Attachment B – Tables of Compliance

Environmental Planning Policies & Development Control Plans

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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 (Biodiversity and Conservation) 2021

i. Chapter 2 – Vegetation in non-rural Areas

The site is Biodiversity Certified. The subject modification would not conflict with the objectives of Chapter 2.

ii. Chapter 6: Water Catchments

The subject land is located within the Georges River catchment and as such State Environmental Part 6.2 – Development in regulated catchments applies to the application as the development is within the Hawkesbury-Nepean Conservation area Sub-Catchment. The relevant clauses are as follows:

Clause	Comment
6.6 Water quality and quantity	**Complies** The development would not result in any unreasonable impacts to water quality or quantity.
6.7 Aquatic ecology	**Complies** The development would not result in any adverse impacts on aquatic ecology.
6.8 Flooding	**Not Applicable** The site is not affected by flooding.
6.9 Recreation and public access	**Not Applicable** The site is not in proximity to any waterbody
6.10 Total catchment management	**Complies** The proposed modification would not detrimentally impact the existing stormwater management system, and as such it is considered that it would not have an adverse impact on the total catchment.

Based on the above assessment, the proposed development as modified satisfies the requirements of Chapter 6 and is considered to comply with the SEPP (Biodiversity and Conservation) 2021.

State Environmental Planning Policy (Resilience and Hazards) 2021

i. Chapter 3: Hazardous and offensive development

Chapter 3 of SEPP (Resilience and Hazards) has as its general aims to ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account and to ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient

information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact.

The 'Environmental Impact Statement Resource Recovery Facility 55 Martin Road, Badgerys Creek', Report No. 171127_EIS-Rev2 prepared by Benbow Environmental Released 22nd March 2018 confirmed that a preliminary risk screening of the proposed development was performed in accordance with SEPP No. 33 at the time and a preliminary hazard analysis (PHA) was not required as the quantity of dangerous goods to be stored at the site did not exceed SEPP 33 thresholds. Based upon this information and the nature of the proposed modifications, it is believed that further consideration is not required of Chapter 3, *State Environmental Planning Policy (Resilience and Hazards) 2021.* Furthermore, it is noted that the fit-out and use of the laboratory will be subject to separate development consent.

ii. Chapter 4: Remediation of Land

The proposal has been assessed under the relevant provisions of SEPP (Resilience and Hazards) 2021, specifically Chapter 4 – Remediation of Land.

The objectives of SEPP (Resilience and Hazards) 2021 are:

- *to provide for a statewide planning approach to the remediation of contaminated land.*
- *to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.*

During assessment of DA-263/2018, Council's Senior Environmental Health Officer reviewed the Preliminary Site Investigation prepared by STS GeoEnvironmental Pty Ltd (report no: 18/0089) dated January 2018 (trim ref: 090495.2018) and was satisfied that the land was suitable for the proposed development without the need for remediation. The modifications approved to the office building do not affect the consultant's previous conclusions regarding the suitability of the land for the proposed development.

Clause 4.6(1) prescribes the contamination, and remediation matters that must be considered by Council before determining the development application. Specifically, Council must consider:

- whether the land is contaminated; and
- if the land is contaminated, the Council must be satisfied that the land is suitable in its contaminated state (or will be suitable after remediation); and
- if the land requires remediation to be made suitable, Council is satisfied that the land will be remediated before it is used.

Pursuant to Clause 4.6(1) the following shall be addressed:

Clause	Comment
(1) A consent authority must not consent to the carrying out of any development on land unless—	
(a) It has considered whether the land is contaminated, and	The Preliminary Site Investigation found the site was suitable for the proposed development.
(b) If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and	The PSI indicates that the site is suitable for the proposed use in its current state, and Council's Environmental Health section are supportive of the application subject to conditions of consent.
(c) If the land requires remediation to be made suitable for the purpose for which the	The site does not require remediation.

development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.	

State Environmental Planning Policy (Transport and Infrastructure) 2021

i. Chapter 2 - Infrastructure

a. Division 23 – Waste or resource management facilities

The proposed development is best described as a resource recovery facility under SEPP (Infrastructure) 2007, which has the same meaning as in the Standard Instrument:

> ***resource recovery facility*** *means a building or place used for the recovery of resources from waste, including works or activities such as separating and sorting, processing or treating the waste, composting, temporary storage, transfer or sale of recovered resources, energy generation from gases and water treatment, but not including re-manufacture or disposal of the material by landfill or incineration.*
> ***Note—****Resource recovery facilities are a type of* ***waste or resource management facility***

Pursuant to Clause 2.153 development for the purposes of a waste or resource management facility may be carried out with consent on land in a prescribed zone. Although the ENT – Enterprise zone is not a prescribed zone pursuant to SEPP (Transport and Infrastructure), however, it is a permissible form of development under the SEPP(Precincts – Western Parkland City) 2021 which prevails to the extent of any inconsistency between itself and the SEPP (Transport and Infrastructure).

b. Schedule 3 – Traffic-generating development to be referred to TfNSW
Clause 2.122 refers to Traffic Generating Development:

> ***2.122 Traffic-generating development***
> *(1) This section applies to development specified in Column 1 of the Table to Schedule 3 that involves—*
> *(a) new premises of the relevant size or capacity, or*
> *(**b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity**.*

The original application was classified as a traffic generating development under Schedule 3, taking into consideration a response provided by RMS. The subject modification involves a minor enlargement in premises and capacity. The application has been referred to TfNSW in accordance with Clause 2.122 and no objection was raised to the modification application.

Western Sydney Aerotropolis Plan (WSAP) 2020

i. Aerotropolis-shaping objectives and principles

Objective	Requirement	Comment

Productivity	1. An accessible and well-connected Aerotropolis	**N/A** The proposed modifications to the office area of the approved Resource Recovery Facility is unlikely to have any impact on future plans for walking, cycling, public and active transport.
	2. High-value jobs growth is enabled, and existing employment enhanced	**Complies** The approved facility may assist in the development of vibrant centres that attract workers and investment through the provision of jobs. The proposed modification is designed to facilitate the efficient use of employee area.
	3. Safeguard airport operations	**N/A** The proposed modifications to the office area of the approved Resource Recovery Facility would not impact airport operations. The application was referred to WAS who raised no objection subject to conditions of consent.
Sustainability	4. A landscape-led approach to urban design and planning	**N/A** The proposed modification would not result in any further impact on natural vegetation.
	5. A sustainable, low carbon Aerotropolis that embeds the circular economy	**N/A** The proposed modification is unlikely to significantly add to carbon emission.
	6. A resilient and adaptable Aerotropolis	**N/A** The proposed modification would not impact existing water quality, nor would it alter existing flood extents.
Infrastructure and Collaboration	7. Infrastructure that connects and services the Western Parkland City as it grows	**N/A** The proposed modification would not prevent the development of the Aerotropolis as a Smart City supported by fast and reliable adaptable digital connectivity.
	8. A collaborative approach to planning and delivery	**Complies** A collaborative approach with all three levels of governments, the community, industry, utilities and landowners is sought. Relevant community notification has been undertaken and referrals to relevant state government bodies have been made.
Liveability	9. Diverse, affordable, healthy, resilient and well-located housing	**N/A** The proposed modification would not restrict future potential for diverse, affordable housing.
	10. Social and cultural infrastructure that strengthens communities	**N/A** The proposed modification would not restrict future potential for community and cultural facilities and services.
	11. Great places that celebrate local character and bring people together	**N/A** The proposed modification would not restrict future potential to celebrate public and private spaces.

