

Attachment B – Tables of Compliance

Environmental Planning Policies & Development Control Plans

State Environmental Planning Policy (Industry and Employment) 2021	2
i. Chapter 3 – Advertising and Signage	2
Western Sydney Aerotropolis Plan (WSAP) 2020	5
i. Aerotropolis-shaping objectives and principles	5
ii. Recognise Country	5
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	11
i. Chapter 4 Western Sydney Aerotropolis provisions	11
Western Sydney Aerotropolis Precinct Plan 2024	16
Western Sydney Aerotropolis Development Control Plan (Phase 2) 2022	37
i. Chapter 2 – General Controls	37
ii. Chapter 3 – Development for Enterprise and Industry, and Agribusiness	43

ENVIRONMENTAL ASSESSMENT

Statutory Framework

Environmental Planning and Assessment Act 1979

This Statement has been prepared in accordance with the provisions of the Environmental Planning and Assessment Act 1979. The proposed development has been considered having regard to the requirements of Part 4 of the Act.

State Environmental Planning Policy (Industry and Employment) 2021

i. Chapter 3 – Advertising and Signage

Although the proposed artwork does not propose any advertising, there will be some related interpretive signage and descriptions, and as such Chapter 3 – Advertising and Signage applies to the development. In accordance with Clause 3.6, consent must not be granted unless the consent authority is satisfied—

- (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and

The aims and objectives of Chapter 3 are considered below.

- (a) *to ensure that signage (including advertising)—*
- (i) *is compatible with the desired amenity and visual character of an area, and*
 - (ii) *provides effective communication in suitable locations, and*
 - (iii) *is of high quality design and finish, and*

Complies. The proposal include general interpretive signage and description signage including signage at entry points in Dharug language, multilingual information signs, braille signage, and attribution signage stating the creator of artworks.

This type of signage would assist in providing effective communication without detracting from the desired amenity or visual character of the area. The Public Art Strategy, including the proposed signage, has been designed in accordance with the IPG Masterplan in order to be wholly compatible and integrated with the future character of the site.

- (b) *to regulate signage (but not content) under Part 4 of the Act, and*

Noted. Content of signage has not been considered in the assessment under this Part.

- (c) *to provide time-limited consents for the display of certain advertisements, and*

Not Applicable. The proposal does not include advertising signage and as such is not affected by this objective.

- (d) *to regulate the display of advertisements in transport corridors, and*

Not Applicable. The proposal does not include advertising signage and as such is not affected by this objective.

- (e) *to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

Not Applicable. The proposal does not include advertising signage and as such is not affected by this objective.

Overall, the proposal is considered to satisfy the requirements of Clause 3.6(a).

(i) Schedule 5 Assessment criteria

In accordance with Clause 3.6, consent must not be granted unless the consent authority is satisfied—

(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.

Table 7: Schedule 5 Assessment criteria

Criteria	Comment
1 Character of the area	
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Complies The proposal is limited to general interpretive signage and description signage including signage at entry points in Dharug language, multilingual information signs, braille signage, and attribution signage stating the creator of artworks. This signage, particularly when incorporating Indigenous language, knowledge, and narrative is intended to reflect the site's cultural heritage. It supports place-based storytelling, wayfinding, and education, aligning with the area's vision for culturally inclusive, environmentally sensitive, and community-connected public spaces.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Complies The proposal is consistent with the thematic approach outlined for the area, which emphasises cultural storytelling, connection to Country, and placemaking rather than commercial advertising.
2 Special areas	
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	Complies No, the proposal does not detract from the amenity or visual quality of environmentally or culturally sensitive areas. Signage would be designed to enhance, not compete with, the natural and cultural character of the area. The Public Art Strategy emphasises respectful integration of artworks into the landscape and the same would be applied to signage.
3 Views and vistas	
Does the proposal obscure or compromise important views?	Complies The proposed signage does not obscure any views.
Does the proposal dominate the skyline and reduce the quality of vistas?	Complies The proposed signage does not dominate the skyline or reduce the quality of vistas.
Does the proposal respect the viewing rights of other advertisers?	Complies The proposed signage would not impede other signage within the area.

4 Streetscape, setting or landscape	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Complies Yes, it is anticipated that the scale, proportion, and form of the proposal would be designed to harmonise with the surrounding streetscape, setting, and landscape, ensuring a balanced and context-sensitive integration.
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Complies The proposed signage would not adversely impact the visual interest of the streetscape.
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not Applicable There is no existing advertising on the site.
Does the proposal screen unsightliness?	Not Applicable There is no unsightliness in the vicinity which could be screened by signage on the subject lot.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	Complies The proposal does not protrude above any buildings or structures.
Does the proposal require ongoing vegetation management?	Complies No additional vegetation management will be required for the proposed signage.
5 Site and building	
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	Complies The proposed signage would be compatible with the scale, proportion and characteristics of the site.
Does the proposal respect important features of the site or building, or both?	Complies The proposed signage would be designed with appropriate consideration to the site and building features.
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	Complies Yes, the proposal is capable of demonstrating innovation and creativity by thoughtfully blending artistic elements with the site's unique cultural and environmental context.
6 Associated devices and logos with advertisements and advertising structures	
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Not Applicable No structures have been designed as part of the signage.
7 Illumination	
Would illumination result in unacceptable glare?	Complies by condition A condition of consent can be imposed requiring illumination to be restricted to appropriate levels.
Would illumination affect safety for pedestrians, vehicles or aircraft?	Complies by condition A condition of consent can be imposed requiring illumination to be restricted to appropriate levels.
Would illumination detract from the amenity of any residence or other form of accommodation?	Complies by condition A condition of consent can be imposed requiring illumination to be restricted to appropriate levels.
Can the intensity of the illumination be adjusted, if necessary?	Complies by condition A condition of consent can be imposed requiring illumination to be adjustable.
Is the illumination subject to a curfew?	Complies by condition A condition of consent can be imposed requiring a curfew if applicable.
8 Safety	
Would the proposal reduce the safety for any public road?	Complies The proposal would not impact the safety of any public road.

Would the proposal reduce the safety for pedestrians or bicyclists?	Complies The proposal would not reduce safety for pedestrians or cyclists.
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	Complies The proposal would not obscure sightlines from public areas.

Based on the above assessment the proposed Public Art Strategy, subject to specific signage detailing, is capable of satisfying the requirements of SEPP (Industry and Employment) 2021.

Western Sydney Aerotropolis Plan (WSAP) 2020

i. Aerotropolis-shaping objectives and principles

Objective	Requirement	Comment
Productivity	1. An accessible and well-connected Aerotropolis	Complies The proposed public art will assist in creating connected spaces through way finding purpose.
	2. High-value jobs growth is enabled, and existing employment enhanced	N/A
	3. Safeguard airport operations	N/A
Sustainability	4. A landscape-led approach to urban design and planning	Complies
	5. A sustainable, low carbon Aerotropolis that embeds the circular economy	N.A
	6. A resilient and adaptable Aerotropolis	Complies
Infrastructure and Collaboration	7. Infrastructure that connects and services the Western Parkland City as it grows	N/A
	8. A collaborative approach to planning and delivery	N/A
Liveability	9. Diverse, affordable, healthy, resilient and well-located housing	N/A
	10. Social and cultural infrastructure that strengthens communities	N/A
	11. Great places that celebrate local character and bring people together	Complies The proposed Public Art Strategy enables the deliver of the Masterplan through creating spaces and celebrating local and indigenous artist through the provisions of multiple artworks across the site. It enables the provisions of additional way finding at key intersections and transport routes.

ii. Recognise Country

Table 8: Recognise Country

Consideration	Proposal / Comment
2.2 CULTURAL LANDSCAPE	
2.2.1 Cultural values and heritage	

How does this site connect to the broader cultural landscape (i.e. creek lines and ridge lines)?	The Masterplan layout is centred around three riparian corridors which provide north-south connectivity through the site and into the broader Aerotropolis. The proposed concept Public Art Strategy centres around a number of themes, in which priority is placed on the Designing with Country and indigenous custodian themes, migrant stories, agricultural themes and emerging community themes. Colonial themes should only be considered for relevant heritage interpretations.
What values does this site hold and how can they be considered in project decisions?	Public Art to capture and reflect the essence of place, indigenous community values and the stories of the past
How can the cultural values research inform spatial decisions for this project?	First Nations culture will inform the entirety of the site's design and how the buildings are designed and used, this includes an emphasis on the celebration of the rainbow serpent dream story potentially represented as a large-scale artwork on top of buildings as identified within the Public Art Strategy. The public art strategy is intended to form a site wide, integrated and holistic approach to public art across the site, specifically aims to offer employees, visitors, and the emerging community information about Aboriginal stories and heritage.
Are there areas that need to be treated with sensitivity and how do we empower Aboriginal voices for these places?	The Masterplan addresses limiting built form close to sensitive ecological zones. The public art strategy includes an indicative artwork location map. The proposed artwork zones have been carefully considered, taking into account natural features, proposed built form, circulation, view corridors, uses, amenity, activation, character and wayfinding.
From what we have heard, how can we ensure living cultural practices are supported and encouraged?	As part of the Masterplan large open informal gathering spaces which can be utilised for community events, teaching & education are provided. With regards to the proposed concept Public Art Strategy interpretive signage/storytelling (plaques or elements with naming, language, stories) are to be incorporated.
Are our project outcomes informed by cultural values research and celebrate cultural values of place?	As part of the Connecting with Country process which informed the design and development of the Masterplan, a series of consultation events with First Nations peoples of the area was conducted. The engagement process included a walk on Country and Design Jams to share ideas. The Public Art Strategy is informed by this research.
Has our project used the cultural values research as a base layer to inform our spatial decisions?	Community engagement and cultural value research has been a base layer to inform decisions.
2.2.2 Landscape	
Has the spatial layout of the project been informed by the natural landscape combined	As well as the deep resonance of Connecting with Country and living in harmony with the land which

