p>The proposal will deliver upon the Transport Network objectives and appropriately connect to with the local bus network. An indicative local bus network is identified to run along Lawson Road, which has been considered in the design.</p>	<p>Appendix N</p>	<p>Yes</p>
<p>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.</p>	<p>Active transport connections and infrastructure is provided as part of the proposal and will align with the Precinct Plan. Pedestrian links and cycling options with landscape amenity is proposed as part of the development.</p>	<p>Appendix N</p>	<p>Yes</p>

4.6.2 Street Hierarchy and Typology

Objectives

<p>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.</p>	<p>Streets have been designed be generally consistent with the Precinct Plan, to ensure the safe and efficient movement of vehicles and people. It will facilitate movement to and from the site, as well as integrate with the broader Precinct.</p>	<p>Appendix N</p>	<p>Yes</p>
<p>SH02 Create streets that are attractive, green, sustainable, safe, functional, adaptable and integrated with topography and the natural environment.</p>	<p>Streetscape design seeks to enhance amenity and provide landscape opportunities. This creates a green, attractive and sustainable network that is accessible and integrated.</p>	<p>Appendix N</p>	<p>Yes</p>

SH03 Minimise lot severance and maximise the efficiency of the road network to facilitate development across multiple properties.	The design and layout of the site ensure streets align with property boundaries and lot severance is reduced.	Appendix N	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.	Streetscape design seeks to enhance amenity and provide landscape opportunities. This creates a green, attractive and sustainable network that is accessible and integrated.	Appendix N	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.	The site and surrounding network will efficiently support public transport connections, specifically the operational requirements of the bus network.	Appendix N	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: <ul style="list-style-type: none"> Respond to topography; Enable the efficient movement of water, replicating natural flow patterns as closely as possible; Intersect with arterial or classified roads at locations and using intersection treatments nominated or agreed by the road authority; Accommodate buses generally consistent with the alignments and connections shown in Figure 8; Accommodate separated cycleways generally consistent with the alignment and connections of cycleways shown in Figure 9; and Connect with centres and metro stations 	The Transport Network is consistent with Precinct Plan. The proposal intends to allocate a provisional corridor for a Local Road (East-West) and Park Edge Road, should it be required to be constructed in the future by the relevant roads authority. In-lieu of delivery of a local road, the proposal accounts for a private driveway which has been designed to Council's engineering standards and if at any point the roads authority wishes to construct a local road, can be readily transformed for said purposes.	Appendix N	Yes
SH2 Local and Collector streets are to be designed to:	Overall, the development remains consistent with the strategic vision for the Badgerys Creek Precinct. The Transport Network is consistent with Precinct Plan. The proposal intends to allocate a provisional corridor for a Local	Appendix N	Yes

<ul style="list-style-type: none"> ▪ Connect to other streets in the hierarchy in a logical sequence, so that Local Streets connect to other Local Streets or to Collector Streets; ▪ Incorporate priority-controlled intersection treatments; ▪ Minimise 4-way intersections and avoid intersections with more than 4 streets; ▪ Provide interfaces between urban land and land identified for open space, conservation, or stormwater management ▪ 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; ▪ Convey stormwater within the Total Water Cycle Management network as shown on Figure 6; ▪ Contribute to tree canopy and the Blue Green Infrastructure Framework shown on Figure 5; and ▪ Maximise opportunities for the energy efficient design of buildings. 	<p>Road (East-West) and Park Edge Road, should it be required to be constructed in the future by the relevant roads authority. In-lieu of delivery of a local road, the proposal accounts for a private driveway which has been designed to Council's engineering standards and if at any point the roads authority wishes to construct a local road, can be readily transformed for said purposes.</p> <p>Realignment of the east-west local road to the north which bisects the site is necessary to achieve a functional site layout which maximises the site's employment opportunities, delivering a typology that is reflective of current and future market trends for small and large format warehousing.</p> <p>Overall, the development remains consistent with the strategic vision for the Badgerys Creek Precinct.</p>	
<p>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:</p> <ul style="list-style-type: none"> ▪ Achieves a permeable street network; ▪ Encourages walking and cycling and minimises travel distances; ▪ Maximises connectivity to community facilities, open space and centres; ▪ Takes into account topography and the flow of water in the landscape; 	<p>As above. The Transport Network is generally consistent with Precinct Plan. Realignment of the east-west local road to the north which bisects the site is necessary to achieve a functional site layout which maximises the site's employment opportunities, delivering a typology that is reflective of current and future market trends for small and large format warehousing.</p>	<p>Appendix N Yes</p>

