



BRADFIELD CITY CENTRE

## First Building

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Request for Secretary's Environmental Assessment Requirements

August 2021



## Acknowledgement of Country

This Country is nattai gurad (freshwater Country). For millennia, streams of freshwater have run from the mountains and sprung from underground aquifers, coursing across the earth and sculpting Country into many of the landforms we can still see today including barrabirra (ephemeral ponds) and nadunga (a hill, rise or ridgeline).

As the waters run they nourish vast fields of bamuru (grass) and bundago (native daisy yam/murnong) feeding local people as well as those on the journey to Yandel'ora (a place of peace between peoples now known as Mt Annan). The flowing freshwater nurtures and heals, providing a safe place for birth, medicines and ceremony.

For thousands of generations, this Country has been carefully managed and protected in a reciprocal relationship with local custodians including the D'harawal, Dharug, Gai-maragal, Gundungara and Guringai peoples. We pay our respects to the Ancestors and Elders, past, present and emerging and honour their unique Ancestral connections to Country, story and knowledge.

Today, we also acknowledge all of the Aboriginal and Torres Strait Islander peoples who have come from across Australia to make this Country their home. We honour their cultures, stories and the contributions they have made to the area now known as the Greater Sydney region.

We now undertake work with Country respecting the stories and knowledges unique to this place, and with the deep understanding that this always was, and always will be, Aboriginal land.

Didjariguru naba guwaniy'o miya (Thank you for remembering our Ancestors)

## 1. Introduction

The Western Parkland City Authority's role is to draw upon the collective work of all three levels of government to deliver a thriving Parkland City that delivers jobs and opportunities for future generations. Section 13(1)(a) of the *Western City Parkland Authority Act 2018* authorises the Authority to carry out development and to coordinate, secure and attract investment within the Western Parkland City. The initial area of focus by the Authority in this regard is Sydney's new 'hi-tech' city at Bringelly named 'Bradfield'.

The Bradfield City Centre will be built on the doorstep of the Western Sydney International (Nancy-Bird Walton) Airport. Bradfield will be Australia's first 22<sup>nd</sup> Century City and has the capacity to support up to 17,600 highly skilled jobs that will contribute to the broader target for 200,000 jobs across the whole Western Parkland City. Bradfield will be a key Indo-Pacific hub for advanced manufacturing – an ecosystem of industry and innovation, with world-leading precincts dedicated to advanced manufacturing, aerospace and defence, health and education and air services and tourism.

The First Building within the Bradfield City Centre will be for the purpose of an advanced manufacturing research, development and training facility to support the development of an advanced manufacturing sector and the requisite workforce skills within the Aerotropolis. It is intended that the First Building will be open and commence operation in 2023 in order to support early industry engagement, investment attraction, employment and skills-development. The facility will play a critical economic development role within Bradfield, the Aerotropolis and the Western Parkland City and will generate State-significant economic and social benefits for the entire NSW community.

As the First Building and related works have a capital investment value (CIV) of more than \$30 million, the proposed development is State Significant Development (SSD) pursuant to Section 11(a) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011. This request is made to the NSW Department of Planning, Industry and Environment (DPIE) for Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) to accompany a State Significant Development (SSD) Application for the First Building.

In addition to the delivery of the First Building, the Western Parkland City Authority is also responsible for master planning the broader Bradfield City Centre pursuant to Section 43 of State Environmental Planning Policy (Western Sydney Aerotropolis) 2020. The master planning process will develop the broader urban framework beyond the First Building site and is subject to a separate planning process.

To support the Request for SEARs, this document provides an overview of the proposed development, sets out the statutory context, and identifies the key likely environmental and planning issues associated with the proposal. This report is accompanied by Preliminary Architectural Drawings prepared by Architectus (**Attachment A**).

## 2. Background and Planning Framework

The Western Sydney Airport is the catalyst for much of Western Sydney's future urbanisation. The Western Sydney Aerotropolis is an 11,000 hectare region set to become Sydney's third city, and the gateway and economic powerhouse of Western Sydney. The Aerotropolis will be the beating heart of the Western Parkland City, connecting to Greater Parramatta and the Harbour CBD to realise the vision for Greater Sydney as a metropolis of three cities.