with identified cultural values (i.e. creek and ridgeline connections including views and physical connections)?	is to be continued with contemporary themes of natural and urban ecology, sustainability, water sensitive urban design, and enduring land management practices for the IPG site.
Is the design of the project sympathetic to the natural topography of the landscape?	The proposed artwork zones have been carefully considered, taking into consideration proposed natural features, and built form.
Does the project preserve clear and legible links between ridgetops and creek lines within the site and broader cultural landscape?	The Masterplan layout is centred around three riparian corridors which provide north-south connectivity through the site and into the broader Aerotropolis.
Does the project protect and restore native vegetation corridors and wildlife movement corridors within the site and broader cultural landscape?	The Public Artwork Strategy outlines considerations to: -Ensure construction methods minimize disruption to existing soils and vegetation; -Ensure the artwork does not promote public access into habitat or revegetation areas of the riparian zone. -Any planting proposed as part of the artwork must be in accordance with the Vegetation Management Plan or approved by the site Ecologist.
Are there opportunities for the project to restore landscape through regeneration of native vegetation?	The Public Artwork Strategy is not designed to restore landscape.
Has the project prioritised planting that honours the original landscape?	N/A
2.2.3 Water	
Has our project used the water systems (including riparian corridors) and flood mapping as a base layer to inform our spatial decisions?	The Public Art Strategy makes clear that as part of the design process is to identify and mitigate any potential impacts such as water run-off, noise, carbon emissions at the site and the surrounding areas, during construction and for the lifespan of the work. Materials and construction methods must be environmentally friendly, durable, and non-toxic. Avoid materials that could leach harmful substances into the water. Appropriate conditions of consent will be imposed.
How does this site connect to the broader water system within the cultural landscape?	As above.
How is the project responsive to the Wianamatta water cycle of drought and floods?	As above.
Does the project prioritise the most non-intrusive and natural design interventions for water management infrastructure?	As above.
Are there opportunities to orientate development towards the water to increase visibility and connection to Country?	N/A
Have new and innovative approaches to water management been used to limit overengineering the natural environment?	N/A
Are there opportunities for the project to encourage engagement with water?	N/A
2.2.4 Parks and open space	
Based on outcomes of cultural values research, where are the opportunities to preserve significant sites and values through parks and open space?	A search of the Australian Heritage Database on 30th June 2022 by ELA did not identify any World or Nationally significant heritage listed places in the study area. However, 18 Aboriginal sites have been identified by the AHIMS search.

	The wider cultural landscape includes significant sites of Nepean River, Cubbin Butcha and Bents Basin.
Based on outcomes of consultation, how can we ensure living cultural practices are supported and encouraged?	As part of the Public Art Strategy community consultation is recommended for site specific stories and significant sites.
Based on outcomes of consultation, what types of cultural practices do local Aboriginal communities engage in, and what types of spaces do they need to support these practices?	Storylines have been carefully developed as part of the public art masterplan to support First Nation themes and correlate with the culturally sensitive areas of the site. While the storyline along the arterial road provides a significant opportunity to promote the site and other storylines promote connections and journeys between spaces.
How can our project provide open space that can be used for designated, private use and more public space to meet the cultural needs of the Aboriginal community?	The Public Art Strategy aims to offer: -Destinations that provide opportunities for engagement and activation that facilitate engendering community and interaction; -Interesting places and spaces to spend time in and visit, places where people want to be; -Insightful and meaningful connection with the landscape, built form and identity / character of the site .
Are there opportunities for all weather gathering spaces within our open space network and public domain?	The proposed artwork zones have been carefully considered, taking into account natural features, proposed built form, circulation, view corridors, uses, amenity, activation, character and wayfinding.
2.2.5 Caring for Country	
Does the project prioritise design that is sympathetic and responsive to the cultural landscape?	As part of the Masterplan the cultural landscape and context of the site is maintained at the front of mind during the community engagement sessions. The empathetic design approach ensured that First Nations cultures remain at the core and foundation of the project. This engagement continues through to the Public Art Strategy.
Based on outcomes of cultural values research and consultation, can cultural knowledge and nuanced design solutions be embedded in design (e.g. orientation, ventilation, construction techniques)?	The Public Art Strategy proposes the embedding of cultural knowledge through: -A place that celebrates the convergence of the three surrounding clans; Dharug, Dharawal and Gandangara; -Users of the site can be welcomed onto Country through signage at entry points in Dharug language. Aboriginal language should be incorporated for buildings, street naming, and wayfinding; -Incorporating stories of dreaming or songlines of these places into design;
Based on outcomes of consultation, what natural elements and references to Country could be embedded in design (e.g. textures, colours, materials, patterns)?	The Public Art Strategy proposes the embedding of natural elements through: -Creating a welcoming space that is the heart of the community by connecting people with the environment, flora, fauna and surrounding context; -Soundscapes can also feature throughout the site through the choice of natural vegetation, wind art installations, and QR codes, particularly in communal spaces; -Green spaces should be incorporated throughout the site, with a focus on the creation of culturally

	appropriate green spaces planted with natural vegetation attracting native fauna; -The green spaces should allow for open views of the Blue Mountains and have quiet places near the water to emphasise the connection of the First Nations people to the landscape; -An emphasis on connection to the creek and improving the site biodiversity; -An emphasis on green spaces will allow users to ground themselves on Country, be invited to site, be still and engage with the different elements of Country, while enjoying the nature around them; -Participants highlighted the importance of being able to orientate oneself in the site and understand the significance of the landscape they are in; -Highlighting views out to nearby landmarks such as mountains and waterways while referencing the neighbouring clans would create a 'cultural compass' for orientation and wayfinding; -Utilise natural colours and materials inspired by the landscape, that are sustainability and locally sourced.
Does the project engagement plan embed multiple opportunities for Aboriginal stakeholders to inform and influence design outcomes?	The Public Artwork Strategy includes Aboriginal stakeholders throughout the process from the initial engagement process through to the art inspiration and creation stage.
2.3.2 Culturally responsive social infrastructure	
Are there opportunities for the project to provide co-located targeted social infrastructure for Aboriginal communities?	N/A
Are there opportunities for the project to compliment surrounding development through the co-location of targeted social infrastructure?	N/A
Based on outcomes of cultural values research and consultation, where are the opportunities to provide spaces for gathering and celebration of culture?	Indigenous artworks are to be incorporated into the development and located in the more culturally sensitive areas of the site including Badgerys Creek, Winamatta Creek and key gathering spaces such as the Local Centre.
Based on outcomes of consultation, what cultural practices does the local Aboriginal community engage in, and what types of facilities spaces are needed to support these practices?	N/A
Based on outcomes of consultation, are there community aspirations for facilities to support the sharing of culture?	N/A
2.3.3 Culturally responsive public art	
Based on outcomes of consultation, where are the opportunities for the project to provide Aboriginal art that is aligned to cultural heritage, values and Country?	The Public Art Strategy outlines clear requirements for involving Aboriginal artists with a connection to Western Sydney in the design and delivery of Indigenous artworks. It states that all such works must be designed by, or include design input from, an Aboriginal person with ties to the region. Additionally, the strategy requires that appropriate permissions be obtained from Traditional Custodians before any cultural stories or knowledge are depicted. While the strategy sets out these protocols, it does not confirm whether a specific Aboriginal artist has already been engaged or whether permissions have been granted—this would need to be verified during project implementation.

Has an Aboriginal artist with a connection to Western Sydney been engaged to advise and deliver art? Where relevant, has the artist gained permission from Traditional Custodians to depict cultural stories or knowledge of Country through their artwork?	At this stage, an Aboriginal artist with a connection to Western Sydney has not yet been formally engaged; however, the Public Art Strategy requires that all Indigenous artworks be designed by, or developed with input from, such an artist. The strategy also mandates that, where cultural stories or knowledge are depicted, permission must be obtained from Traditional Custodians prior to use. These actions will be undertaken as part of the artwork commissioning and development process.
Has the local Aboriginal community been engaged to inform the location, form, materials and meaning of the artwork?	The Public Art Strategy outlines a commitment to engaging the local Aboriginal community to inform the location, form, materials, and meaning of Indigenous artworks. While community engagement has been built into the process—particularly through requirements for consultation with Aboriginal people connected to Western Sydney and Traditional Custodians—it is not confirmed in the strategy whether this engagement has already occurred. This consultation will take place during the development and commissioning stages of the artwork.
Is the artwork an integrated component of the planning and design process to ensure culturally safe and inclusive places?	Yes, the Public Art Strategy confirms that Indigenous artworks are intended to be integrated into the broader planning and design process, ensuring they contribute to culturally safe and inclusive places. This includes alignment with the Connecting with Country Framework, engagement with Aboriginal artists from Western Sydney, and consideration of cultural significance in the siting, form, and meaning of each artwork throughout the development.
2.4 LANGUAGE AND NAMING	
2.4.1 Place naming	
Based on outcomes of consultation, where are the opportunities to use Aboriginal place names?	N/A
Does the project prioritise the use of Aboriginal place names and how does the project recognise the value of cultural knowledge?	N/A
Does the project engagement plan include collaboration with multiple Aboriginal stakeholders to inform place naming?	N/A
Does the use of cultural knowledge and Aboriginal languages in the project respect IP and ICIP?	N/A
Based on outcomes of a collaborative engagement process, are there opportunities to include multiple Aboriginal place names for a single place?	N/A
2.4.2 Wayfinding and signage	
Based on outcomes of consultation, where are the opportunities to highlight culturally significant sites and places through wayfinding signage (where appropriate)?	The Public Art Strategy identifies culturally sensitive areas such as Badgerys Creek, Winamatta Creek, and key gathering spaces like the Local Centre as locations for Indigenous artworks. These areas present opportunities to incorporate culturally informed wayfinding signage that highlights significant sites and stories, guided by consultation with Aboriginal people connected to Western Sydney and Traditional Custodians. Final locations and content will be shaped through

	ongoing engagement as part of the design and delivery process.
Are there areas that need to be treated with sensitivity that could benefit from advisory signage?	Yes, the Public Art Strategy identifies culturally sensitive areas such as Badgerys Creek, Winamatta Creek, and parts of the public domain as requiring careful treatment. These locations could benefit from advisory signage to acknowledge cultural significance, guide respectful use of space, and share information about Country and heritage. The inclusion of such signage would be informed by consultation with Traditional Custodians and local Aboriginal communities to ensure accuracy and cultural appropriateness.
Does the project engagement plan include collaboration with multiple Aboriginal stakeholders to the Aboriginal language, knowledge and art used in the design of signage?	The Public Art Strategy outlines a commitment to collaboration with Aboriginal stakeholders, including Traditional Custodians and local Aboriginal communities, particularly in relation to cultural content such as language, knowledge, and art. While a detailed engagement plan is not included in the strategy itself, it specifies that all Indigenous artworks and interpretive elements such as signage must involve appropriate consultation and obtain permissions. This indicates that the project engagement process will include collaboration with multiple Aboriginal stakeholders to ensure culturally appropriate use of language and knowledge in signage design.

As demonstrated above and the provided Designing with Country Framework the proposal is considered to be generally consistent with the Recognise Country Guidelines.