<ul style="list-style-type: none"> Will not detrimentally impact on access to adjoining properties or result in isolation of properties; and Will not impede the orderly development of adjoining properties. 			
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.	The design of the proposed development has considered the Western Sydney Street Design Guidelines to ensure consistency is achieved.	Appendix N	Yes
SH5. Roads and streets are aligned to follow property boundaries where possible to reduce lot severance	The design and layout of the site ensure streets align with property boundaries and lot severance is reduced.	Appendix N	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 site is not identified as being adjacent to a protected transport corridor.	N/A	Yes
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.	Pitt Street is an arterial road identified within the WPC SEPP Transport Corridors map. No noise sensitive elements are proposed as part of the project.	N/A	Yes
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.	The proposal has been designed to ensure it will be Net Zero ready by 2035. A Net Zero Statement is provided within the ESD Report.	Appendix Z	Yes

SR02 Development should seek to exceed the water and energy requirements of BASIX.	Not applicable for non-residential development. Notwithstanding, separate water and energy ratings required by the development will be met.	Appendix Z	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 integrated into the proposal to enhance amenity, effectively manage water in the landscape, and provide ecological benefits.	Appendix Z	Yes
SR04 Buildings, infrastructure and public domain elements maximise the recycling and reuse of materials.	Recycling and reuse strategies are employed in the construction and operational stage of the proposed development. The project will target a construction waste diversion target of 80%, as well as developed specific project waste management strategies.	Appendix Z	Yes
SR05 Facilitate the design, construction and operation of environmentally sustainable buildings and precincts, including energy efficiency, renewable energy, efficient resource and energy use and reduced emissions and waste.	The ESD Report communicates how the proposed development has employed sustainable measures. This includes energy efficiency, water efficiency, efficient resource use and reduced emissions and waste.	Appendix Z	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.	Waste generated by the proposal during construction and operations will be appropriately collected, stored and transported. Safe waste management practices have been identified within the Waste Management Plan. Re-use and recycling strategies are outlined to assist with the diversion of waste from landfill.	Appendix Z and Appendix YY	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.	Sustainability measures have been integrated into the built form and landscape design of the proposal. They are effective strategies to mitigate the effects of urban heat island and to create a resilient development. This is through built form design considering passive shading, materiality and colours to manage heat gain and internal amenity. Additionally, landscape features such as gardens, tree planting and landscaped setbacks aid in mitigating urban heat island effect.	Appendix Z	Yes