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 location of the proposed modification works is within the Australian Noise Exposure Concept (ANEC) zone 30 – 35, however, the proposed office building is not considered 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 not located within the Windshear Assessment Trigger Area.	**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. The approved resource management facility falls under the category of 'relevant development', however, the proposed modification works does not impact the existing processing, storage or handling of organic or putrescible waste. Ecology impacts have been previously assessed as part of DA-263/2018. The minor modifications to the configuration of the approved office/admin building do not materially increase any impacts upon wildlife within the development site.	**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 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 approved use 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	The site is located within the obstacle limitation surface (110-120m), 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. The application was referred to WSA who raised no objection	**N/A**

	(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.	subject to conditions of consent.	
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 air 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, taking into account projected changes as a result of climate change, and (c) to avoid significant adverse impacts on flood behaviour and the environment.	The land is not mapped within the flood planning areas in the Aerotropolis.	**N/A**
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.	The land is not within the Environment and Recreation zone and the proposed modification would not result in any impact on existing native vegetation on the High Biodiversity Areas Map.	**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	The land is not mapped as a heritage area.	**N/A**

	(c) to conserve archaeological sites, and (d) to conserve Aboriginal objects and Aboriginal places of heritage significance		
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.	The front of the subject site falls within land mapped for a future transport corridor (Primary Arterial Road). Although the subject modification works do not fall within this area a referral was made to TfNSW in accordance with Cl 2.122 of the SEPP (Transport & Infrastructure) 2021. TfNSW raised no objection.	**Complies**
	 **Figure 11:** 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.	As previously noted, pursuant to *Section 1.2.1 Where these Guidelines apply*, the guidelines do not apply to the subject application.	**N/A**
PART 4.7 PRECINCT PLANS AND MASTER PLAN			
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	In this section *public utility infrastructure* includes the supply of water, electricity and the management of sewage. Utility infrastructure is available as demonstrated under the approved DA-263/2018.	**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: *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 [Cl 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.*	
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. 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.	**Considered Acceptable** 'Start with Country' has not been addressed. It is, however, considered that the proposed modification is limited in its capacity to promote and include aboriginal people. It would be difficult for the subject modification application to comply with the 'Start with Country' principle when the original development was approved prior to this introduction of the Precinct Plan and its associated cultural requirements, as the initial design, layout, and underlying planning rationale was not informed by Country-led design thinking. Integrating 'Start with Country' retrospectively can present significant challenges, particularly if the built form, landscaping, or site orientation already limits opportunities to respond meaningfully to Country. Key elements such as water flow, vegetation patterns, cultural narratives, and Aboriginal connection to the site were not considered in the original approval, making it difficult for the modification to fully address or incorporate these principles without fundamentally altering the approved development. Accordingly, full compliance with the Recognised Country provisions is not deemed to be necessary in the assessment of this modification application.
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 modification 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. The application was referred to WSA who raised no objection subject to conditions of consent.
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 modification is designed to help improve the operational efficiencies of the approved business.
06 Enable land use to evolve in line with changing economic drivers, and facilitate development that will contribute to building the Western Parkland City	**Complies** The proposed modification assists in the operations of the Resource Recovery Facility that will contribute to the growth of the Western Parkland City.
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	**Complies** The proposed modification would not impact the blue green grid and natural topography.
08 Provide for social infrastructure in strategic locations that support the residents, workers and visitors to the Aerotropolis.	**N/A** The proposed modification would not impact social infrastructure.
09 Plan for a transport network that facilitates movement of freight and people, and prioritises	**N/A** The proposed modification would not impact the envisioned transport network.

active and sustainable transport modes to improve community health and minimise the impacts of development and economic activity on climate change.	
10 Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements.	**N/A** The proposed modification would not impact the envisioned street network.
011 Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat.	**N/A** The proposed modification would not impact climate extremes.
012 Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.	**N/A** The proposed modification would not impact waterway health and biodiversity.
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 subject site is bushfire prone. The proposed modification would not impact existing risk-management measures.
014 Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.	**N/A** The proposed modification would not impact landscape connections.
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 approved Resource Recovery Facility encourages the recycling of waste and circulation of resources. The proposed modification would assist in improving the circular economy.
2.3 Badgerys Creek **Vision** Badgerys Creek will support the Western Sydney Airport operations and be well connected to the Aerotropolis Core metropolitan centre to the south and the Northern Gateway to the north-west. The Precinct will transform from lower density and less intensive land uses, buildings and structures to higher order employment-focused technology, advanced manufacturing and industry uses with the opportunity for between 9,000 – 11,000 jobs (estimated by the WSAP). The Precinct will be linked to the east across Wianamatta-South Creek to areas such as Rossmore. The Precinct adjoins the Western Sydney Airport with good access to Elizabeth Drive and the M12 Motorway. New developments will be designed to benefit from nearby major infrastructure and to appropriately integrate with existing resource recovery industries and new circular economy hubs. Affected by aircraft noise, this Precinct is not suitable for noise sensitive land uses such as residential development. It will provide land for a range of employment generating uses that will benefit from proximity to the Western Sydney Airport.	
Precinct Objectives	**Response**
01 Develop industries that leverage access to freight transport networks including the M12 and Elizabeth Drive	**N/A** The approved development utilises access to major freight transport networks including Elizabeth Drive. The proposed modification would not impact this.
02 Take advantage of proximity and direct access to the Western Sydney Airport for the production of goods for export	**N/A** The approved development takes advantage of proximity to the Western Sydney Airport by providing resource recovery facilities to support local industry. The proposed modification would not impact this.
03 Ensure that development is responsive to the Western Sydney Airport's operational constraints including noise, Obstacle Limitation Surfaces and runway approaches.	**Complies** The proposal would not impact airport operations. The application was referred to WSA who raised no objection subject to conditions of consent.

04 Ensure that development in the Precinct is integrated with and takes advantage of proximity to the blue-green networks of Badgerys Creek and Wianamatta-South Creek.	**N/A** The site is not located in close proximity to the blue-green networks of Badgerys Creek.
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.	**Complies** As demonstrated under the approved DA-263/2018 essential services and infrastructure will be available when required for the development.
I2 Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements.	**Complies** The proposed modification is capable of complying with relevant service authority guidelines and requirements.
I3 Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline.	**N/A** The proposed modification would not impact aviation fuel pipeline.
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 proposed modification would not impact aviation fuel pipeline.
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** No shared utility trenches are proposed as part of the modification.
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** No impact on any existing internet connection or telecommunications infrastructure provided under the approved DA-263/2018.
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;

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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	**Response**
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).	**Complies** The subject site is located within the First Priority Area.

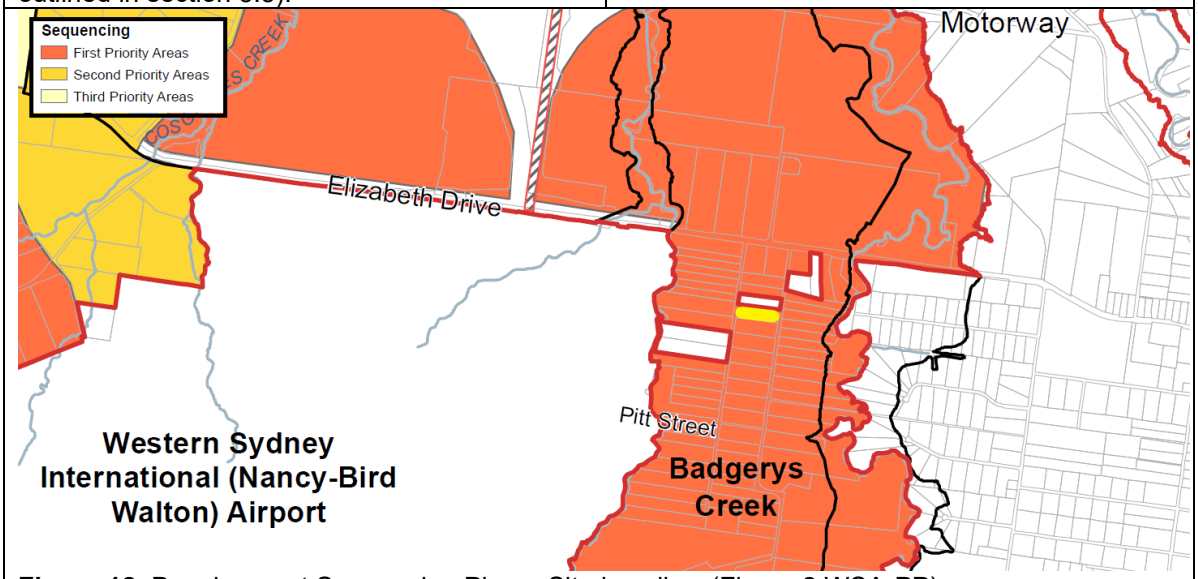


Figure 12: Development Sequencing Plan – Site in yellow (Figure 2 WSA-PP)

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.	**Complies** The site is supported by active transport accessibility.
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 proposed modification does not result in isolated areas.