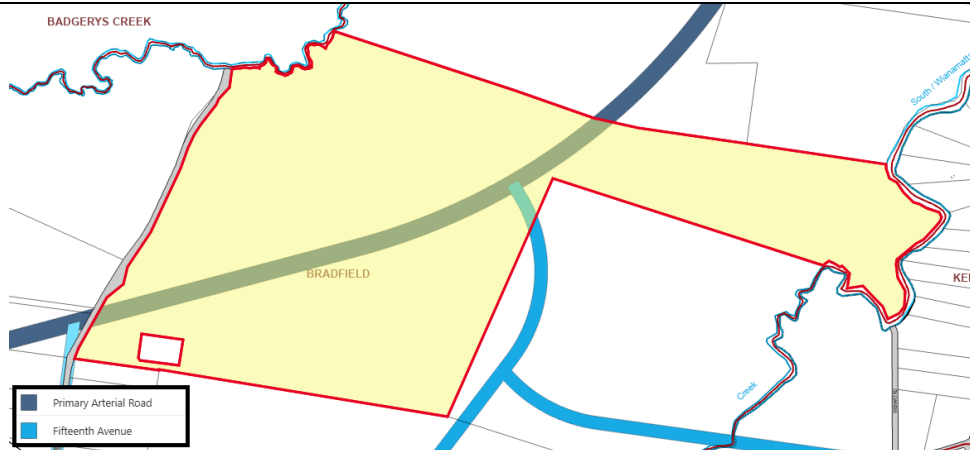
State Environmental Planning Policy (Precincts—Western Parkland City) 2021

i. Chapter 4 Western Sydney Aerotropolis provisions

Development Provision	Requirement	Proposed	Comment
PART 4.3 DEVELOPMENT CONTROLS – AIRPORT SAFEGUARDS			
4.17 Aircraft Noise	(a) to prevent certain noise sensitive development on land near the Airport, and (b) to minimise the impact of aircraft noise for other noise sensitive development, and (c) to ensure that land use and development near the Airport do not hinder or have other adverse impacts on the ongoing, safe and efficient 24 hours a day operation of the Airport.	The indicative location of the artwork is on land within the Australian Noise Exposure Concept (ANEC) zone 20 - 30, however, the proposed Public Artwork Strategy is not a noise sensitive development. The modification works would not hinder or have any impacts on the safe operations of the future airport.	N/A
4.18 Building Wind shear and turbulence.	The objective of this section is to safeguard Airport operations from wind shear and turbulence generated by buildings.	The subject site is located within the Windshear Assessment Trigger Area; however, the proposal does not penetrate the 1:35 surface.	N/A

4.19 Wildlife Hazards	The objective of this section is to regulate development on land surrounding the Airport where wildlife may present a risk to the operation of the Airport.	The subject site is within the 3km buffer zone; however, the proposed development does not fall under 'relevant development' or a prohibited use.	N/A
4.20 Wind Turbines	The objective of this section is to regulate the construction of wind turbines and wind monitoring towers on land within 30 kilometres of the Airport.	The subject site is within the 3km zone; however, the proposal is not for electricity generating works such as turbines or wind monitoring towers.	N/A
4.21 Lighting	The objective of this section is to safeguard Airport operations from the risk of lighting and reflectivity distractions for pilots.	The subject site falls within the 6km Lighting Intensity radius; however, the proposal does not fall under development within purposes specified under clause (2)(a).	N/A
4.22 Airspace Operations	(1) The objectives of this section are— (a) to provide for the effective and ongoing operation of the Airport by ensuring that its operation is not compromised by development that penetrates the prescribed airspace for the Airport, and (b) the relevant Commonwealth body does not object to the development. (2) This section applies to development on land shown on the Obstacle Limitation Surface Map that is a controlled activity within the meaning of Part 12, Division 4 of the Airports Act 1996 of the Commonwealth.	The site is located within the obstacle limitation surface (125.5m), however, the proposal is not for a controlled activity within the meaning of Part 12, Division 4 of the Airports Act 1996 of the Commonwealth.	N/A
4.23 Public Safety	The objective of this section is to regulate development on land on which there is an appreciable risk to public safety from the operation of the Airport.	The land is not within the Public Safety Area.	N/A
4.23A Operation of certain transport facilities	The objective of this section is to regulate development that may impact the operation of certain air transport facilities.	The land is not within the Building Restricted Area	NA
PART 4.4 DEVELOPMENT CONTROLS - GENERAL			
4.24 Flood planning	(1) The objectives of this section are— (a) to minimise the flood risk to life and property associated with the use of land, and (b) to allow development on land that is compatible with the land's flood hazard,	A portion of the site is mapped as Flood impacted, however, the proposed Public Art Strategy would not impact on the existing flood conditions.	N/A

	taking into account projected changes as a result of climate change, and (c) to avoid significant adverse impacts on flood behaviour and the environment.		
4.25 Preservation of trees and vegetation in Environment and Recreation Zone and Cumberland Plain	1) The objectives of this section are— (a) to preserve the amenity of the Western Sydney Aerotropolis through the preservation of trees and vegetation, and (b) to promote the conservation of, and minimise the impact of development on, native vegetation.	Small portions of the site are zoned Environment and Recreation and mapped as having high Biodiversity Value. The proposed Public Art Strategy would not impact upon this land, furthermore the indicative artwork location is outside of this area.	N/A
4.25A Clearing of Native vegetation	This section applies to land shown as “existing native vegetation” on the High Biodiversity Value Areas Map.	As above	N/A
4.26 Heritage Conservation	1) The objectives of this section are— (a) to conserve the environmental heritage of the land to which this Chapter applies, and (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, and (c) to conserve archaeological sites, and (d) to conserve Aboriginal objects and Aboriginal places of heritage significance	The land is not mapped as a heritage area.	N/A
4.27 Transport Corridors	(1) Development consent must not be granted to the following development unless the consent authority has obtained the concurrence of Transport for NSW— (a) development on transport corridor land with a capital investment value of more than \$200,000, (b) development that involves the penetration of ground to a depth of at least 2 metres below ground level (existing) on land within 25 metres (measured horizontally) of transport corridor land.	Both a future Primary Arterial Road and the extension the Fifteenth Avenue dissects the site. The Concept DA has a fixed public art budget of \$10 million, however, the indicative location of artwork is not on transport corridor land. The proposed Public Art Strategy does not involve the penetration of the ground within 25m of the transport corridor.	N/A

	 Figure 13: Extract of Aerotropolis Transport Corridor Map		
4.28 Warragamba Pipelines	Development consent must not be granted to development on land shown as “Warragamba Pipeline” on the Warragamba Pipelines Map unless the consent authority— (a) has obtained the concurrence of Water NSW, and (b) is satisfied that the development will not adversely affect— (i) the quantity or quality of water in the Warragamba Pipelines controlled area (declared under the Water NSW Act 2014), or (ii) the operation and security of water supply pipelines from Warragamba Dam to Prospect Reservoir and associated infrastructure.	The land is not within pipeline areas as per the State Environmental Planning Policy (Precincts— Western Parkland City) 2021 Warragamba Pipelines Map.	N/A
4.28A Sydney Science Park	This section applies to land identified as “Sydney Science Park” on the Sydney Science Park Map.	Land not mapped within the Sydney Science Park	N/A
4.28B Aboriginal cultural guidelines	Development consent must not be granted to development on land to which this Policy applies unless the consent authority has considered Recognise Country: Guidelines for development in the Aerotropolis published in November 2022 on the Department’s website.	The proposed Public Art Strategy appropriately incorporated Recognise Country as supported and approved under the Masterplan Approval.	TBC
PART 4.7 PRECINCT PLANS AND MASTER PLAN			
4.31 Design review panel	(1) This section applies to the following development— (c) development with a site area of at least 10,000m²,	As noted in Section 3.4, Table 5 of this report the proposal was reviewed by the Design Excellence Panel who provided their support subject to the	Complies

	(2) Development consent must not be granted to the development unless— (a) a design review panel reviews the development, and (b) the consent authority takes into account the findings of the design review panel, and (c) the consent authority is of the opinion that the development exhibits design excellence.	actioning of several recommendations.	
4.33 Consideration of design excellence	This section relates to wider consideration relating to design excellence including but not limited to; cultural connection of the local Aboriginal community to the land.	The proposal is considered to meet the requirements for design excellence. As noted above the DEP have provided their support of the proposal. Furthermore, the proposal has been through an extensive 3-year co-design process with the Master Plan that has given consideration to both potential artworks and cultural connections. Over a period of two and a half years, the Master Plan underwent a rigorous review process led by the Technical Assurance Panel (TAP), which included representatives from Liverpool City Council. A significant component of this process was the 'Connecting with Country' consultation, engaging First Nations voices through a series of culturally grounded activities. These included a walk on Country, a collaborative design workshop, and opportunities to respond to emerging themes from the Master Plan. The consultation was facilitated by Yerrabingin, who played an integral role in shaping the urban design. Their contributions are meaningfully embedded in the final Public Art Strategy.	Considered on Merit
4.38 Precinct plans	A precinct plan is to apply to specified land (a precinct) to which this Chapter applies.	The Western Sydney Aerotropolis Precinct Plan September 2024 applies to the site	Noted
4.39 Development must be consistent with precinct plan	The development must be consistent with the precinct plan.	As detailed within Attachment B the proposal is generally consistent with the precinct plan	Complies
4.41 Master plans	The Minister may approve a master plan that applies to	The site forms part of the IPG Badgerys Creek Road Master	Complies

	specified land to which this Chapter applies.	Plan approved by the Minister for Planning and Public Spaces on 11 July 2025.	
4.49 Public Utility Infrastructure	(1) Development consent must not be granted to development to which this Division applies unless the consent authority is satisfied that— (a) public utility infrastructure that is essential for the development is available, or (b) the public utility infrastructure will be available when required	No public utility infrastructure required for the Public Art Strategy	N/A

The proposed modification is consistent with the relevant controls outlines in the State Environmental Planning Policy (Precincts—Western Parkland City) 2021 - Chapter 4 Western Sydney Aerotropolis.

Western Sydney Aerotropolis Precinct Plan 2024

The Western Sydney Aerotropolis Precinct Plan, September 2024, has been developed under the Western Parkland City SEPP and provides more detailed outcomes for each initial precinct

Western Sydney Aerotropolis Precinct Plan 2024	
Note on Precinct Plan Variations: <i>The provisions of this Precinct Plan include objectives and requirements which must be considered in the assessment of a development application. The consent authority will determine if a development application is consistent with the Precinct Plan based on an assessment of compliance with the requirements, and with reference to the relevant objectives. The Aerotropolis SEPP [CI 4.39] outlines how this Precinct Plan is to be considered in the assessment of Development applications. Some requirements in this Precinct Plan provide flexibility for development applications to demonstrate that objectives and requirements can be achieved through alternative design solutions (for example, in the placement and layout of local streets). In such cases, development applications can propose alternative solutions that comply with the assessment criteria set out in the relevant requirements in the Precinct Plan. This Precinct Plan is explicit on the controls that can be flexibly applied where an alternative design solution can be demonstrated by the proponent that achieves the same intent.</i>	
2.1 Precinct Plan Objectives The following objectives apply to all land to which this Precinct Plan applies.	
Plan Objectives	Response
01 'Start with Country' by promoting access to Country and designing the Aerotropolis through a process that includes Aboriginal people.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024.
02 Celebrate culture by reflecting the cultural landscape and continuous connection of Aboriginal people and Country through:	
a. the design of the public domain; b. preservation and rehabilitation of the natural environment and systems; c. the alignment of movement networks with culturally significant spaces; d. the design of buildings; and e. keeping language alive in the naming of places.	