<p>SR08 Planning is to provide sustainable and resilient approaches to development and is to incorporate circular economic principles found in the NSW Circular Economy Policy Statement.</p>	<p>In alignment with best practice, the project employs initiatives to help reduce the embodied emissions of the development. This includes optimising systems for material efficiency, minimise waste generation, and employ energy and water efficiency measures.</p>	<p>Appendix Z</p>	<p>Yes</p>			
<p>Requirements</p>						
<p>SR1. Energy, water and waste systems are to use a circular economy approach to improve efficiency and result in low-carbon developments.</p>	<p>The development adopts a circular economy approach to managing energy, water, and waste systems by prioritising minimising waste and maximising efficiency. This approach is implemented through the following strategies:</p> <ul style="list-style-type: none"> ▪ Energy efficiency by employing passive design features and high-performing building systems. ▪ Recycled water and rainwater re-use. ▪ Efficient landscape irrigation systems ▪ Waste management plan 	<p>Appendix Z</p>	<p>Yes</p>			
<p>SR2. Effectively use renewable energy supply including solar, wind, green hydrogen, and bio-energy.</p>	<p>The development roof areas provide great opportunity to generate renewable energy to support the warehouses. The system will generate renewable electricity to offset grid use and minimise stress on the grid at peak times.</p>	<p>Appendix Z</p>	<p>Yes</p>			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">Circular economy targets</td> <td style="width: 33%; padding: 5px;">10% reduction of waste generation 85% reduction in construction waste</td> <td style="width: 33%; padding: 5px;">100% recovery and re-use of organic waste 90% reduction in construction waste</td> </tr> </table>	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	<p>The proposed development has been planned to achieve sustainability targets. This is achieved through the Waste Management Plan, which details materials and recycling opportunities. In addition, Green Star rating has been considered to demonstrate best-practice performance.</p>	<p>Appendix Z</p>	<p>Yes</p>
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				
<p>SR4. Circular economy activities must be located with consideration of:</p> <ul style="list-style-type: none"> ▪ 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 	<p>A range of technical assessments have been completed to ensure impacts are managed and appropriately mitigated to the surrounding locality.</p>	<p>Appendix Z</p>	<p>Yes</p>			

	and aircraft operations (in reference to the proposed development's risk assessment).			
	<ul style="list-style-type: none"> 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. 			
SR5	Incorporate accessible Circular Economy Infrastructure into mixed use developments to ensure adequate opportunity for people to participate in reuse and recycling schemes	Not applicable to the proposed development.	N/A	N/A
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— <ul style="list-style-type: none"> 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 building plant and equipment is designed to minimise the release of heat in the direction of open space and the public domain, and the development accommodates tree canopy, pervious surfaces and landscaped areas to minimise solar heat absorption and reflection by hard surface. 	As above. The proposed development is designed in accordance with these considerations.	Appendix Z	Yes

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.	Not applicable to the site.	N/A	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.	Not applicable to the site.	N/A	N/A
LU03 Locate Local and Neighbourhood Centres in areas of high amenity linked to public transport.	Not applicable to the site.	N/A	N/A
LU04 Link all centres to, and prioritise, active and public transport access over private vehicles.	Not applicable to the site.	N/A	N/A
LU05 Suitably space local centres to provide sufficient services to enable walkable residential and working communities.	Not applicable to the site.	N/A	N/A
LU06 Ensure sufficient distance between existing and proposed centres to ensure economic viability.	Not applicable to the site.	N/A	N/A

Requirements

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.

Centre type and Precinct	Role and intent	Typical uses
Neighbourhood centres or business hubs that	Provide daily convenience goods and range of	Some retail floor space (not a supermarket, or significant

Not applicable to the site.

N/A

N/A

are located in all Precincts as identified in Figure 11	neighbourhood scale services to support workers and residents.	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.			
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LU2. Local and Neighbourhood Centres are to be located on or adjacent to bus routes.	Not applicable to the site.	N/A	N/A
LU3. Local and Neighbourhood Centres are not to be located on arterial roads	Not applicable to the site.	N/A	N/A
LU4. Retail and social infrastructure in the Agribusiness and Enterprise Zones is to be concentrated in the Local and Neighbourhood Centres.	Not applicable to the site.	N/A	N/A
LU5. Bulky goods and specialised retail that requires larger floor plates are to be located outside of the identified centres.	Not applicable to the site.	N/A	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.	The development achieves an appropriate height for its proposed land use that aligns with its zoning, surrounding context, and the identified height control.	Appendix N	Yes
H02 Facilitate height and urban density in the Aerotropolis Core and Northern Gateway around the Metro stations.	Noted and understood.	EIS	Yes