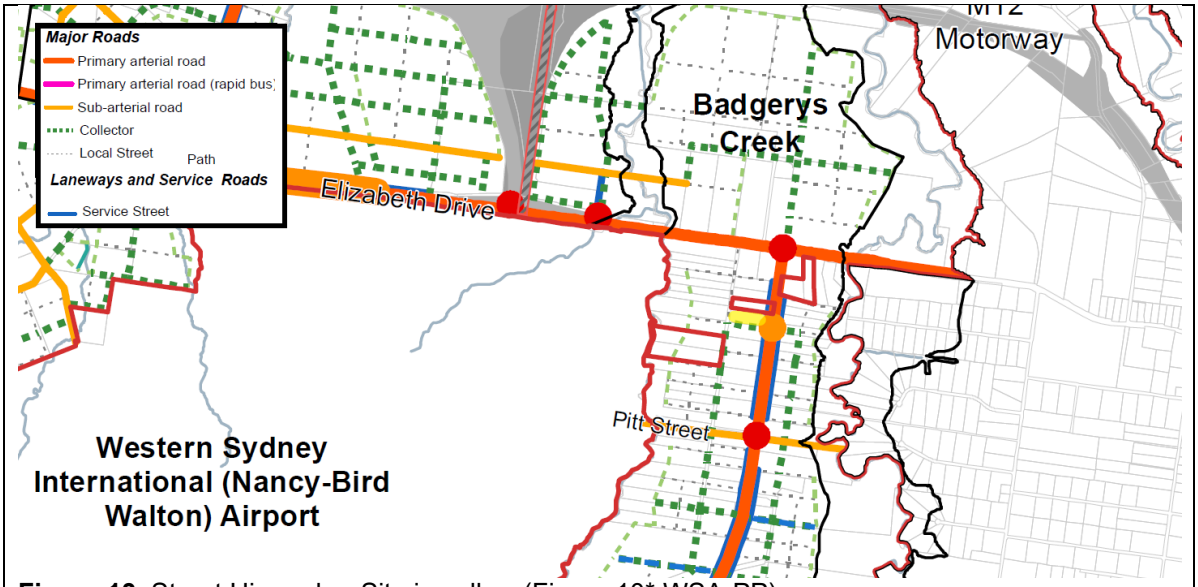


Figure 13: Street Hierarchy- Site in yellow (Figure 10* WSA-PP)

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	**Complies** The proposed modification would not impact on the envisioned Street Hierarchy. The approved DA-263/2018 incorporates a 10m road widening allowance within the front setback. The modification application was referred to TfNSW who raised no objection.
DS6 Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised.	**Complies** The site is located along a Primary-arterial road envisioned to accommodate freight transport.

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:

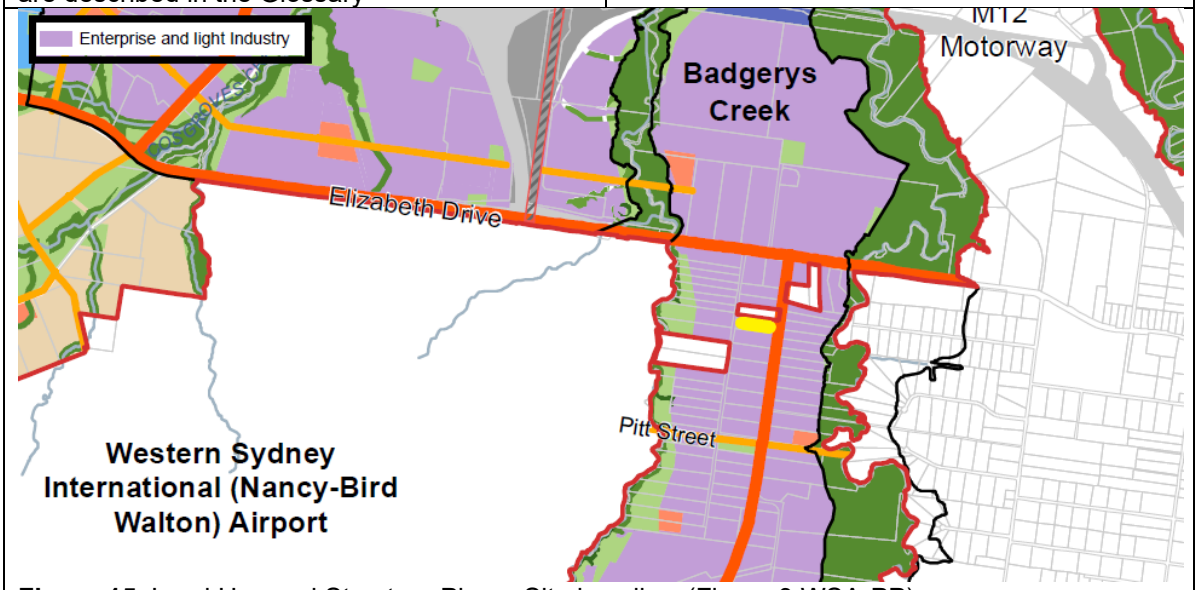
a. Reflects the Land Use Plan (Figure 3), Transport Network Plan (Figure 7) and BlueGreen Infrastructure Framework (Figure 5)

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 Enterprise and light industry as per Figure 15 below.
 **Figure 15**: Land Use and Structure Plan – Site in yellow (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: a. Ensure connectivity b. Encourage sustainable transport choices by providing direct routes that prioritise active transport and public transport for workers Western Sydney Aerotropolis Precinct Plan | 24 c. Appropriately cater for heavy vehicles including freight movements and public transport vehicles d. Facilitate coordinated development of parcels in different ownerships or at different times e. Assist with managing water in the landscape f. Minimise the extent and depth of earthworks and the need for retaining walls.	**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	**N/A** Local or Neighbourhood centres not proposed.

transport routes (collector roads or Sub-arterial Roads)	
LU4 Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping and water management.	**N/A** Not applicable.
LU5 Ensure built form is appropriate for its use and ensure natural cross ventilation, improved internal thermal comfort and reduced reliance on air conditioning.	**Complies** The modified office building design remains suitable for its use, achieves adequate cross ventilation and solar access.
LU6 Provide for high quality architectural and design outcomes which respond to topography and site characteristics.	**Complies** The rural colour palette of the modified office building effectively responds to the site characteristics.
LU7 Residential development in the Mixed Use Zone is to be located: a. Within 1 kilometre walking distance of Metro stations; or b. Within 400 metres of a bus stop or a Collector Street; and c. Within 200 metres of open space.	**N/A** Residential development not proposed.
4.2 Subdivision and Block Structure Subdivision not proposed.	
4.3 Aboriginal Culture and Heritage – Recognising Country The site is not mapped within an aboriginal cultural sensitivity area.	
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 site is not located within the Blue-Green Infrastructure area. An area identified for Stormwater Infrastructure acquisition is located 250m west of the site. The proposed modification would not impact on the approved stormwater strategy.	
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. M06 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 modification. See Figures 20 below.

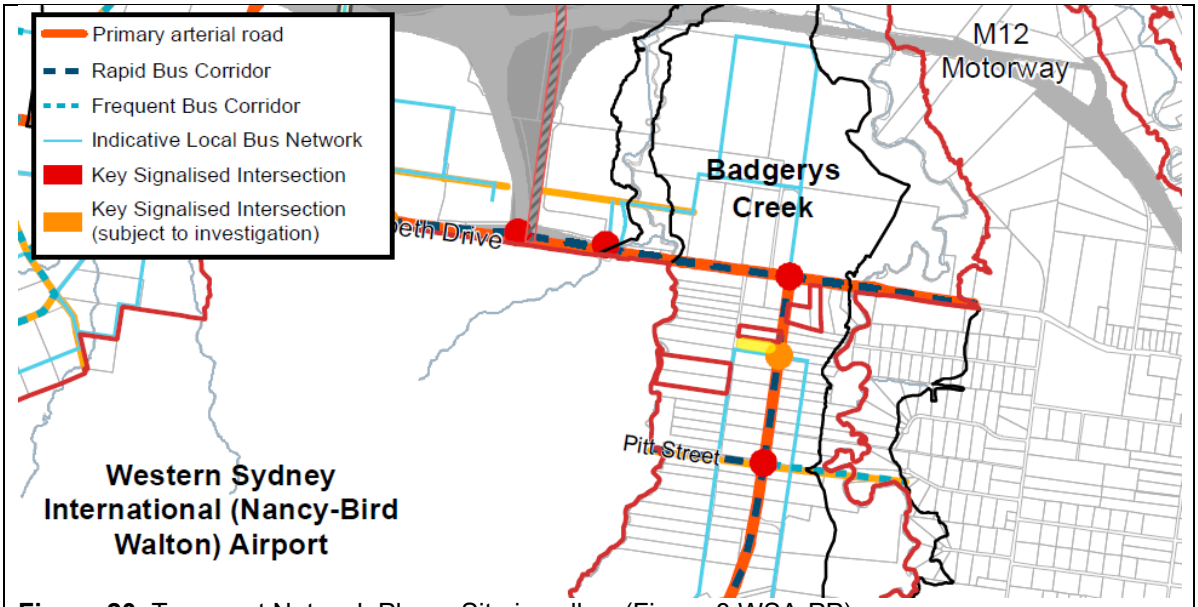


Figure 20: Transport Network Plan – Site in yellow (Figure 8 WSA-PP)

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.	**Noted** A local bus network is envisioned along the southern boundary of the site. This does not appear to have been considered under the approved DA-263/2018, however, the proposed modification would not prevent this occurring in the future.
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 site is not mapped as part of the Blue-Green Infrastructure Framework in Figure 5 of the WSA Precinct Plan. Refer to Figure 17 above. Active transport is not impacted and would remain in accordance with Figure 9* of the WSA Precinct Plan. Refer to Figure 20 above.