The Aerotropolis is comprised of the new international airport surrounded by ten precincts which focus on advanced manufacturing, technology, research, training, education, freight and logistics, agribusiness, and mixed-use development.

The 1,382 hectare Aerotropolis Core Precinct is one of six precincts identified for early activation. The first stage of city building, and the focus of this Master Plan, is the Bradfield City Centre – a new city centre planned on 115 hectares of government-owned land off Badgerys Creek Road, Bringelly located within the Aerotropolis Core.

The first phase of the Western Sydney Aerotropolis Planning Package was finalised in September 2020, and includes the Western Sydney Aerotropolis Plan (WSAP), Western Sydney Aerotropolis (Aerotropolis) State Environmental Planning Policy (SEPP) and the Western Sydney Aerotropolis Development Control Plan (DCP) Phase 1. Draft Precinct Plans for the initial precincts, including the Aerotropolis Core were released for consultation in November 2020 and are expected to be finalised in late-2021. The Aerotropolis SEPP permits development that meets certain criteria, such as the First Building, to occur ahead of the finalisation of precinct planning.

The Aerotropolis SEPP rezones the land and provides for development to occur prior to the finalisation of precinct planning provided that development is consistent with the objectives of the SEPP and makes suitable arrangements (where necessary) in relation to designated State public infrastructure.

## 3. Site Description

### 3.1 Site Boundary, Ownership and Site Area

The Bradfield City Centre is located at 215 Badgerys Creek Road, Bringelly within the Liverpool Council local government area (LGA). The site is located within the Western Parkland City, and specifically within the Aerotropolis Core and Wianamatta-South Creek Precincts of the Western Sydney Aerotropolis.

The Bradfield City Centre site is formally described as Lot 10 DP1235662 and has a total area of 114.9 hectares. The site has maximum dimensions of approximately 1km from east-west and 1.7km from north to south. The site has an 80 metre wide access handle to Badgerys Creek Road, which is a regional road linking The Northern Road and Elizabeth Drive, located at the north-western corner of the site.

Within the Bradfield City Centre is the site for the proposed First Building, which is to be the subject of the State Significant Development Application (**the SSDA Site**). The SSDA Site comprises only a portion of the Bradfield City Centre located within the north-eastern corner of the site as illustrated in **Figure 1**. The SSDA Site has an indicative area of approximately 3 hectares and includes a vehicular connection to Badgerys Creek Road.