03 Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment	N/A The proposed Public Art Strategy would bear minimal impact on the supply of developable land.
04 Protect Airport operations, including 24-hour operations, and protect future communities from aircraft noise.	Complies The proposal would not impact airport operations.
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.	Complies The proposed Public Art Strategy provides the opportunity to facilitate diverse employment within the art sector.
06 Enable land use to evolve in line with changing economic drivers, and facilitate development that will contribute to building the Western Parkland City	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
08 Provide for social infrastructure in strategic locations that support the residents, workers and visitors to the Aerotropolis.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
10 Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
011 Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
012 Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
013 Plan for a resilient city through implementation of a risk-based approach to management of natural hazards including flooding, bushfire, drought and heat.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
014 Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
2.2 Aerotropolis Core Vision The Aerotropolis Core is a dense urban precinct planned around the Aerotropolis Metro station and the Wianamatta-South Creek Corridor system. It is defined by a new regional park system along Thompsons Creek and a focus on the new metropolitan centre.	

It will offer attractive places for workers, residents and visitors and complement the metropolitan cluster of Greater Penrith, Liverpool and Campbelltown-Macarthur. The Western Sydney Aerotropolis Plan estimates that the Aerotropolis Core could accommodate 50,000 to 60,000 jobs, leveraging the positive economic impact of the adjacent Western Sydney Airport.

The metropolitan centre will be focused on advanced manufacturing, research and development, professional services, creative industries and science, technology, engineering and mathematics(STEM) focused educational facilities, and will facilitate the emerging aerospace and defence industries. The Precinct will also attract business incubator hubs and shared office workspaces.

While the land use focus for the Precinct is on employment and economic development, the Aerotropolis Core will include residential development in areas not significantly affected by aircraft noise. Residential development will be within walking distance of the Metro station or other public transport and will benefit from proximity to blue-green infrastructure including creeks and open spaces.

Precinct Objectives	Response
01 Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a focus for business, tourism and social experiences.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
04 Facilitate the development of educational uses accessible by public transport and active transport	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
05 Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
3.1 Infrastructure Delivery Objectives I01 Ensure the staging of development and infrastructure delivery are aligned spatially and temporally. I02 Ensure utilities and services are planned and delivered to meet demand from development. I03 Protect existing utility infrastructure, including the Warragamba pipeline corridor and TransGrid transmission lines. I04 Deliver utilities, roads infrastructure and services in a manner that is safe, efficient and cost effective. I05 Ensure design and location of utilities infrastructure allow space for planting, water sensitive urban design and footpaths. I06 Ensure utilities design and locations consider space for alternative future services and allow for multi-utility corridors in the future.	

I07 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. I08 Ensure that the design and location of infrastructure provision considers the impacts of climate change	
Requirements	Response
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
I2 Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
I3 Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
3.2 Development Sequencing Within each Precinct, areas are categorised or sequenced into first, second and third Priority areas. First Priority areas align with the first stages of transport and utilities infrastructure delivery and are intended to be the initial stages of development, working towards achieving the employment and population targets of the WSAP. Objectives DSO1 To ensure that development proceeds in an orderly and efficient sequence, aligned with the efficient delivery of infrastructure. DSO2 To enable the rate of development to keep pace with demand for jobs, housing and services within the Aerotropolis. DSO3 To align the sequencing of development within the Aerotropolis with the following criteria: a. Efficient infrastructure utility investment extending from existing infrastructure; b. focus on and around Metro stations to support investment in public transport; Western Sydney Aerotropolis Precinct Plan 19 c. Proximity to, and the timing of delivery of the M12, The Northern Road and Elizabeth Drive upgrades; d. Access to the Western Sydney Airport for freight and passengers; e. Implementation of Western Sydney City Deal commitments; f. Job creation potential and demand for land for new development; and	

g. Government priority areas within the Aerotropolis Core (refer below).

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).

Response

Complies

The subject site is located within the First Priority Area.

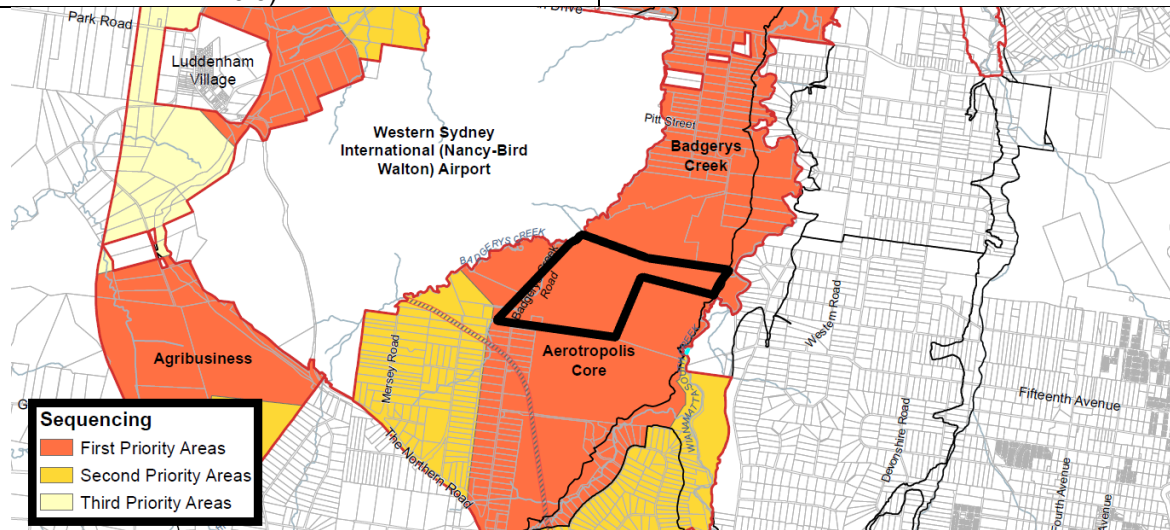


Figure 12: Development Sequencing Plan – Site in black outline (Figure 2 WSA-PP)

DS2 Development is not to compromise the efficient and orderly provision and staging of the transport network, utilities and servicing

N/A

In sequence development is proposed.

DS3 Early development must prioritise locations well supported by high levels of public and active transport accessibility.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

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.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

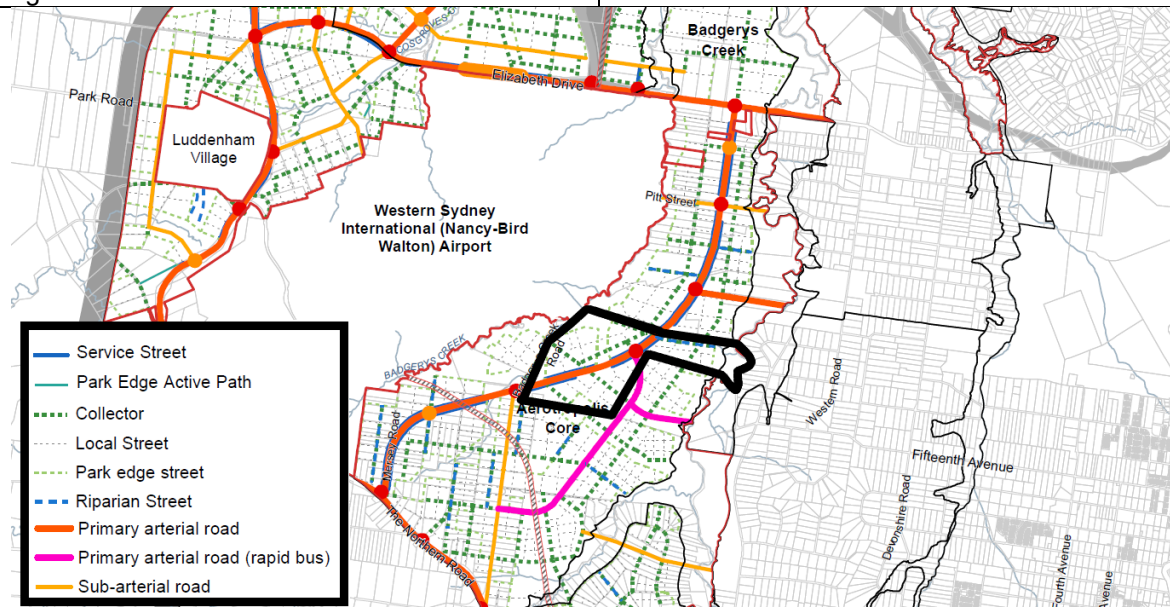


Figure 13: Street Hierarchy- Site in black outline (Figure 10* WSA-PP)

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

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

DS6 Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised.	
4.1 Proposed Land Use and Structure Plan The map showing proposed land uses, as required by the Aerotropolis SEPP, is at Figure 3. The Proposed Land Use Plan provides the overall layout of development, areas of open space and environmental value, transport and stormwater infrastructure for the land to which this Plan applies. Objectives LUO1 A mix of land uses are proposed that: a. Deliver employment diversity b. Leverage off the locational advantages of proximity to the Western Sydney Airport c. Grow and diversify the Greater Sydney and Western Parkland City economies d. Support workers and residents through diverse housing, community, social and recreational uses e. Support the needs of visitors reflective of the Aerotropolis' role as an international gateway f. Respect and safeguard operations of the Western Sydney Airport LUO2 A blue-green framework is delivered as development occurs that: a. Provides access to open space that meets the needs of workers and residents, students and visitors b. Preserves significant natural features including watercourses and remnant vegetation c. Accommodates infrastructure required to manage the flooding and water quality impacts of development d. Respects and enhances Aboriginal cultural heritage and archaeology and maximises opportunities to connect with Country LUO3 Subdivision and civil works design creates the urban structure and: a. Reflects the Land Use Plan (Figure 3), Transport Network Plan (Figure 7) and BlueGreen Infrastructure Framework (Figure 5) b. Creates a network of accessible, connected, efficient and sustainable neighbourhoods c. Optimises active transport and public transport connectivity, and the efficient movement of goods and delivery of services d. Responds to topography and natural systems including movement of water through the landscape e. Includes space for greening the urban environment, including canopy cover and green, pervious landscape to manage water flows, water quality and local climate conditions LUO4 Buildings are situated and designed to: 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 e. Integrate with and enhance the public domain f. Respond to natural features including retained vegetation and waterways g. Respect heritage items and culturally significant places h. Are energy efficient, comfortable and minimise consumption of resources and materials i. Contribute to appropriately managing water in the landscape	
Requirements	Response
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	Noted The subject site is zoned as <u>Enterprise and light industry</u> as per Figure 15 below.