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: a. Respond to topography; b. Enable the efficient movement of water, replicating natural flow patterns as closely as possible; c. Intersect with arterial or classified roads at locations and using intersection treatments nominated or agreed by the road authority; d. Accommodate buses generally consistent with the alignments and connections shown in Figure 8; e. Accommodate separated cycleways generally consistent with the alignment and connections of cycleways shown in Figure 9; and f. Connect with centres and metro stations	**Noted** This road network does not appear to have been considered against the precinct plan under the approved DA-263/2018, however, the proposed modification would not prevent future connections and alignments in the future. The approved DA-263/2018 incorporates a 10m road widening allowance within the front setback. The modification application was referred to TfNSW who raised no objection.
SH2 Local and Collector streets are to be designed to: a. Connect to other streets in the hierarchy in a logical sequence, so that Local Streets connect to other Local Streets or to Collector Streets; b. Incorporate priority-controlled intersection treatments; c. Minimise 4-way intersections and avoid intersections with more than 4 streets; d. Provide interfaces between urban land and land identified for open space, conservation, or stormwater management; e. Enable land in different ownerships to be developed independently and ensure that legal and physical access to properties is maintained at all stages in the development process; f. Convey stormwater within the Total Water Cycle Management network as shown on Figure 6; g. Contribute to tree canopy and the Blue Green Infrastructure Framework shown on Figure 5; and h. Maximise opportunities for the energy efficient design of buildings	**Noted** A collector road is envisioned along the southern boundary of the site (refer to figure 13). This does not appear to have been considered under the approved DA-263/2018, however, the proposed modification would not prevent this occurring in the future.
SH3 The layout and location of Local Streets and Collector Streets on Figure 10 is indicative. Where a development application proposes a variation to the Local Street or Collector Street , the applicant must demonstrate that in addition to the requirements in SH2, that the variation: a. Achieves a permeable street network; b. Encourages walking and cycling and minimises travel distances; c. Maximises connectivity to community facilities, open space and centres; d. Takes into account topography and the flow of water in the landscape;	**N/A** A variation is not proposed.

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** No roads are proposed under the modification application.
SH5 Roads and streets are aligned to follow property boundaries where possible to reduce lot severance.	**N/A** No roads are proposed under the modification application
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.	**Complies** The site is adjacent to a protected transport corridor. As previously noted above in Chapter 4 of SEPP (Precincts - Western Parkland City) 2021 (Western Parkland City SEPP) Clause 4.27 (Figure 11) a future Primary Arterial Road (Martin Road) runs north-south along the front of the site. Notwithstanding, a 10m road widening allowance has been accommodated for under the approved DA-263/2018 and TfNSW raised no objection. The proposed modification is not considered a noise sensitive development.
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. SR08 Planning is to provide sustainable and resilient approaches to development and is to	

incorporate circular economic principles found in the NSW Circular Economy Policy Statement	
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** The approved Resource Recovery Facility assists in waste reduction and recycling. It supports sustainable urban development assisting developers meet sustainability targets such as net-zero emissions, waste reduction goals and regenerative targets. By integrating waste management, energy recovery, and water efficiency, a Resource Recovery Facility closes the loop on material use, minimizes waste, and contributes to the creation of low-carbon, sustainable developments—a fundamental principle of the circular economy. Notwithstanding, the proposed modification to the office building and car park would not detrimentally impact the existing developments support of the circular economy.
SR2 Effectively use renewable energy supply including solar, wind, green hydrogen, and bioenergy	
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 site is located outside of the metropolitan, specialised, local and neighbourhood 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	**Complies** The maximum height prescribed for the site is 24m. The proposed modification has a maximum height of 8.776m.

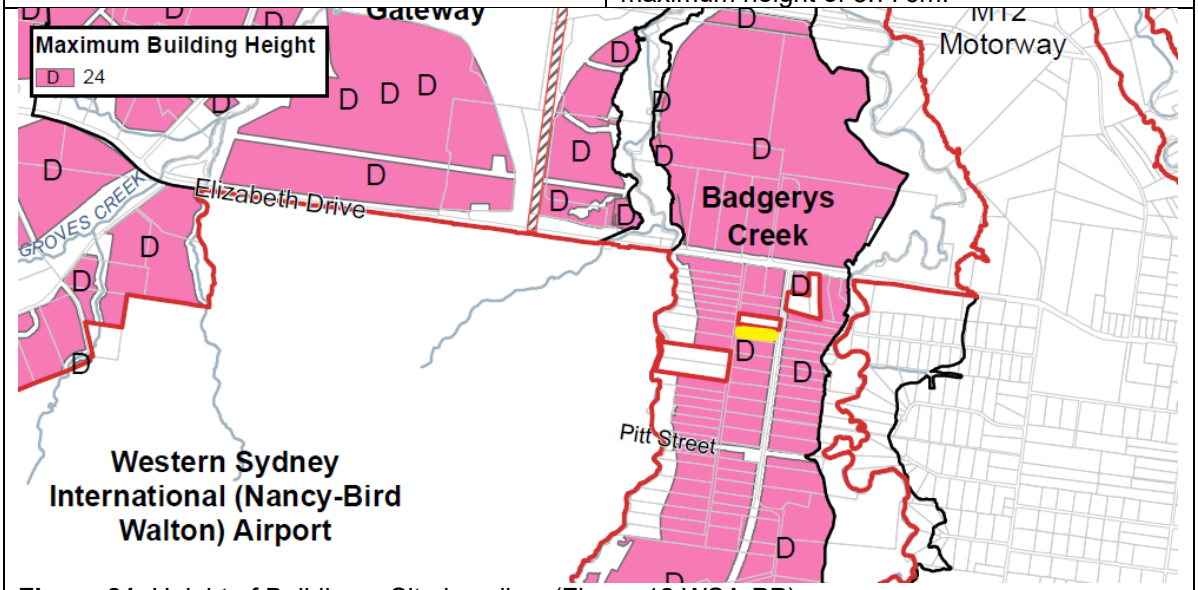


Figure 21: Height of Building – Site in yellow (Figure 12 WSA-PP)

H2 In the Mixed Use Zone, ensure development does not adversely impact on the amenity of the public domain and adjacent residential areas and that site topography, views and landscape character have been considered.	**N/A** The site is not located within the Mixed Use Zone.

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** A Floor Space Ratio is not prescribed to the site in Figure 13.

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
Design excellence is not required in accordance with the Aerotropolis SEPP.

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**
Connecting to culture and Country through the Built Form		
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.	**N/A** As previously noted under SEPP (Precincts—Western Parkland City) 2021, Clause 4.28B the Recognise Country Guidelines do not apply. Pursuant to *Section 1.2.1 Where these Guidelines apply*, the guidelines apply to applications meeting certain criteria, in which the subject modification is not applicable. It is considered that the proposed modification to the office building and associated parking amendments is limited in its capacity to promote and include aboriginal people. Furthermore, it would be difficult for the subject modification application to comply with the 'Recognise Country' principle when the original development was approved prior to this introduction of the Guidelines, as the initial design, layout, and underlying planning rationale was not informed by Country-led design thinking. Integrating 'Recognise Country' retrospectively can present significant challenges, particularly if the built form, landscaping, or site orientation already limits opportunities to respond meaningfully to Country.
	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).	Key elements such as water flow, vegetation patterns, cultural narratives, and Aboriginal connection to the site were not considered in the original approval, making it difficult for the modification to fully address or incorporate these principles without fundamentally altering the approved development.
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 modification.		
2.3.2 Stormwater Management and Water Sensitive Urban Design No impact on waterways anticipated as a result of the modification.		
2.3.3 Management and access to Regional Stormwater Infrastructure and Waterways The subject site is not mapped for acquisition.		
2.4 Vegetation and Biodiversity		
2.4.1 Deep Soil and Tree Canopy No deep soil or tree canopy requirements for Resource Recovery Facilities.		
2.4.2 Protection of Biodiversity No impact on biodiversity anticipated as a result of the modification.		
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** The proposed modification results in minor amendments to the approved landscape plan to accommodate the revised car park layout. All proposed planting species are selected from the preferred Species List in Appendix B. An appropriate mix of shrubs, three new trees and the retention of existing trees is incorporated into the landscape design.
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.	**Complies** Multiple large pot size will be planted close to and within dented parking bays of the proposed car-park. These will