Requirements			
H1 The height of buildings is not to exceed the maximum for the land shown on Figure 12.	The proposal complies with the maximum height control which is 24m.	Appendix N	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.	Not applicable to the site.	N/A	N/A
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.	An Aviation Safeguarding Assessment has been prepared to demonstrate the proposed development will not impact the OLS. Construction equipment does not present an impact either, however this will need to be further considered in terms of mobile cranes which may present a temporary intrusion given Instrument Flight Procedures (IFP) are yet to be released for WSI.	N/A	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)	Not applicable to the site.	N/A	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).	Not applicable to the site.	N/A	N/A
FS03 Locate higher intensity mixed use employment and residential densities within 800m of the Metro station.	Not applicable to the site.	N/A	N/A

Requirements

FS1 Buildings are not to exceed the maximum FSR shown on the Floor Space Ratio Map in Figure 13.	No FSR control is identified for the site. Notwithstanding, the proposal delivers appropriate scale and size of the buildings to ensure an adequate FSR is achieved.	N/A	N/A
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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	Not applicable to the site.	N/A	N/A
YD02 Development contributes towards achieving the strategic employment density targets of the Aerotropolis Plan.	The proposed development will deliver several industrial warehouses which will attract significant jobs and investment to contribute to the employment targets of the Aerotropolis Plan.	EIS	Yes
YD03 Employment generating development in the Aerotropolis contributes to achieving the following indicative employment densities: City Centre: 130 – 400 jobs/ hectare Urban Services: 25 – 35 jobs/ hectare Office Park: 130 – 250 jobs/ hectare Campus Style Business Park: 75 – 130 jobs/ hectare General Industrial: 25 – 30 jobs/ hectare Large Logistics: 18 – 25 jobs/ hectare Education/ Community: 30 – 50 jobs/ hectare	The proposed development will generate a total of 290 construction jobs, 175 additional ongoing direct jobs, across a site with a total site area of approximately 7.95 hectares. This approximates to 22 ongoing jobs per ha.	EIS	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.	Not applicable to the site.	N/A	N/A
YD2. Development applications in the Mixed Use Zone are to demonstrate how they will contribute to achieving the employment densities in YDO3.	Not applicable to the site.	N/A	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.	No temporary land uses are proposed as part of the proposal.	N/A	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	No temporary land uses are proposed as part of the proposal.	N/A	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.	No temporary land uses are proposed as part of the proposal.	N/A	Yes
LU3. Industrial development should provide a plan of management to demonstrate the management of land use conflicts with adjacent uses during the transitional period.	No temporary land uses are proposed as part of the proposal.	N/A	Yes
5.6 Design Excellence			
Objectives			

DE01 Provide guidance to applicants and consent authorities on the carrying out of architectural design competitions	Not applicable to the site.	N/A	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.	Not applicable to the site.	N/A	N/A
DE2. Where a design competition is required by the Aerotropolis SEPP:	A Design Competition is not applicable.	Appendix H	Yes
<ul style="list-style-type: none"> ▪ A concept development application made under Part 4 Division 4.4 of the EP&A Act must be accompanied by a Design Excellence Strategy. ▪ 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. 	Notwithstanding, a Design Excellence Strategy has been prepared as part of this proposal to guide the design process and ensure the development achieves a high standard of built form and landscape quality.		
DE3. A Design Excellence Strategy must define:	As above. The Design Excellence Strategy addresses each of the relevant requirements.	Appendix H	Yes
<ul style="list-style-type: none"> ▪ the location, context and extent of the design competition site(s); ▪ the objectives of the design competition(s); ▪ 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; ▪ the type of design competition(s) to be undertaken; ▪ 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; ▪ the number of designers involved in the process(es); 			

- the means for ensuring diversity amongst participating designers;
- timelines and programme;
- 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.

Not applicable to the site.

N/A

N/A