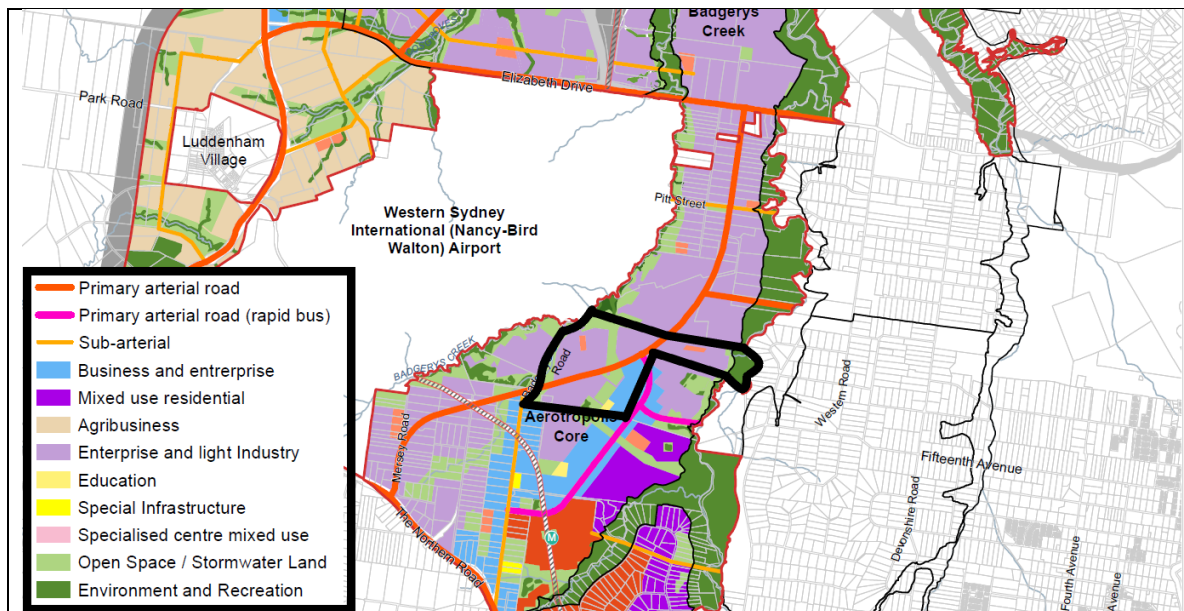


Figure 15: Land Use and Structure Plan – Site in black outline (Figure 3 WSA-PP)

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:

- 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.

N/A

Subdivision and civil works not proposed.

LU3 Local or Neighbourhood Centres in the Enterprise Zone or Agribusiness Zone are to be located within 400m of the indicative location on the Land Use Plan (Figure 3), and on public transport routes (collector roads or Sub-arterial Roads)

N/A

Local or Neighbourhood centres not proposed.

LU4 Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping and water management.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

LU5 Ensure built form is appropriate for its use and ensure natural cross ventilation, improved internal thermal comfort and reduced reliance on air conditioning.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

LU6 Provide for high quality architectural and design outcomes which respond to topography and site characteristics.

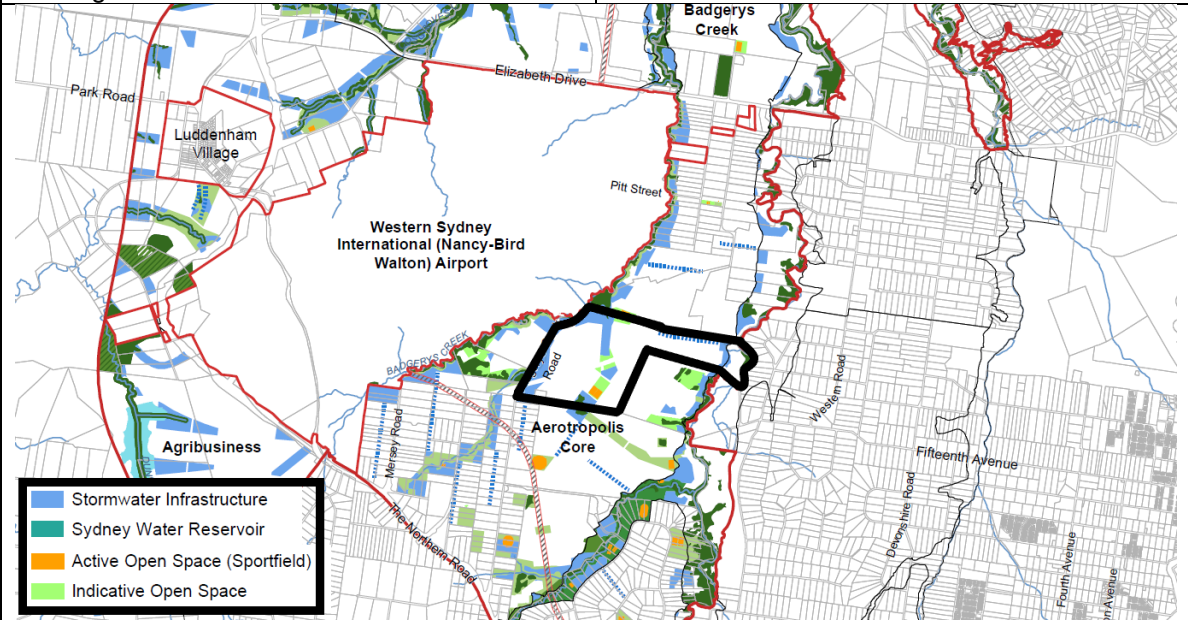
N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

LU7 Residential development in the Mixed Use Zone is to be located:

N/A –

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 Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
4.2 Subdivision and Block Structure Subdivision not proposed.	
4.3 Aboriginal Culture and Heritage – Recognising Country The Aerotropolis encompasses cultural landscapes, historical archaeological remains, and places of Aboriginal cultural heritage significance that are a basis for connecting the development of the land to Country. Intangible cultural heritage values exist such as stories, knowledge and practices associated with the land. The cultural framework is varied, with cultural connections and conflict histories. The Precinct Plan embodies design principles that reinforce connections to Country and seek to respect and acknowledge the importance of the area to communities including Aboriginal peoples. Developments and projects are to promote opportunities to connect with, design with and care for Country. While there are existing legislative requirements and processes for Aboriginal Heritage assessment, other requirements related to 'Recognising Country' are intended to compliment them to embed, enhance and celebrate cultural values and practices within built form and landscape, as well as promoting and revitalising Aboriginal Languages. Starting with Country and bringing Recognise Country elements to developments and projects will explore the opportunity of seeing Country and culture as part of the building environment, creating places that will deliver long term sustainability and elevate outcomes based on the world's oldest living culture. Objectives RCO1 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 RCO2 Protect areas of high cultural sensitivity. RCO3 Ensure development is designed to care for and connect to Country.	
Figure 20: Heritage and Cultural Landscapes – Site in black outline (Figure 4 WSA-PP)	
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.	Consistent The public art strategy is consistent with incorporating aspect of designing with country which was approved under the Masterplan.
RC2 Development applications that propose disturbance to the landscape in areas of moderate, high or very high Aboriginal sensitivity	Consistent

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 public art strategy is consistent with incorporating aspect of designing with country which was approved under the Masterplan.
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.	Consistent The public art strategy is consistent with incorporating aspect of designing with country which was approved under the Masterplan.
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).	Consistent The public art strategy is consistent with incorporating aspect of designing with country which was approved under the Masterplan.
4.4 Non-Aboriginal and European Heritage The site is not a State or Locally listed heritage item	
4.5 Blue-Green Infrastructure Framework The Blue-Green Infrastructure Framework integrates the blue and green systems of the waterways, riparian areas, bushland, open spaces, tree canopy and private gardens, and includes stormwater and water quality management, public and private recreation opportunities. Objectives BGO1 To integrate blue and green systems across the Aerotropolis for water quality management, biodiversity and recreation.	
BG1 Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5.	
	
Figure 20: Blue-Green Infrastructure – Site in black outline (Figure 5 WSA-PP)	
4.5.1 Total water cycle management The objective of total water cycle management is to integrate and manage each element of the water cycle and design and deliver infrastructure in a way which supports this integration and management. For this Precinct Plan, it means a shift towards retaining water in the landscape	

through stormwater harvesting, the movement of water through naturalised water assets and the use of recycled water for open space and streetscape irrigation.

The Wianamatta-South Creek catchment is the most degraded catchment in the HawkesburyNepean River system due to historical vegetation clearing, agriculture and urbanisation. Increased urbanisation will further degrade the waterways if stormwater, wastewater and flooding regimes are not managed upfront through an integrated ecosystem approach. This approach requires the waterways and hydrological cycle to be central considerations in both land use and water infrastructure planning.

Objectives

BGO1 Protect, maintain and/or restore waterways, riparian corridors, water bodies and other water dependent ecosystems.

BGO2 Provide a landscape-led approach to integrated stormwater management and water sensitive urban design.

BGO3 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.