	2. Size and scale of landscaping is responsive to the bulk and scale of the development.	provide shade as well as creating a better aesthetic from the road. As the office building is set well back form the road there is a reduced perceived bulk and the proposal is of an appropriate scale for the area. Large size plants (native canopy Eucalyptus Moluccana & Forest Red Gum) will be planted close to the road to speed up the screening from Martin Road. Border planting along the car parking area consisting of native vines and shrubs will further increase the aesthetic from the road.
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).	**N/A** No change to existing side and rear planting proposed.
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.	**Complies** Trees have been introduced in areas with a minimum of 2x2m of unobstructed space to limit interference with infrastructure. The proposed Grey Box and Red Gum reach a mature height approximately 25m well below OLS. Trees are setback from the street to ensure clearance from services such as street lights.
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	**Complies** Multiple native canopy tree are proposed in and around the car

	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.	parking area. The proposed Grey Box and Forest Red Gum both maintain clean trunks with a higher spread. Trees do not obscure sight lines for vehicles or pedestrians.
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.	**Complies** 1 medium tree has been provided for at least every 5 car spaces. Trees do not obscure sight lines for vehicles or pedestrians.
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 parent DA-263/2018.		
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.

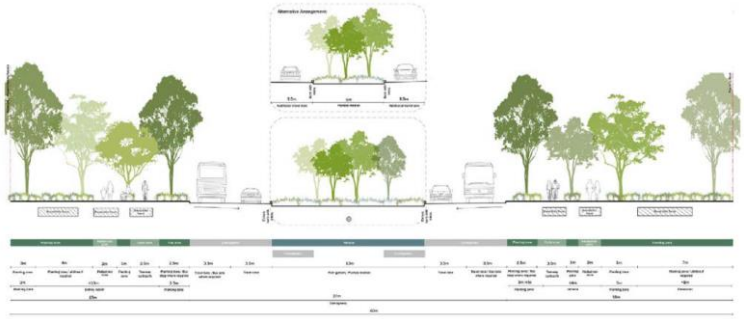
Further guidance on street design and engineering standards can be found in the Western Sydney Street Design Guidelines, Western Sydney Engineering Design Manual and the Aerotropolis Precinct Plan. Provisions for other lower-order roads are also found in Chapter 3 (Enterprise Light Industry and Agribusiness areas), Chapter 4 (Centres) and Chapter 5 (Mixed Use – Residential Areas).

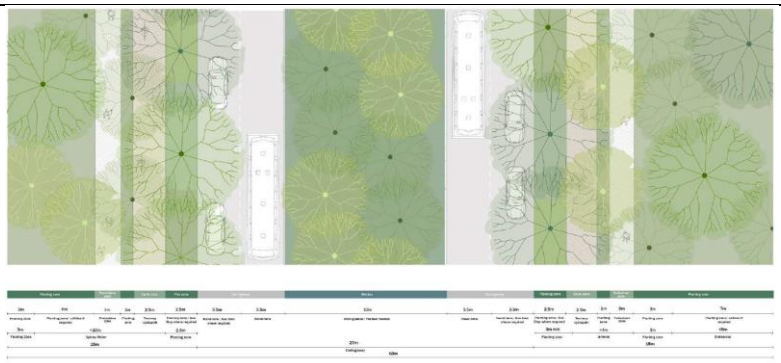
Objectives

O1. Design street networks to support the objectives of the NSW Government's Movement and Place framework.

O2. Design key regional and state roads consistent with the Precinct Plan.

O3. Design street networks to accommodate diverse modes of transport including heavy vehicles, cars, public transport, walking and cycling.

Performance Outcome	Benchmark Solution	Comment
PO1 The design, functionality and safety of arterial and subarterial roads is consistent across the Aerotropolis Growth Area.	1. Direct vehicle access to properties from the Arterial and Sub-Arterial roads identified in the Precinct Plan is not permitted, except for land uses that require or benefit substantially from access to major roads (for example service stations) and where approval is obtained from the relevant roads authority.	**Considered Acceptable** Direct vehicles access to the site from the Primary-Arterial road (Martin Road) is to be maintained as part of the modification proposal. Under the parent approval DA-263/2018 RMS recommended that access be accommodated from Maritn Road, rather than Lawson Road, as this was preferential for vehicles exiting onto Elizabeth Drive.
	2. Road design for Primary Arterial Roads, Primary Arterial Roads (Rapid Bus), and Subarterial Roads as identified on the Precinct Plan are to be consistent with the typical arrangements shown in Figure 6 to Figure 8 (pp40-43).	**N/A** While no change to the Primary Arterial Road is proposed as part of the modification it is noted that a 10m setback allowance has been incorporated within the front setback under approved DA-263/2018.
		

	 Figure 6 Primary Arterial Road – Typical arrangement **Figure 22**: Primary Arterial Road (Figure 6 WSA DCP) (27m carriageway, 60m total width)	
	3. Implement fauna-sensitive road design elements to minimise environmental impacts, such as vehicle strike during and after road construction and upgrading. Note: All street cross-sections illustrate minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.	**N/A** Fauna-sensitive road design is to occur as part of the future road widening processes.
PO2 Support temporary site access that is required but not currently available	1. To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: a. The development complies with all other development standards; and b. The consent authority is satisfied the carrying out of the development will not compromise road safety.	**Considered Acceptable** Direct vehicles access to the site from the Primary-Arterial road (Martin Road) is to be maintained as part of the modification proposal. Under the parent approval DA-263/2018 RMS recommended that access be accommodated from Maritn Road, rather than Lawson Road, as this was preferential for vehicles exiting onto Elizabeth Drive.
	2. Where the consent authority grants such consent, the temporary access must be constructed to the Council's standards except in the case of a State classified road, which must be designed and constructed to TfNSW's standards. Conditions will also be imposed to limit access to the designated road when alternative access becomes available	
2.7 Parking design and access **Objectives** **O1.** Provide functional, safe, and efficient parking areas. **O2.** Minimise visual and amenity impacts of car parking on the public domain. **O3.** Minimise visual and amenity impacts of loading and servicing on the public domain.		

O4. Ensure adaptability of car parking provision and design where accommodated above ground to accommodate other uses over time. **O5.** Ensure vehicle access arrangements are appropriate and minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees.		
Performance Outcome	**Benchmark Solution**	**Comment**
PO1 The design and layout of car parking and vehicular access is safe and functional.	1. Parking is to meet AS 2890 and AS 1428.	**Complies** The internal parking arrangements have been designed in general accordance with AS 2890.2 and the approved development under DA 263 / 2018 / A. Any minor amendments (if any) can be dealt with prior to the release of a Construction Certificate.
PO2 Prioritise use of basement car parking areas in mixed use areas and Centres.	1. A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement.	**N/A** No basement parking proposed.
	2. Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level.	**N/A** No basement parking proposed.
PO3 Where required due to flooding or geological constraints preventing the use of basements, at grade and above ground car parking does not detract from public domain or amenity.	1. Parking areas do not significantly interfere with pedestrian through-site links.	**Complies** The modified parking area maintains safe pedestrian through-site links.
PO4 Above ground car parking is designed to activate the streetscape and not detract from the public domain.	1. Locate vehicle access points on the secondary frontage or via a rear lane.	**N/A** At-grade car parking proposed.
	2. Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages.	
	3. Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building.	
PO5 Utilise integrated parking solutions to service multiple development sites.	1. Where integrated basement car parking is used, these: a. Must provide shared access to the integrated basement car parking area; b. Must demonstrate how shared access for adjoining sites, including circulation paths and breakthrough walls, will function and are to be accommodated; c. Have basement structures at a depth that adequately accommodates services, stormwater drainage and other infrastructure; and d. Ensure that the basement level(s) below the public	**N/A** Integrated basement car parking not proposed.