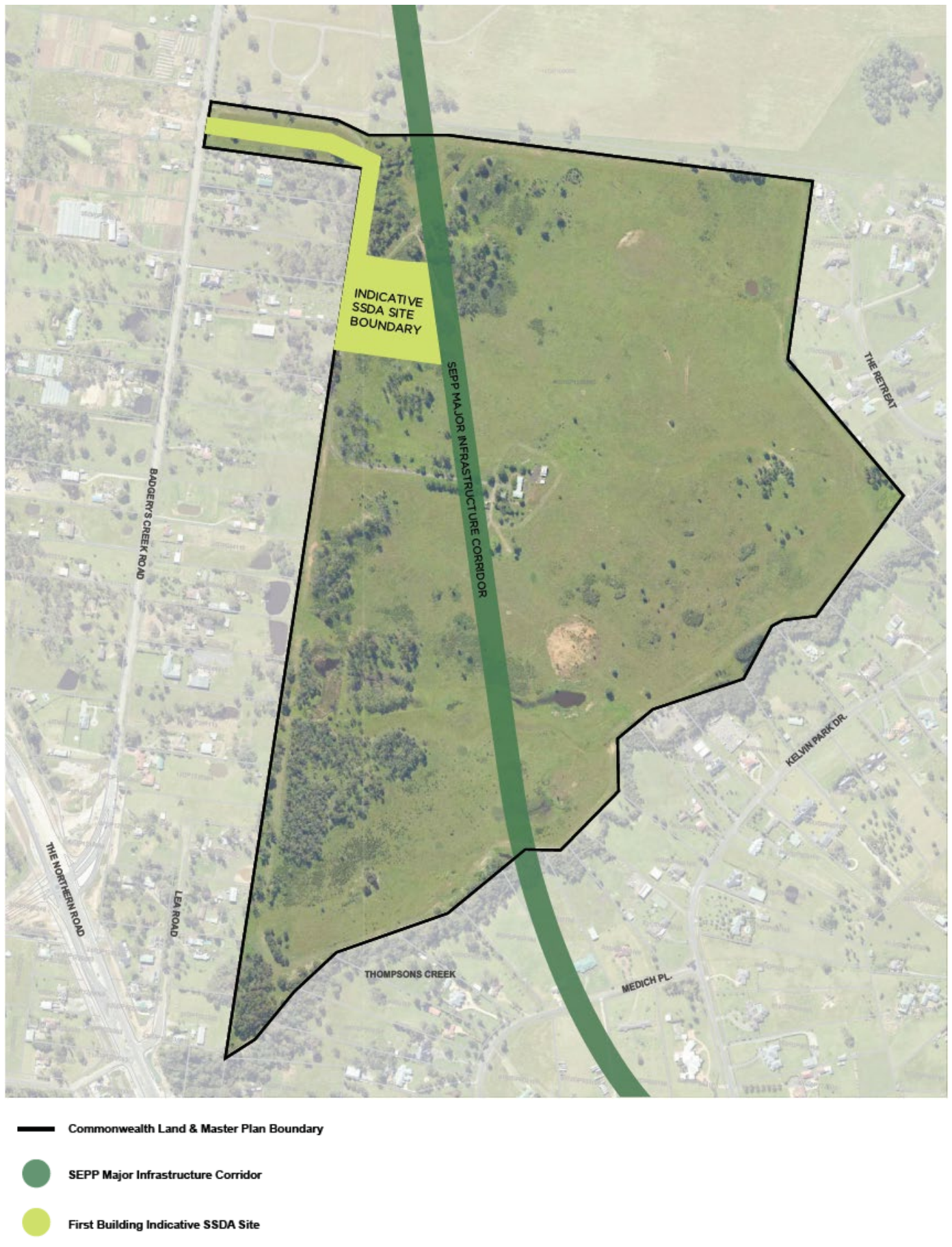


Figure 2 – Extent of property and indicative SSDA Site boundary



## 3.2 Existing site conditions

### 3.2.1 Topography

The Bradfield City Centre site generally slopes from high points in the north-west to low points in the east and south-east along Thompsons Creek. The highest point of the site is approximately RL 87.0 AHD located at the western end of the access handle near Badgerys Creek Road, with the lowest point being RL 60.0 AHD adjacent to Thompson's Creek in the eastern edge of the site.

The SSDA Site is located towards the highest point of the Bradfield City Centre, and is relatively flat with a gentle slope from west to east.

### 3.2.2 Buildings and Land Use

The Bradfield City Centre site currently comprises a number of structures associated with the historical use of the site by the Royal Australian Air Force (RAAF), centred around the main building and transmission tower located within the centre of the site, along with a small number of additional structures and hardstands. The site was acquired by the Commonwealth in 1959 for use as the RAAF Bringelly Radio Receiving Station, immediately prior to which the site was used for livestock grazing. An existing formed internal road provides access to the main building from Badgerys Creek Road traversing the western boundary, with a number of unformed internal vehicular tracks providing access to other parts of the site and along the site boundaries. Two dams are located on the site along the alignment of Moore Gully, and another smaller dam is located in the north-east of the site near Kelvin Park.

The SSDA Site does not include any of the existing buildings or farm dams. Images of the Bradfield site are provided at **Figure 3**.



**Figure 3 – Images of existing Bradfield City Centre site conditions**

### 3.2.3 Vegetation and Biodiversity

The SSDA Site is largely cleared of vegetation and does not contain any waterways. The SSDA Site and the majority of the Bradfield City Centre site is certified under the 2007 Biodiversity Certification Order for State Environmental Planning Policy (Sydney Region Growth Centres) 2006. The Bradfield City Centre site has been heavily modified as a result of former uses. Small stands of native vegetation are located along the western edge of the site and within the Thompsons Creek riparian corridor.