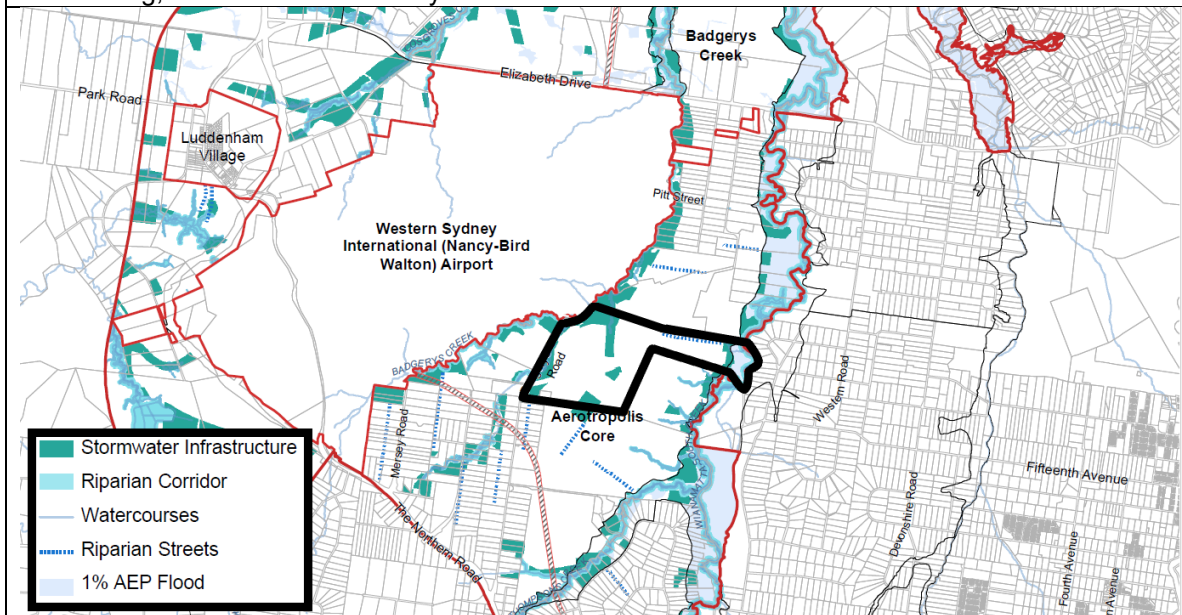


Figure 20: Total Water Cycle Management – Site in black outline (Figure 6 WSA-PP)

4.5.2 Riparian corridors

The protection, restoration and maintenance of riparian corridors, including waterways and water dependent ecosystems is essential in achieving the cultural, social and biodiversity aspirations as well as tree canopy targets of the Western Parkland City.

Objectives

BGO1 Protect, restore and maintain vegetated riparian zones adjacent to creeks and other water bodies in accordance with the Water Management Act and related Guidelines.

BGO2 Manage impacts of development on waterways to achieve and maintain established waterway health targets.

BGO3 Enable people to have safe contact with water in the landscape for recreation and access to urban cooling.

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.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
BG3 Consistency with DCP indicative cross-sections to guide the design of Riparian Streets and associated riparian zones.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
BG5 Where a development application proposes the creation of a Riparian Street in association with a riparian corridor in accordance with Requirement BG2, and one or more lots for development, the area of land that comprises the riparian corridor is taken to be part of the minimum pervious area to be provided as part of the development under the DCP.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
4.5.3 Public domain and canopy cover A high quality public domain will contribute to the creation of an attractive city that stimulates and supports investment in jobs, infrastructure and the economy of the Western Parkland City. Providing canopy cover, landscaping and using water as part of the urban environment will also assist with managing climate extremes, in particular urban heat. An integrated network of open space will connect places, assist with managing water through naturalised systems, retain and re-establish the natural ecology of the Cumberland Plain. This part of the Precinct Plan includes a range of mechanisms to encourage the delivery of open space and conservation of heritage and biodiversity values in association with development. Objectives BGO1 Achieve an interconnected and accessible network of open space that meet the recreational and amenity needs of residents and workers. BGO2 Achieve the targets in the Region Plan of 40% tree canopy cover across the Aerotropolis by 2036. BGO3 Use the green and blue framework to form connected networks of open space. BGO4 Provide equitable access to open space for people living or working in the Aerotropolis. BGO5 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.	
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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:	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

a. Delivery of additional open space as part of the development; and/or b. Establishment of appropriate arrangements for payment of monetary contributions to the relevant authority for the provision of open space in another suitable location.	
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
BG4 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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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: 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),	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

b. Must be subject to any relevant measures relating to the protection of Existing Native Vegetation or areas of high biodiversity value (refer to Figure 5), and c. Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority	
BG6 Within the Mixed Use Zone, Indicative Open Space is shown on Figure 5. Where the Indicative Open Space is identified as part of a development application that also proposes one or more buildings: a. the site area, for the purposes of calculating Floor Space Ratio under the Requirements in section 5.3 of this Precinct Plan is taken to include the area of land proposed to be used as open space, despite the maximum Floor Space Ratio applying to the land on which the building or buildings are sited under; b. The area of land identified for open space is taken to be part of the minimum pervious area to be provided as part of the development under the DCP, and c. Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
BG7 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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
BG8 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:	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

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.	
4.5.4 Biodiversity and vegetation corridors Cumberland Plain Woodland is present across the Aerotropolis, which is a Critically Endangered Ecological Community under the Biodiversity Conservation Act 2016 (NSW) and Critically Endangered under the Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth). Land to the south of Elizabeth Drive in the Badgerys Creek and Wianamatta-South Creek Precincts and all the Aerotropolis Core Precinct is subject to precinct planning requirements of the Order to confer biodiversity certification on the State Environmental Planning Policy (Sydney Region Growth Centres) 2006. The Relevant Biodiversity Measures include a requirement to protect 2,000 hectares of Existing Native Vegetation (ENV) in the Growth Centres. 67.31 hectares of ENV Validated land needs to be protected within land subject to this Precinct Plan. Objectives BGO1 Achieve the objectives of, and implement, the Cumberland Plain Conservation Plan. BGO2 Achieve the vision of a Western Parkland City and maintain Wianamatta-South Creek Corridor as a regionally significant ecological corridor. BGO3 Protect areas of high biodiversity value including watercourses and riparian zones, Existing Native Vegetation and remnant vegetation and habitat of the Cumberland Plain. BGO4 Increase and improve landscape connectivity through conservation and restoration of native vegetation to enable plant and animal communities to survive in the long term. BGO5 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.	
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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
BG2 Recreation facilities, pathways and other infrastructure are not to be located on land referred to in Requirement BG1	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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 through a link on pg 41 of the precinct plan.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

BG4 Development applications are to demonstrate: a. reuse of native plants (including but not limited to seed collection) and top soil from development sites that contain known or potential native seed bank. Appropriate uses may include, but are not limited to, application in re-vegetation or restoration works and landscaping in the precincts, b. the relocation of native animals from development sites, prior to development commencing.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
4.5.5 Scenic and cultural connection Objectives SCO1 Ridgeline and hilltop vegetation is preserved or reinstated. SCO2 Creek lines, ridgelines and hilltops are connected through green streets that create a network of tree canopy.	
SC1 Subdivision design is to orient streets to align with ridgelines.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
SC2 Any required onsite provision of open space is to incorporate high points and retain existing trees.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
4.6 Movement Framework Planning for land uses needs to be balanced against different customer requirements to develop a cohesive transport framework, across all modes, that caters for all users. This balance of strategic and local travel demands will facilitate sustainable patterns of movement and mobility.	
4.6.1 Transport strategy Objectives MFO1 Use the Transport Network to move people and goods safely and efficiently and create connections between places. MFO2 Integrate land and prioritise public transport to support the 30-minute city and meet current and future demand. MFO3 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. MFO4 Provide safe, direct and interconnected pedestrian and cycling links to a variety of destinations and transport nodes. MFO5 Encourage active transport through cycle and pedestrian network integrated with the road network and the Blue-Green Infrastructure Framework. MFO6 The transport network contributes to achievement of the modal split targets on pp44-45 of the precinct plan.	
Requirements	Response

MF1 The Transport Network is to be designed generally in accordance with Figure 7.

Complies

The envisioned transport network illustrated in Figure 8* of the WSA-PP would not be impacted by the proposed Public Art Strategy. See Figures 20 below.

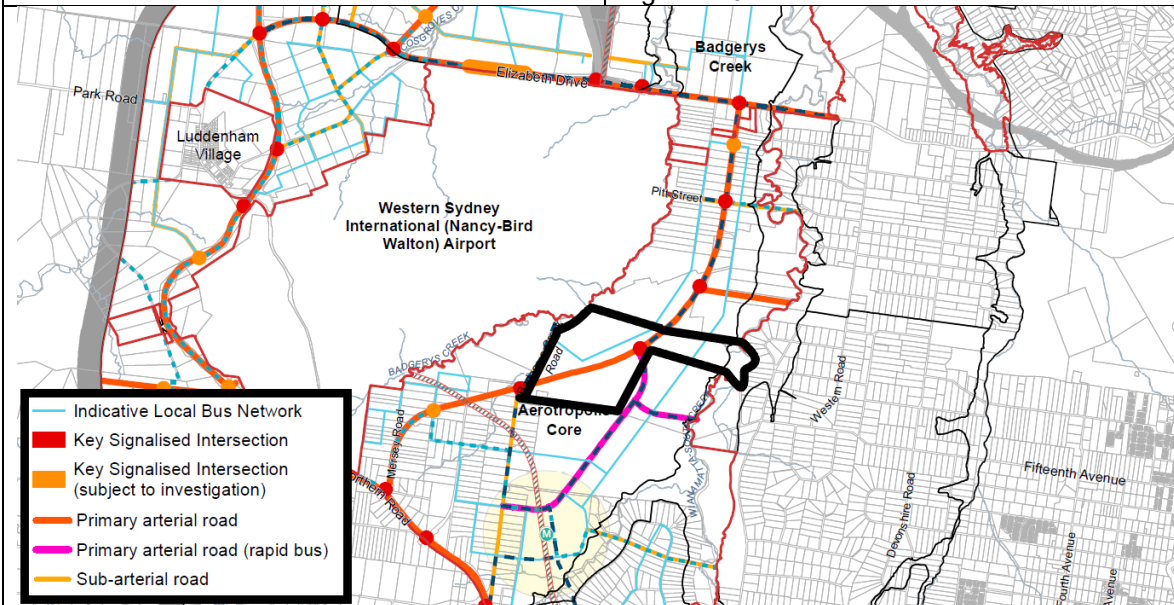


Figure 20: Transport Network Plan – Site in black outline (Figure 8 WSA-PP)

MF2 The Transport Network is designed to accommodate bus corridors and the Indicative Local Bus Network generally as shown on Figure 7, so that:

- a. 90% of businesses are within a 400 metre walk of a street that is capable of carrying public transport in the Enterprise Zone and Agribusiness Zone.
- b. All businesses and residents in the Mixed Use Zone are within a 400 metre walk of a street that is capable of carrying public transport or a Metro station.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

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 8.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

4.6.2 Street hierarchy and typology

The classification of main roads, main streets and local streets considers the Access and Movement Framework of the WSAP and the Western Sydney Councils Street Guidelines.

High order roads, such as priority public transport corridors, motorways, and primary arterial roads are to be located as shown on the Transport Network (Figure 8), and will be designed in more detail taking into account intersections and utility needs. The alignments of lower order streets are shown indicatively, and the alignment of these roads will be subject to more detailed design as part of development applications.

Objectives

SHO1 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.

SHO2 Create streets that are attractive, green, sustainable, safe, functional, adaptable and integrated with topography and the natural environment.