	domain are used for circulation areas, ramps, visitor parking, freight and service vehicle parking, loading areas and waste collection points, not individual strata titled spaces.	
PO6 Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements.	1. Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes.	**Complies** The small vehicle access driveway has been relocated to align with the front of the office building, however, access remains off the main frontage. No change to the existing heavy vehicle access driveway location to the main frontage proposed. The proposed modification involves re-positioning the office building to have greater separation (8.695m) from the heavy vehicle driveway to aid in safety.
	2. At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition.	**Complies** Vehicle access points are free from potential concealments.
	3. Separate pedestrian and bicycle access from vehicular circulation areas.	**Complies** Separate pedestrian and vehicular access and circulation areas are provided.
	4. For industrial land uses and warehouse and distribution facilities, heavy vehicles be fully separated from staff and visitor parking and entry/exit points and that safe and separated access from staff and visitor parking be provided to office areas.	**Complies** Heavy vehicle access is fully separated from staff and visitor parking and entry/exit points.
	5. Change pavement (colour and/or texture) to: a. Provide clear demarcation between pedestrian and vehicle spaces; and b. Reduce vehicle speeds at entries or key nodes. c. For the egress points of larger developments, install stop signs and lines for motor vehicles crossing pedestrian and bicycle. d. Provide separate pedestrian access routes to building entries from the public domain and parking areas. e. Pedestrian access routes are direct, with good sightlines, intuitive wayfinding, and easy gradients.	**Complies with Condition** A condition of consent would be imposed to ensure the designated pedestrian paths are of different colour and/or texture to the vehicular path.

	f. Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas.	
PO7 Vehicle access arrangements and queuing areas on a site shall minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees.	1. Locate vehicle access points on the secondary frontage or rear lanes with access and egress points provided in a forward direction.	**Considered Acceptable** No changes to the existing vehicle access point on the primary frontage proposed.
	2. Where a site has frontage to a classified road, provide access to an alternate road.	**N/A** Frontage is not to a classified road.
	3. Ensure that all vehicles can enter and exit in a forward direction.	**Complies** Swept path diagrams have been provided demonstrating that all vehicles, including the 20m HRV, can enter and exit in a forward direction.
	4. Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements.	**Complies** Swept path diagrams have been provided demonstrating that all vehicles, including the 12.5m & 20m HRV, can service the site.
	5. Where the entry to a parking space is also the entry to a waste collection area, access should be possible via a PIN pad and code, to avoid the need for waste truck drivers to carry keys or access cards/fobs with them	**Complies** The pedestrian and visitor entry is separate from the truck entry used for waste collection. Each entry has a sliding security gate.
PO8 Car parking spaces and associated infrastructure are designed with the potential to transition to other uses	1. All car parking spaces at grade, or if provided above the ground floor level within a building, shall demonstrate what infrastructure will be incorporated into the carpark areas of the building to allow for the easy transition to habitable land uses in the future. This includes consideration of: a. Retrofitting of utilities and services (water, electricity, and internet); b. Building code requirements for a range of uses; c. Removable ramps; d. Greater reinforcement, such as steel (as residential/commercial spaces are heavier than car parks); and e. Flexible approaches for night-time use (see images below).	**Considered Acceptable** While the carpark has not been designed with the allowances for easy transition to future habitable land use, it is accepted that the current design is aligned with the approved car park layout.
	2. All at grade or above ground car parking spaces within buildings have a floor to ceiling height of 3.0m to 4.5m	**Complies** Pedestrian and visitor car parking spaces are not located within a building.

	(clearance free of mechanical servicing) to allow for adaption to other uses.	Approved at grade internal truck parking areas have a floor to ceiling height in excess of 3.0m.
PO9 Parking layout, surfacing and drainage design responds to Water Sensitive Urban Design.	1. With the exception of heavy vehicle entries, use pervious surfaces for at grade parking and driveway design other than entry for heavy vehicles.	**Considered Acceptable** While the use of pervious surfaces has not been proposed, it is accepted that the approved DA incorporated impervious surfaces and no further change is proposed.
	2. Where appropriate, incorporate a permeable surface in car washing spaces. The use of turfed or gravel surfaces is considered acceptable, provided the water is treated to prevent contaminants from entering the stormwater system.	**N/A** No car washing bays proposed.
PO10 Utilise tandem, stacked, and mechanical parking where appropriate.	1. Where development includes a mechanical parking installation, such as car stackers, turntables, car lifts or other automated parking systems, a Parking and Access Report is to be provided.	**N/A** No mechanical, tandem or stack car parking proposed.
	2. Access to mechanical parking installations is to be designed in accordance with AS 2890	
	3. Tandem or stack parking will only be permitted where: a. Each tandem or stacked parking arrangement is limited to a maximum of two spaces; b. The maximum parking limit for spaces in the development is not exceeded; c. they are used for staff parking only; d. They are not used for service vehicle parking; and e. The manoeuvring of stacked vehicles is able to occur wholly within the premises.	
	4. Mechanical parking installations will be considered for developments involving the adaptive reuse of existing buildings where site or building constraints prevent standard parking arrangements	
	5. Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes.	
	6. The minimum length of a tandem space is 10.8m.	

PO11 Smart technology to be incorporated in large car parks (over 100 spaces) to improve functionality.	1. For development (over 100 spaces), provide technology which tracks real-time car movement such as wireless parking bay sensors and dynamic signage to guide drivers.	**N/A** Under 100 car parking spaces proposed.
2.8 Travel Demand Management A Travel Plan is not required as the modification development accommodates fewer than 50 employees and does not propose temporary access.		
2.9 Service and loading design The proposed modifications do not bear impact on the approved waste collection, loading and service vehicle arrangements.		
2.10 Airport Safeguarding As identified in the assessment of Part 4.3 of the Parkland City SEPP the proposed modification is not likely to impact airport safeguards. The application was referred to WSA who raised no objection subject to conditions of consent.		
2.10.2 Noise **Objectives** **O1.** Safeguard the future 24-hour operations of the Airport and provide appropriate protections for the surrounding community. **O2.** Development does not introduce or intensify noise sensitive uses.		
Performance Outcome	**Benchmark Solution**	**Comment**
PO1 Development within the ANEC 20 and above contours (including extensions to existing development) is constructed to achieve indoor design sound levels as per the Indoor Design Sound Levels for Determination of Aircraft Noise Reduction in AS 2021 – Acoustics Noise Intrusion – Building Siting and Construction.	1. Residential development is constructed in accordance with Table 3 (p48).	**N/A** Residential development not proposed.
	2. An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels. *Note: Residential development within the ANEC 20 and above contours will only be permitted where provided under clause 4.17(4) of the Parkland City SEPP or existing use rights apply. Development of residential accommodation will have the option of either incorporating the specified construction standards or provide an acoustic report. All other noise sensitive development specified within Table 4 of AS2021 will be required to be accompanied by a report prepared by a suitably qualified and experienced acoustic engineer.*	**Complies by Condition** A Noise Impact Assessment was provided as part of the originally approved development application. The report concludes that following the carrying out of the recommendations in this report, the proposed site activities will have an acceptable noise impact on the surrounding receivers, however, it does not specific construction standards required to achieve the specified indoor design sound levels of the office building itself. A condition of consent would be proposed to ensure that the development will meet the relevant provisions of *Australian Standard AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction with respect to interior noise levels.*
2.10.3 Wildlife Hazards As identified in the assessment of Part 4.3 of the Parkland City SEPP the proposed modification is not likely to impact airport safeguards. Ecology impacts have been previously assessed as part of DA-263/2018. The minor modifications to the configuration of the approved office/admin building do not materially increase any impacts upon wildlife within the development site. The application was referred to WSA who raised no objection subject to conditions of consent.		
2.11 Services and Utilities Utility infrastructure is available as demonstrated under the approved DA-263/2018.		

2.12 Sustainability

Objectives

O1. Minimise energy consumption and achieve net zero energy emissions by 2030.

Performance Outcome	Benchmark Solution	Comment
PO1 Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.	1. All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site.	**Considered Acceptable** The approved Resource Recovery Facility assists in waste reduction and recycling. It supports sustainable urban development assisting developers meet sustainability targets such as net-zero emissions, waste reduction goals and regenerative targets. By integrating waste management, energy recovery, and water efficiency, a Resource Recovery Facility closes the loop on material use, minimizes waste, and contributes to the creation of low-carbon, sustainable developments—a fundamental principle of the circular economy. Notwithstanding, the proposed modification to the office building and car park would not detrimentally impact the existing developments support of the circular economy.
	2. Where the net zero energy target cannot be accommodated on site, the proponent must provide an offset e.g. with a Power Purchase Agreement.	**Considered Acceptable** As noted above.

2.13 Smart Places

The proposed modification would not impact broader aerotropolis initiatives to support digital inclusion.

2.14 Design for Safe Places

The proposed modification is not anticipated to cause any safety concerns.