## 3.3 Heritage and Cultural Significance

Aboriginal people have more than 60,000 years of continuous connection to the land that makes up NSW. The Aerotropolis area is custodially cared for by three Aboriginal groups – the Darug, Dharawal and Gundungurra. Others, such as the Eora, Darkinjung, Wiradjuri and Yuin maintain trade or other obligatory care relationships with the area. The Western Parkland City is home to Aboriginal and Torres Strait Islander people with unique ancestral connections to Country, story and knowledge. This significant connection to Country has and will play an important part in shaping development within the Bradfield City Centre.

The SSDA site does not contain any items of environmental heritage identified in an environmental planning instrument or any Aboriginal sites that are identified on the Aboriginal Heritage Information Management System (AHIMS) register.

Kelvin Park (or the Kelvin Park Group), located to the north-east of the site, is listed on the NSW State Heritage Register (SHR) and as a heritage item under the Aerotropolis SEPP. The listing includes the homestead, site landscaping, kitchen wing, servant's quarters, coach house, two slab barns and other works and relics within the site.

## 3.4 Surrounding development (Existing)

The site's existing surrounding context is characterised by rural and rural-residential land uses.

The area to the east and south-east of Thompsons Creek comprises a series of large-lot rural residential properties accessed from Kelvin Park Drive which typically comprise single detached dwellings with small-scale rural or lifestyle uses. Further to the east and north-east is the suburb of Rossmore which includes a mix of more intensive agricultural uses such as greenhouses and poultry farming.

The SSDA site shares a common property boundary along the site's western edge with properties located along Badgerys Creek Road. These properties are typically rural residential lots comprising single detached dwellings and rural structures (sheds, farm dams etc.) with some limited small-scale agricultural uses. Similar rural residential uses are typical of existing development further to the west across Badgerys Creek Road and further to the south at Lea Road/Bringelly Road and to the east at The Retreat and Kelvin Park Drive.

## 3.5 Future Context

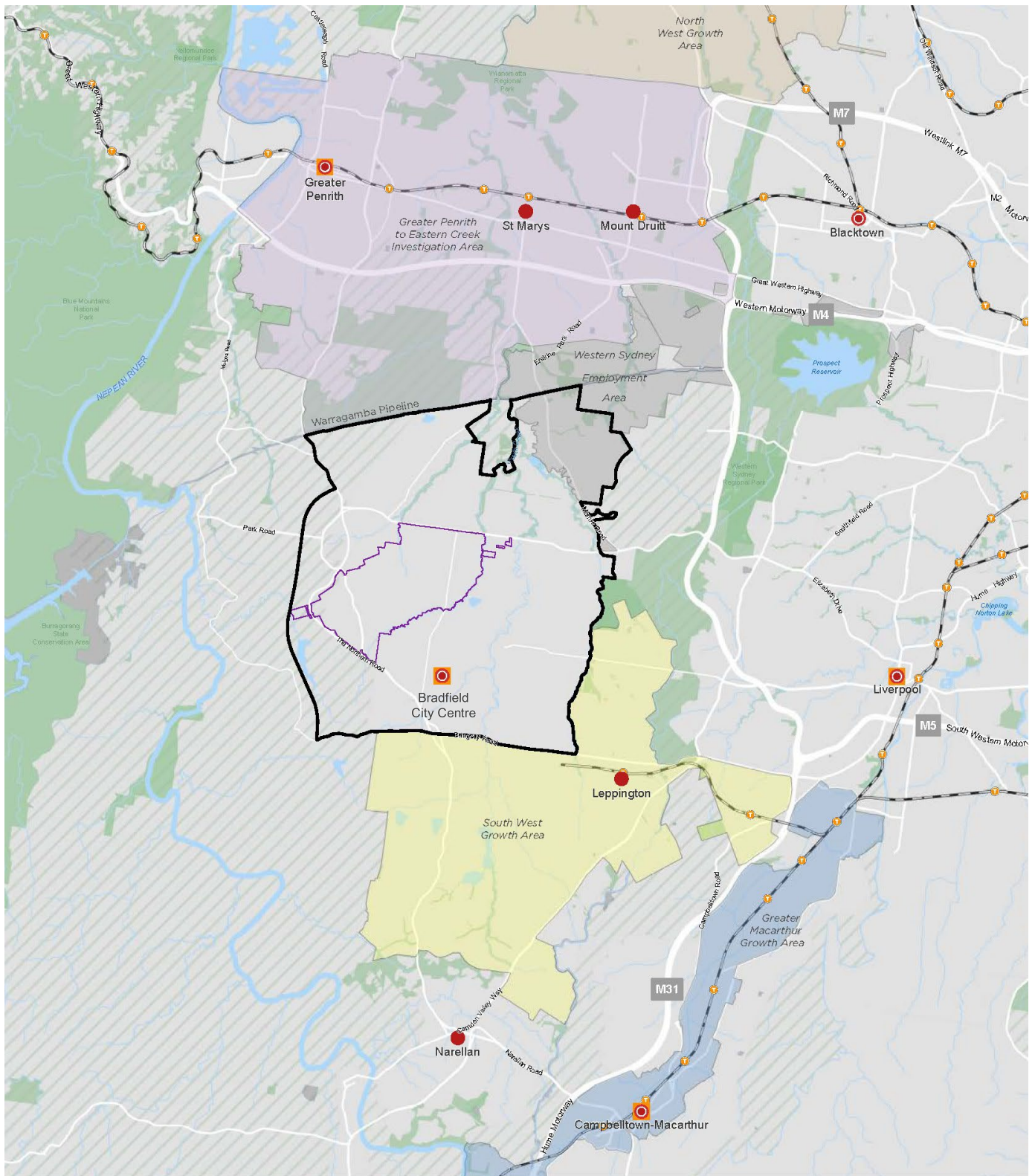
### 3.5.1 Aerotropolis and the Western Parkland City