SHO3 Minimise lot severance and maximise the efficiency of the road network to facilitate development across multiple properties.

SHO4 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.

SHO5 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.	
Requirements	Response
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: - 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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
SH2 Local and Collector streets are to be designed to: - 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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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: - Achieves a permeable street network; - Encourages walking and cycling and minimises travel distances; - Maximises connectivity to community facilities, open space and centres;	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

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	
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
SH5 Roads and streets are aligned to follow property boundaries where possible to reduce lot severance.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
4.6.3 Development adjacent to protected transport corridors State Environment Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP), protects land for future infrastructure corridors that will be critical in supporting the passenger and freight network for a growing Western Sydney. The Aerotropolis SEPP identifies and expands on the protected Major Infrastructure Corridors by requiring consideration of key components of the transport network in the Aerotropolis. Objectives PCO1 Ensure development adjacent to protected transport corridors considers the future operational impacts of the infrastructure	
Requirements	Response
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.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
4.7 Sustainability and Resilience Objectives SRO1 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. SRO2 Development should seek to exceed the water and energy requirements of BASIX. SRO3 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. SRO4 Buildings, infrastructure and public domain elements maximise the recycling and reuse of materials. SRO5 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. SRO6 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. SRO7 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. SRO8 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	
Requirements	Response
SR1 Energy, water and waste systems are to use a circular economy approach to improve efficiency and result in low-carbon developments	N/A –

SR2 Effectively use renewable energy supply including solar, wind, green hydrogen, and bioenergy	The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
SR3 Plan for, and achieve, leading industry targets by 2025 and from 2026 beyond to achieve sustainable regenerative targets on p53 of the precinct plan.	
SR4 Circular economy activities must be located with consideration of: a. nearby land uses, considering the likely construction and operational impacts of the proposed development b. proximity of the proposed development in relation to the Western Sydney Airport, and associated risks to airport and aircraft operations (in reference to the proposed development's risk assessment) c. proximity to land in the Environment and Recreation Zone and impacts on the environmental values of that land d. potential impacts on the amenity and use of open space e. proximity to major transportation routes, considering safe transportation of extractive and waste materials	
SR5 Incorporate accessible Circular Economy Infrastructure into mixed use developments to ensure adequate opportunity for people to participate in reuse and recycling schemes.	
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: a. the façade and roof of the proposed buildings and paved surfaces are designed to reduce adverse effects of solar heat on the surrounding land, including open space and the public domain, including a requirement for light-coloured roofs, and b. the awnings and eaves of the building are designed to provide shelter from the sun and improve public comfort at street level, and c. building plant and equipment is designed to minimise the release of heat in the direction of open space and the public domain, and d. the development accommodates tree canopy, pervious surfaces and landscaped areas to minimise solar heat absorption and reflection by hard surfaces.	
5 Land Use and Built Form	
5.1 Hierarchy of Centres	
The Western City District Plan identifies the Aerotropolis as part of a metropolitan cluster which also includes Liverpool, Greater Penrith and Campbelltown-Macarthur. The Western City District Plan identifies Leppington as a Strategic Centre.	
The Western Sydney Aerotropolis Plan identifies three main centres. The Aerotropolis Core is the primary centre of the Aerotropolis and will be the metropolitan centre. The centre within the Northern Gateway is zoned mixed use with a focus on innovation, science and technology. The Sydney Science Park is proposed to be a 'specialised centre' within the Northern gateway.	

Other centres in the Aerotropolis will be 'local' centres or neighbourhood business hubs/centres. Local centres provide the goods and services for where people live and work, but only a few centres in the Aerotropolis will be suitable for residential uses because of aircraft noise and Airport operational constraints.

Objectives

LU01 Develop and support a hierarchy of centres to create a 30-minute Western Parkland City with metropolitan, specialised, local and neighbourhood centres.

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.

LU03 Locate Local and Neighbourhood Centres in areas of high amenity linked to public transport.

LU04 Link all centres to, and prioritise, active and public transport access over private vehicles.

LU05 Suitably space local centres to provide sufficient services to enable walkable residential and working communities.

LU06 Ensure sufficient distance between existing and proposed centres to ensure economic viability.

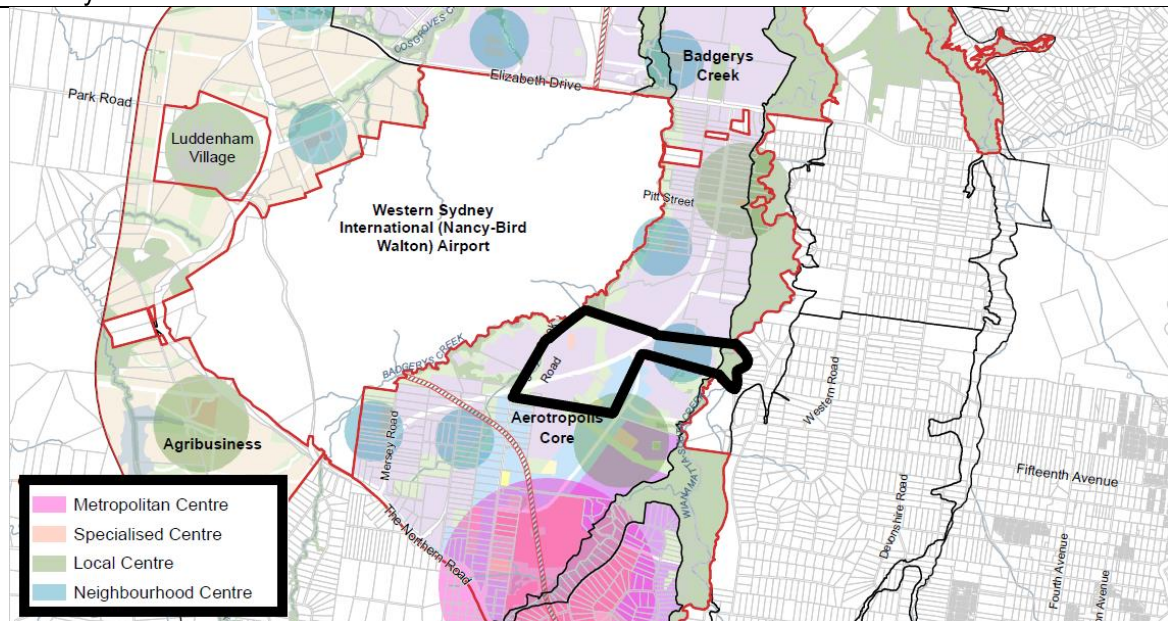


Figure 20: Centres Hierarchy – Site in black outline (Figure 11 WSA-PP)

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 on pp58-59 of the precinct plan.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

LU2 Local and Neighbourhood Centres are to be located on or adjacent to bus routes.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

LU3 Local and Neighbourhood Centres are not to be located on arterial roads.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

LU4 Retail and social infrastructure in the Agribusiness and Enterprise Zones is to be concentrated in the Local and Neighbourhood Centres.

N/A –

The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

LU5 Bulky goods and specialised retail that requires larger floor plates are to be located outside of the identified centres.	
5.2 Height Objectives HO1 To allow building heights that align with the role of each centre, its typology and residential/employment density needs. HO2 Facilitate height and urban density in the Aerotropolis Core and Northern Gateway around the Metro stations 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.	
Requirements	Response
H1 The height of buildings is not to exceed the maximum for the land shown on Figure 12	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
H2 In the Mixed Use Zone, ensure development does not adversely impact on the amenity of the public domain and adjacent residential areas and that site topography, views and landscape character have been considered.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
5.3 Floor Space Ratio Floor space ratio (FSR) controls apply to development across the Mixed Use Zone and to Centres within the Northern Gateway, Enterprise and Agribusiness zone. They are based on the desired built form outcome, employment and population targets, and the need to ensure appropriate bulk, massing, articulation and separation of development within the Aerotropolis. Objectives FSO1 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) FSO2 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). FSO3 Locate higher intensity mixed use employment and residential densities within 800m of the Metro station.	
Requirements	Response
FS1 Buildings are not to exceed the maximum FSR shown on the Floor Space Ratio Map in Figure 13.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
5.4 Yield and Density Residential development in the Mixed Use Zone is not proposed.	
5.5 Temporary land uses Temporary land use not proposed.	
5.6 Design Excellence One of the objectives of the Aerotropolis SEPP is to deliver the highest standard of architectural, urban and landscape design in the Aerotropolis. This is achieved in part by requiring an architectural design competition to be carried out in certain circumstances. This section of the Precinct Plan compliments the Aerotropolis SEPP by providing guidance on how architectural design competitions should be carried out. Objectives DEO1 Provide guidance to applicants and consent authorities on the carrying out of architectural design competitions.	
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.	
DE2 Where a design competition is required by the Aerotropolis SEPP: a. A concept development application made under Part 4 Division 4.4 of the EP&A Act must be accompanied by a Design Excellence Strategy. b. For any development application that is not a concept development application the consent authority must approve a Design Excellence Strategy prior to the lodgement of a development application	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
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); 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	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024
DE4 Exemptions to the requirement for a design competition under the Aerotropolis SEPP requires specific consideration of impacts on view corridors, the relationship of development to major roads and visual prominence and are unlikely to be granted in those areas shown on Figure 14.	N/A – The Public Art Strategy is consistent with the Masterplan approval which was found to be consistent with the WSA Precinct Plan 2024

The proposal is considered to be consistent with the relevant controls outlined in the Western Sydney Aerotropolis Precinct Plan 2024.

Western Sydney Aerotropolis Development Control Plan (Phase 2) 2022

i. Chapter 2 – General Controls

This chapter contains objectives and controls which need to be considered for all development on land where this DCP applies. The objectives and controls

are designed to manage the natural and built environment across the Aerotropolis. The relevant controls are as follows:

Chapter 2- General Controls		
Performance Outcome	Benchmark Solution	Comment
<i>Connecting to culture and Country through the Built Form</i>		
PO4 Aboriginal culture is celebrated and embedded within building design.	1. For development where the Guidelines apply or that is located within or intersects areas identified as having moderate to high Aboriginal heritage sensitivity in the Aerotropolis Precinct Plan, culturally sensitive design must be incorporated.	Complies The public art strategy has incorporated designing with Country framework approved under the Masterplan. Conditions of consent have been imposed to ensure artwork engages with a local artist.
	2. Development proposals must outline how cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate) have informed the design outcomes. Where previous cultural values research (including overarching master plans and neighbouring sites) has been undertaken, the development proposal is to respond to the findings.	
PO5 Development enables appropriate provision of built cultural infrastructure including dedicated spaces for cultural practice, places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community	1. Master Plans and sites of 20 hectares or more, within metropolitan, specialised and local centres (see Centres Hierarchy map in the Precinct Plan), should identify appropriate sites (location and size) for the provision of cultural infrastructure based on identified need (see Section 4.3 Aboriginal Culture and Heritage – Recognising Country in the Aerotropolis Precinct Plan). This includes specialised stand-alone infrastructure such as education, health and community facilities and services, as well as integrated spaces for gathering (see Section 14.4, 15.5 and 15.6 of the Guideline).	
	2. When planning for and designing cultural infrastructure the proponent is to engage with relevant Traditional Custodians and other Aboriginal stakeholder types (i.e. Knowledge Holders, LALCs, Service providers and the local Aboriginal and Torres Strait Islander community) where appropriate (Section 2.1.2 of the Guideline).	