2.15 Universal Design and Access

Existing conditions of consent ensure access is provided to people with a disability in accordance with the relevant NCC, Disability and Australian Standards.

2.16 Waste Management and Circular Economy

No change to the approved waste management plan proposed. As previously noted the approved development assists in waste reduction and recycling. It supports sustainable urban development assisting developers meet sustainability targets such as net-zero emissions, waste reduction goals and regenerative targets.

2.17 Subdivision design

Subdivision not proposed.

2.18 Earthworks and retaining walls

Earthworks not proposed.

2.19 Public Art

Public Art not proposed.

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.

3.0 Development for Enterprise and Industry, and Agribusiness		
3.1 Local road network and design		
3.1.1 Street design		
Performance Outcome	**Benchmark Solution**	**Comment**
PO1 To enable a road network that is safe and efficient for all users and minimises through traffic on minor roads.	1. Road design for local streets, collector streets and park edge streets as identified on the Aerotropolis Precinct Plan are to be consistent with the typical road cross-sections in this Figure 12 to Figure 14 (pp62-63).	**N/A** As previously noted a future collector road runs along the southern side of the site, and the site fronts a future Primary Arterial Road. The proposed modification would not prevent the future provision of the street networks envisioned within the Precinct Plan. The approved DA-263/2018 incorporates a 10m road widening allowance within the front setback. The modification application was referred to TfNSW who raised no objection.
	2. Development applications shall be accompanied by a Traffic and Transport Report. The Report shall assess the impact of projected pedestrian and vehicular traffic associated with the proposal and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system.	**Complies** The modification application is accompanied by Traffic & Parking Statement that assesses the impact of the proposed modification. The application was referred to TfNSW and Councils Traffic & Transport officer who raised no objection.
	3. Subdivision and development are to consider the coordinated staging and delivery of surrounding road infrastructure. Development consent will only be granted to land serviced by a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).	**Complies** As previously noted the development of the site aligns with the sequencing envisioned under the Precinct Plan. The site is currently services by a suitable road network.
	4. All parking shall be provided either on site or in centralised off-road locations.	**Complies** All parking is provided on site.
	5. The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless	**N/A** No change to the existing road network proposed.

	dictated by topography or other constraints.	
	6. The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles.	
	7. To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.	
	8. Road design shall consider arrangements for broken down vehicles and incident response. Note: All street cross-sections illustrate minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation. *Note: All street cross-sections illustrate minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.*	
PO2 To encourage the orderly and economic provision of road and intersection works. To encourage the use of public transport, bicycles and walking.	1. Internal road network intersections are to be provided at the following minimum intervals: a) Local to local industrial road – 40m-60m; b) Local to Collector/distributor road – 100-200m; and c) c. Collector/distributor to sub-arterial – 400m-500m	
3.2 Parking and travel management		
Performance Outcome	**Benchmark Solution**	**Comment**
PO1 To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality.	1. On-site car parking is to be provided in accordance with Table 4 (pp64-65).	**Considered Acceptable** The approved DA provided for 13 at-grade car parking spaces including 2 accessible spaces. This was based on consideration of the operational characteristics of

<table>
<tr><td></td><td>2. For activities not identified in Table 4, the TfNSW' (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide.</td><td>the proposal and the future workforce number. The TIA indicates that the new geotechnical laboratory would potentially generate the need for 2-3 additional staff, which is accommodated in the increase in car parking spaces from 13 (as approved) to a total of 18 spaces.

The approved DA did not accommodate bicycle parking.

The application was reviewed by Councils Traffic & Transport officer who raised no objection.</td></tr>
<tr><td></td><td colspan="2">Table 4 Car and bicycle parking rates
<table>
<tr><th>Activity</th><th colspan="3">Rate</th></tr>
<tr><td></td><td>Within 800m walking distance of a metro station</td><td colspan="2">Greater than 800m walking distance of a metro station</td></tr>
<tr><td></td><td>Maximum parking rate</td><td>Minimum parking rate</td><td>Maximum parking rate</td></tr>
<tr><td>Industry</td><td>1 space / 200 sqm</td><td>1 space / 200 sqm</td><td>1 space / 100 sqm</td></tr>
<tr><td>Warehouses or distribution centres</td><td>1 space / 250 sqm</td><td>1 space / 300 sqm</td><td>1 space / 100 sqm</td></tr>
<tr><td>Freight Transport Facilities</td><td colspan="3">1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility.</td></tr>
<tr><td>Vehicle Body Repair Workshops/ Vehicle Repair Stations</td><td colspan="3">3 spaces per 100m2 of gross floor area or 6 per work bay, whichever is greater</td></tr>
<tr><td>Ancillary office space</td><td colspan="3">1 space per 40 sqm of gross floor area</td></tr>
<tr><td>Neighbourhood shops</td><td colspan="3">1 space per 40 sqm of gross leasable area</td></tr>
<tr><td>Other Uses</td><td colspan="3">In accordance with TfNSW Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This may require the applicant to submit a car parking report from a suitably qualified traffic consultant.</td></tr>
<tr><td>Accessible Parking</td><td colspan="3">Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890.</td></tr>
<tr><td>Bicycle Parking</td><td colspan="3">1 space per 600 sqm of gross floor area of office and retail space (over 1200m^2 gross floor area)
1 space per 1,000 sqm of gross floor area of industrial activities (over 2000m^2 gross floor area)</td></tr>
</table></td></tr>
<tr><td>PO2 To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles)</td><td>1. Vehicular access and driveways widths must be sweep path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.</td><td>Complies
As previously noted swept path diagrams have been provided demonstrating that all vehicles, including the 12.5m & 20m HRV, can service the site.</td></tr>
<tr><td></td><td>2. The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.</td><td>N/A
No change to the cross fall within the existing manoeuvring space proposed.</td></tr>
<tr><td></td><td>3. Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas</td><td>Complies
The provided swept paths demonstrate that a standard truck is capable of completing a 3-point turn.</td></tr>
<tr><td></td><td>4. Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).</td><td>N/A
The maximum grade does not exceed 1 in 5.</td></tr>
</table>

	5. Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	**N/A** No change proposed to the approved on-site loading facilities.
	6. All loading and unloading areas are to be: a) Integrated into the design of developments; b) Separated from car parking and waste storage and collection areas; c) Located away from the circulation path of other vehicles; and d) d. Located behind the building alignment of any street boundary and where visible from a public place, be provided with appropriate screening.	
	7. Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.	**N/A** No change to the approved car park surfaces proposed.
	8. Access, parking, manoeuvring and loading facilities shall be in accordance with Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 5. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Development	**N/A** Existing conditions of consent apply requiring vehicular circulation to be in accordance with the relevant Australian Standards.
PO3 To minimise the impact of vehicle access points on the quality of the public domain and streetscape.	1. Driveways should be: a) Located considering any services within the road reserve, such as power poles, drainage inlet pits and existing street trees; b) Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; and c) For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high	**Complies** No change to the approved truck driveway proposed. The proposed relocation of the staff driveway is suitably located away from existing services.

	pedestrian zones, and where right turn movements would obstruct traffic	
PO4 To support the complementary use and benefit of public and active transport.	1. The following bicycle destination facilities for staff are to be provided: a) For ancillary office and retail space with a gross floor area over 2,500 sqm, at least 1 shower cubicle with ancillary change rooms; b) For industrial activities with a gross floor area over 4,000 sqm, at least 1 shower cubicle with ancillary change rooms; c) Change and shower facilities are to be located close to the bicycle storage areas; and d) Where the building is strata-titled, the facilities are to be available to all occupants.	**N/A** The development does not meet the criteria specified in (a) or (b). As previously noted the approved DA did not accommodate bicycle parking.
	2. Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle. Bicycle parking and storage should be near to the entrances and facilities closer to work spaces or other amenities.	
3.3 Built Form		
3.3.1 Building Siting and Design		
Performance Outcome	**Benchmark Solution**	**Comment**
PO1 To encourage building form that responds to the topography of the site and the relative position of the allotment to other allotments and the street. To minimise the impact of buildings upon the surrounding public realm, including areas of environmental significance, landscape value and residential uses	1. Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural-residential areas, environmental and open space areas, riparian corridors and ridgelines.	**Complies** The height of the office building has increased from 3.83m to 8.776m. Notwithstanding, this remains in keeping with the existing 1 to 2 storey streetscape character and well below the maximum 24m prescribed under the Precinct Plan.
3.3.1 Building Setbacks No change to approved building setbacks proposed. It is noted that a 10m front setback allowance has been accommodated for future road widening.		
3.3.3 Landscape setbacks		
Performance Outcome	**Benchmark Solution**	**Comment**