The Western Parkland City is undergoing rapid transformative change, and as a result the surrounding context of the SSDA Site will change dramatically over future years and decades. Bradfield City Centre and the Aerotropolis lie in the heart of broad-scale and ongoing change across the Western Parkland City (**Figure 4**). Framed by the existing Metropolitan Clusters of Penrith, Liverpool and Campbelltown-Macarthur, significant land use change is occurring and planned throughout the North-West and South-West Growth Centres and in the Western Sydney Employment Area (WSEA). The Greater Penrith to Eastern Creek Investigation Area also envisages further opportunities to support and manage land release development and urban renewal in association with investment in transport infrastructure.



More specifically to Bradfield City Centre and the First Building, **Figure 5** outlines the broad land uses that are planned to occur under the Aerotropolis Structure Plan and Aerotropolis SEPP. Land use change will be supported through new infrastructure and the arterial road network identified in the Aerotropolis SEPP and Draft Aerotropolis Core Precinct Plan.

The Sydney Metro Western Sydney Airport line is a 23-kilometre new railway that will include new metro stations at St Marys, Orchard Hills, Luddenham, the Airport (two stations) and the Bradfield City Centre. The project is subject to a separate State Significant Infrastructure Application (refer **Section 3.5.2**).



### Adjoining Areas

#### Western Sydney Aerotropolis

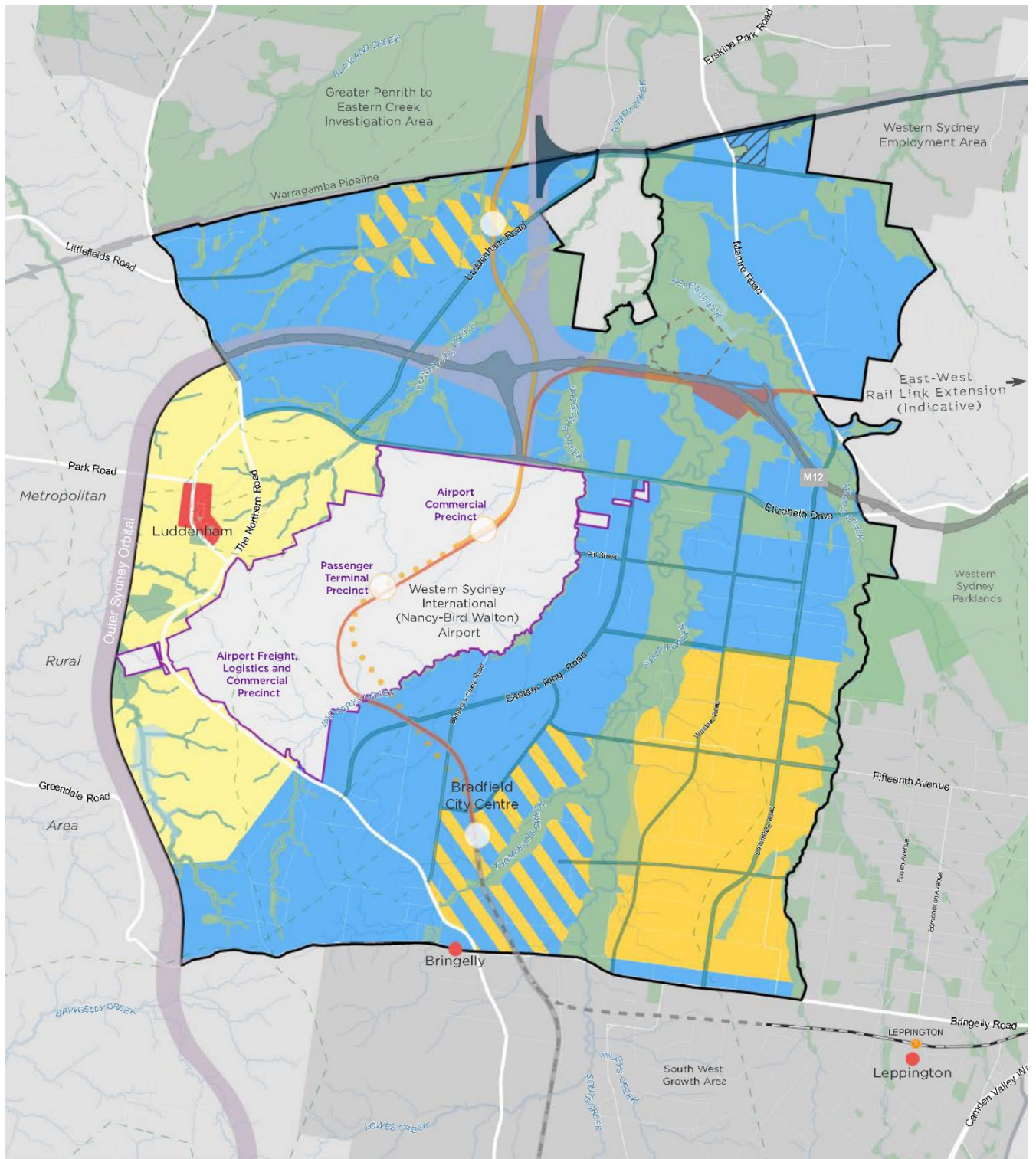
- |  |   |
|--|---|
| Western Sydney Aerotropolis                              | Greater Penrith to Eastern Creek Investigation Area |
| Western Sydney International (Nancy-Bird Walton) Airport | South West Growth Area                              |
| National Parks and Nature Reserves                       | Greater Macarthur Growth Area                       |
| Environmental Conservation                               | North West Growth Area                              |
| Western Sydney Employment Area                           | Metropolitan Rural Area                             |

- |                               |
|-------------------------------|
| Metropolitan Cluster          |
| Health and Education Precinct |
| Strategic Centre              |



Figure 4 – Existing centres and precincts within the Western Sydney Parkland City