2.2 Heritage		
The site is not mapped within an aboriginal cultural sensitivity area. The site is not a State or Locally listed heritage item.		
2.3 Stormwater, Water Sensitive Urban Design and Integrated Water Management		
2.3.1 Waterway Health and Riparian Corridors		
No impact on existing native and riparian vegetation anticipated as a result of the Public Art Strategy		
2.3.2 Stormwater Management and Water Sensitive Urban Design		
No impact on waterways anticipated as a result of the Public Art Strategy.		
2.3.3 Management and access to Regional Stormwater Infrastructure and Waterways		
The subject site is mapped for acquisition.		
2.4 Vegetation and Biodiversity		
2.4.1 Deep Soil and Tree Canopy		
No deep soil or tree canopy requirements for Public Art Strategy.		
2.4.2 Protection of Biodiversity		
No impact on biodiversity anticipated as a result of the Public Art Strategy.		
2.4.3 Protection of Trees and Vegetation		
No impact on existing vegetation anticipated as a result of the modification.		
2.4.4 On Lot and Streetscape Landscaping and Preferred Plant Species Objectives		
O1. Enhance the streetscape and promote a scale and density of planting that softens the visual impact of buildings.		
O2. Provide a mix of canopy trees, shrubs, and groundcover to manage effects of urban heat and support environmentally sensitive design.		
O3. Landscaping and green (vegetation) assets are effectively managed, maintained and consistent with airport safeguarding requirements.		
Performance Outcome	Benchmark Solution	Comment
PO1 Plant species are provided in accordance with the preferred species identified for the Aerotropolis.	1. Landscaping in development is to incorporate a diverse range plant species, as per the Aerotropolis DCP preferred Species List provided at Appendix B of this DCP. Prioritise use of Cumberland species, followed by other species that are suitable for the purpose and the microclimatic conditions of the site.	Complies Public Art will be designed and integrated within Landscaping treatments across the Masterplan.
PO2 Landscape design reflects the cultural landscape and is integrated with the design intent of the architecture and built form.	1. Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines.	
	2. Size and scale of landscaping is responsive to the bulk and scale of the development.	
PO3 Landscaping complements the views to and from the public domain, as well as to and from public and private open spaces within the site.	1. Use appropriate species to screen side (where sufficient width permits) and rear boundaries and enhance visually obtrusive land uses or building elements (e.g. waste enclosures).	
PO4 Trees are planted in locations and distances apart to support their ongoing growth without causing conflict, including with the Obstacle Limitation Surface and utility services.	1. Trees are planted in unobstructed spaces where they have a minimum of 3 x mature trunk diameter space to grow and to limit upheaval of pavements and infrastructure.	
	2. Trees are not to penetrate operational airspace and tree	

	heights should encourage wildlife movements below the OLS, where practical. 3. Demonstrate that species have been selected to ensure that at maturity, heights and root systems will achieve adequate clearance from streetlights and underground services such as stormwater pits. 4. If required, trees can be planted in underground engineered tree pits to provide sufficient underground space to sustain the tree to maturity and beyond. 5. Trees are planted and spaced to ensure the locations and spacings permit the trees to establish and reach maturity with their canopy and trunk being unimpeded.	
PO5 Landscaping design promotes safety and surveillance.	1. Within high use areas (e.g., car parking areas, children's play areas and walkways), trees at maturity have clean trunks to a height of 1.8m around facilities. 2. Medium height shrubs (0.6m – 1.8m) are avoided along paths and close to windows and doors to maintain sight lines and allow for passive surveillance. 3. Landscaping in the vicinity of a driveway entrance does not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.	Complies Landscaping has been approved under the Masterplan, in which public art will be integrated as another mechanism for safety and design in terms of appropriate way finding opportunities.
PO6 Landscaping is integrated with vehicular access and car parking areas on development lots to soften their visual impact, provide protection from glare, and reduce heat island effect.	1. Provide 1 medium tree for every 5 at grade car spaces, and maximise shading (as listed and shown in the image p29) by: a. Orienting the tree parallel to the parking space; b. Staggering the configuration rather than linear; c. Selecting a tree with a Leaf Area Index of >4; and d. Using structurally engineered pits or vaults and WSUD design principles to provide appropriate space for tree root development. 2. Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road. 3. Where basement car parking extends beyond the building	

	envelope, a minimum soil depth of 1.5m is provided above the basement, measured from the top of the slab, and including the required drainage. This will not be calculated as part of the deep soil zone nor included as part of the urban typology (site coverage) for the site.	
2.4.5 Street Tree Planting Requirements Existing street trees to be retained.		
2.5 Flooding and Environmental Resilience Management		
2.5.1 Flood Management Objectives The subject site is not mapped as being flood prone and the subject development is not a critical land use.		
2.5.2 Mitigating Urban Heat Island Effect The proposed development would result in a relatively small amount of additional hardstand. Any contribution to the urban heat island effect is considered minimal.		
2.5.3 Salinity Salinity measures have been conditioned under the parent DA-263/2018.		
2.5.4 Acid Sulfate Soils The subject site is not mapped as containing acid sulfate soils.		
2.5.5 Erosion and Sediment Control Erosion and Sediment control measures have been conditioned under the Masterplan Approval.		
2.6 Road design for Arterial and Sub-Arterial Roads This section applies to development that includes Arterial Roads, Arterial Road (Bus Route) or Sub-arterial Roads identified in the Street Network and Hierarchy map in the Aerotropolis Precinct Plan. Roads have been approved under the Masterplan.		
2.7 Parking design and access Objectives Parking design and access has been approved under the Masterplan.		
2.8 Travel Demand Management This has been assessed and been approved under the Masterplan		
2.9 Service and loading design This has been assessed and been approved under the Masterplan		
2.10 Airport Safeguarding This has been assessed and been approved under the Masterplan.		
2.10.2 Noise This has been assessed and been approved under the Masterplan		
2.10.3 Wildlife Hazards This has been assessed and been approved under the Masterplan		
2.11 Services and Utilities This has been assessed and been approved under the Masterplan.		
2.12 Sustainability This has been assessed and been approved under the Masterplan		
2.13 Smart Places This has been assessed and been approved under the Masterplan.		
2.14 Design for Safe Places This has been assessed and been approved under the Masterplan.		
2.15 Universal Design and Access This has been assessed and been approved under the Masterplan.		
2.16 Waste Management and Circular Economy This has been assessed and been approved under the Masterplan		
2.17 Subdivision design This has been assessed and been approved under the Masterplan		
2.18 Earthworks and retaining walls This has been assessed and been approved under the Masterplan		
2.19 Public Art 01. Enrich and enliven the public and private domain with high quality, aesthetic, and functional art. 02. . Provide public art consistent with Council's Public Art Policy 03. Recognise and celebrate Aboriginal heritage, values and living culture in the public domain.		

Performance Outcome	Benchmark Solution	Commentary
O1 - High-quality public art is integrated into the design and function of the development to embellish and enliven the public domain.	1. The strategy should respond to cultural values mapping to deliver a suitable artwork for the development demonstrating that the scale of the public art provided is commensurate to the intensity of use at the site or landscape. 2. For such development defined above, a minimum of 1 work of public art is provided within the publicly available and accessible spaces of the development such as: a. Any frontage to the public domain; b. Building entrances; or c. Arcades and through site links. 3. Different types of public art may be incorporated into the following aspects of development: a. Murals may form part of the facades of new buildings; b. Sculptures may be multipurpose and be integrated into urban furniture (e.g. shade, seating, water/drinking fountains or play/exercise equipment); c. Light installations may be combined with public lighting to support the needs of pedestrians or active transport after dark; or d. Artworks may form part of landscaping as part of wayfinding or interpretive walking trails	Complies The Public Art Strategy aims to deliver a vast variety of art across the Masterplan site, in which will be integrated within landscape design, built form and transport nodes. A minimum of 15 artworks of various mediums will be proposed, delivered and maintained
O2 Public art is provided to capture and reflect the qualities and essence of place, community values and the stories of past and present cultures, places, and people.	1. Artwork is the result of collaboration with an artist to deliver a coordinated and cohesive development and public art response 2. Public art is created in conjunction with a community consultation process to ensure alignment between public art, cultural/community values, and development. 3. Commissioning and contract processes prioritise artworks which are: a. Created by Aboriginal artists and/or created	Public Art Strategy identifies a minimum of 15 artworks across the Masterplan, in which conditions have been imposed to ensure local artist are collaborated with and in conjunction with an approved Panel.

	with direct involvement and collaboration with Aboriginal communities; and/or b. Initiated by the local community (i.e. Unsolicited requests for public art). 4. Public art themes provide a response to elements particular to a place. Considerations include, but are not limited to: a. Aboriginal culture and places of significance; b. Unique place qualities and attributes; c. Natural landscape elements; and/or d. Historical land uses; buildings, persons, and events.	
03 Public art is easy to maintain.	1. Where art is permanent, use materials that are: a. Appropriate to the landscape/environment. b. Resistant to vandalism; c. Safe for the public; and d. Require minimal maintenance. 2. Where art is temporary, develop clear and concise agreements with artists/organisations on expectations and deaccession (the process used to permanently remove an object, artwork, or assemblage). In this case, replacement art is to be provided, so the site has art in perpetuity.	Conditions have been imposed to ensure public art is maintain in perpetuity.

The proposal is considered to be generally consistent with the relevant controls outlined in Chapter 2.0 General Control of the Western Sydney Aerotropolis Development Control Plan 2022.

ii. Chapter 3 – Development for Enterprise and Industry, and Agribusiness

This chapter of the DCP applies specifically to development for the purpose of Enterprise and Light Industry, and Agribusiness only. The object of this Chapter is to meet the relevant performance outcomes established for each benchmark solution.

This chapter was assessed and applied during the Masterplan approval and found the proposal is considered to be generally consistent with the relevant controls outlined in Chapter 3.0 of the Western Sydney Aerotropolis Development Control Plan 2022.