<table>
<tr><td rowspan="7">PO1 To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character.</td><td>1. Landscaped area is to be provided in accordance with Table 6 (pp66-67). Note control (4) and (7) in PO1 of Section 3.6.2 allows different landscape setbacks to those identified in Table 6 for loading dock manoeuvring areas and on-site car parking.</td><td>Complies
No change has been proposed to the approved building or landscape setback, both of which comply with current DCP requirements.</td></tr>
<tr><td colspan="2">Table 6 Building and landscape setbacks<table>
<tr><th>Location</th><th>Building Setback (from site boundary)</th><th>Landscape minimum width (from the site boundary)</th></tr>
<tr><td>Lots fronting primary arterial and sub-arterial roads</td><td>20m</td><td>10m</td></tr>
<tr><td>Lots fronting collector streets</td><td>12m</td><td>6m</td></tr>
<tr><td>Lots fronting local streets</td><td>7.5m</td><td>4m</td></tr>
<tr><td>Secondary road frontages (corner lots)</td><td>5m</td><td>3m</td></tr>
<tr><td>Rear and side boundaries</td><td>5m</td><td>2.5m
No minimum requirement for side boundaries</td></tr>
<tr><td>Lots adjoining land zoned Environment and Recreation</td><td>10m boundary adjoining Environment and Recreation land, unless separated by a road (streets setbacks above apply).</td><td>5m landscape setback from the edge of the E&R zoned land, unless separated by a road.</td></tr>
<tr><td colspan="3">Development within defined building setbacks</td></tr>
<tr><td>Lots fronting a public road with a setback containing loading dock manoeuvring areas and associated hardstand</td><td>As per relevant setback for each public road above</td><td>Minimum 6m</td></tr>
<tr><td>Lots fronting a public road with a setback containing off street car parking areas</td><td>Minimum 13m</td><td>Minimum 6m</td></tr>
</table></td></tr>
<tr><td>2. A Landscape Plan prepared by a Landscape Architect is to be submitted with all development proposals.</td><td>Complies
An amended landscape plan has been provided to reflect the modified design.</td></tr>
<tr><td>3. Existing remnant vegetation and paddock trees shall be retained where practical within setback areas and integrated with landscaping plans.</td><td>N/A
As per approved DA-263/2018 the existing street trees to be retained. No remnant vegetation within the setback areas are to be retained.</td></tr>
<tr><td>4. Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.</td><td>Complies
Sufficient canopy tree planting has been provided to the front setback. It is, however, noted some of this planting may be sacrificial due to future road widening.</td></tr>
<tr><td>5. Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shade and assist with cooling.</td><td>Considered Acceptable
The northern elevation of the office building contains x3 native Grey Box canopy trees for shading.</td></tr>
<tr><td>6. Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.</td><td>N/A
The site does not adjoin an existing sensitive receiver.</td></tr>
</table>

	7. Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.	**Complies** Tree planting in the form of island planters have been provided at a rate of approximately 1 tree per 3 car spaces.
	8. Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	**Complies** Garbage and storage areas are located to the rear of the site away from the street frontage.
	9. Paving, structures and wall materials should complement the architectural style of buildings.	**Complies with Condition** A condition of consent would be imposed to ensure the designated pedestrian paths are of different colour and/or texture to the vehicular path.
3.3.4 Building and architectural design		
Performance Outcome	**Benchmark Solution**	**Comment**
PO1 To ensure buildings achieve a high level of sustainability and environmental performance.	1. Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	**Complies** The office building continues to maximise northerly solar access and cross-ventilation.
	2. Development proposals shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: a) Building and window orientation; b) Window size and glass type; c) Insulation; d) Natural ventilation and light with generous, all weather openings; e) Utilise extensive roof areas for energy and water collection; f) Air flow, ventilation and building morphology to support cooling; and g) Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.	**N/A** Ecology Sustainable Design (ESD) have been previously considered as part of DA-263/2018. The modifications to the processing office building do not materially impact on existing sustainable measures.
PO2 To ensure new development contributes to a visually cohesive urban environment and responds to the adjacent scale and character of the area	1. Buildings shall be oriented so building frontage is parallel with the primary street frontage.	**Complies** The office building frontage is parallel with the street frontage.
	2. Building design should minimise overshadowing within the site and on adjoining buildings.	**Complies** The proposed office building does not overshadow any structures. It is located north

		of a clear disposal area resulting in minimal impact.
PO3 To encourage innovation and a high standard of architectural design, utilising quality materials and finishes.	1. External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.	**Complies** The proposed changes to the approved external finishes are relatively minor. Notwithstanding, it is considered that the proposed mix provides for an attractive and varied streetscape.
	2. Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.	
	3. Large expanses of wall or building mass should be relieved using articulation, variation in construction materials, fenestration or alternative architectural enhancements.	**N/A** No significantly large unarticulated expanses of wall proposed.
	4. Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	**Complies** The entrance to the office building is articulated by the vertical cladding elements.
	5. The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.	**Complies** The proposed parapet effectively conceals roof equipment from view.
	6. The design of the main office and administration components shall: a) Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition; b) Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and c) Incorporate the principles of Universal Design.	**Complies** The modified main office building remains located at the frontage of the site, has designated entry point and is easily visible from the visitor carpark.
	7. Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.	**Complies** The proposed parapet effectively conceals the flat roof and any rooftop equipment.
	8. Roof design must provide natural illumination to the interior of the building.	**Considered Acceptable** Consistent with the approved design the proposed office building does not incorporate

		natural illumination to the interior.
3.3.5 Communal outdoor areas		
Performance Outcome	**Benchmark Solution**	**Comment**
PO1 To contribute to amenity for employees	1. Each building shall be provided with at least 1 communal outdoor area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.	**Complies** A modified design includes a covered communal outdoor BBQ of commensurate scale.
	2. In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	**Complies** The communal area faces north-west maximising solar access while also providing shade. Views to the landscaped disposal area to the south are provided.
	3. Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water commensurate with the scale of the development, activities, and anticipated number of workers.	**Complies** The communal area is suitably embellished with 2 canopy trees, paving, shading, table, chairs and ease of access to internal kitchen facilities.
	4. Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.	**Complies** The communal area is flat.
	5. Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21 June.	**Complies** The communal area would receive greater than 2 hours direct sunlight.
	6. Outdoor communal areas shall immediately adjoin a staffroom/lunchroom with kitchen facilities. Where this is not possible, the outdoor communal area is to be provided with a suitably designed weatherproof outdoor kitchen for the use of staff.	**Complies** The communal area directly adjoins a meal room.
3.4 Signage No signage proposed as part of the modification application.		
3.5 Lighting Illumination of the site has been conditioned to Australian Standards under the approved DA-263/2018. No changes to the lighting plans proposed as part of the modification application.		
3.6 Fencing No changes to the fencing plan proposed as part of the modification application.		
3.7 Noise and amenity		
Performance Outcome	**Benchmark Solution**	**Comment**

PO1 To ensure noise and vibration do not adversely impact human health and amenity. To ensure building design adequately protects workers and surrounding receivers from noise and vibration.	1. Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.	**Complies with condition** A Noise Impact Assessment was provided as part of the originally approved development application. The report concludes that following the carrying out of the recommendations in this report, the proposed site activities will have an acceptable noise impact on the surrounding receivers. Furthermore, a Construction Noise and Management Plan was provided, and its recommendations have previously been conditioned. Numerous conditions of consent have been imposed to address acoustic issues such as the requirement for a Noise Management Plan, noise limits within the EPA General terms of approval, and conditions requiring further acoustic assessment to be undertaken if a noise complaint is received. Upon completion of works and prior to the issue of an Occupation Certificate, written certification prepared by a suitably qualified acoustic consultant would also need to be submitted to and approved by the certifier confirming that the development complies with the recommendations of the acoustic report and meets the relevant provisions of *Australian Standard AS 2021:2015*. The consent would be further strengthened by requiring acoustic review and certification prior to issue of the Construction Certificate. A condition would be imposed requiring the recommendations of the approved acoustic report being incorporated into the design and construction of
	2. Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).	
	3. An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods.	
	4. Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.	
	5. The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.	
	6. Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.	

	7. Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.	the development and a revised condition of consent requiring acoustic certification prepared by a suitably qualified acoustic consultant prior to the issue of the Occupation Certificate. Existing condition 117 of DA-263/2018 imposes a condition restricting the operating hours for the premises including but not limited to administrative activities. This condition would be amended to include the laboratory. With consideration for operational noise levels, the consent requires adherence to the General Terms of Approval issued by the NSW EPA.

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.