### Structure Plan

#### Western Sydney Aerotropolis

Western Sydney Aerotropolis

Western Sydney International

(Nancy-Bird Walton) Airport

Key Network Upgrade

M12 Motorway Corridor

Proposed Transport Corridor Potential

Intermodal Terminal

Upper South Creek Advanced Water

Recycling Centre

Metro Station

Sydney Metro - Western Sydney Airport

Sydney Metro - Western Sydney Airport

Tunnel Alignment

Proposed Future Rail Links

Potential East-West Rail Link and

Stabling

Western Sydney Freight Line Corridor

North South Rail Line Corridor

Centre

Topographic Ridgeline

Luddenham Village

Agribusiness

Environment and Recreation

Enterprise

Urban Land

Mixed Use



Figure 5 – Structure Plan for Western Sydney Aerotropolis

### 3.5.2 Sydney Metro – Western Sydney Airport

The construction and operation of Sydney Metro – Western Sydney Airport is the subject of a State Significant Infrastructure Application (SSI-10051) which has been recently approved. The SSI Application provides for the construction of a new metro line from St Mary's to the Bradfield City Centre and seeks approval for aspects of design, construction and operation. This includes the construction of tunnels and a new underground station (cut-and-cover typology) at Bradfield. The SSI Application also seeks consent for the construction of a new road connecting the station with Badgerys Creek Road at the north-western corner of the Bradfield City Centre Site.

## 4. Description of Proposed Development

The First Building will be a globally significant resource that attracts industry and researchers to the Bradfield City Centre through world-leading facilities, talent and industry presence.

The First Building shall provide exemplary manufacturing research and administrative workspaces. The First Building will comprise applied research, proof of concept, prototype manufacturing and testing. Specialised equipment and machinery not normally accessible to individual enterprise will be accommodated within the First Building and made available to a broad range of users to fast-track innovation and business development. A range of work settings shall be provided that address the need for environments to support collaborative and individual work.

In its initial phase, the First Building will serve as the public interface to the precinct and the Aerotropolis more broadly. Accordingly, it will comprise both research/ development/ workplace facilities and publicly accessible information and event spaces for curated display of manufacturing innovation. It shall exhibit high-quality architectural design to both showcase the research being conducted within and to reflect the world leading aspirations of the Bradfield City Centre.

The SSD Application will seek consent for construction, fitout and use of the proposed First Building as an advanced manufacturing research and development facility, including site preparation works, site access and parking, utilities infrastructure, landscaping/ public domain, signage and other ancillary works. The proposed building will have an approximate building footprint of approximately 2,500m<sup>2</sup>, an internal area of approximately 2,000 m<sup>2</sup> (GFA), a building height of approximately 18 metres above finished ground level, and will include approximately 60 at-grade parking spaces. The total site area that is the subject of the SSD Application, including the access road, is approximately 3 hectares.



## 5. Planning Context

The following section sets out the key relevant legislation, environmental planning instruments and policies that will apply to the proposed development and provides an initial assessment to inform the SEARs scoping process.

### 5.1 State Environmental Planning Policy (State and Regional Development) 2011

The proposed development is development for the purpose of manufacturing research and development facilities. As the proposed development will have a capital investment value exceeding \$30 million, it is declared to be State Significant Development (SSD) for the purpose of the *Environmental Planning and Assessment Act 1979* (EP&A Act) pursuant to Section 11(a) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011. Specifically, the proposed development meets the criteria under s11(a) because it:

- Is for the purpose of research and development within the advanced manufacturing sector.
- Will accommodate specialised manufacturing equipment and technology that is critical to the development of advanced manufacturing processes and products.
- Provides access for industry to highly specialised equipment to emerging businesses, to facilitate the establishment of new advanced manufacturing businesses.
- Incorporates office and meeting spaces that are integrated with advanced manufacturing spaces to facilitate connection and knowledge-sharing, for the purpose of research and development.
- Provides opportunities for collaborative research partnerships between industry, tertiary education institutions and government agencies.
- The CIV of the proposed development exceeds the statutory \$30m threshold.

### 5.2 Environmental Planning and Assessment Act 1979 and Environment and Planning Regulation 2000

The EP&A Act establishes the assessment framework for SSD. Under Sections 4.5 and 4.38 of the EP&A Act, the Minister for Planning and Public Space is the consent authority for State Significant Development. Section 4.12(8) requires that a development application for SSD is to be accompanied by an Environmental Impact Statement (EIS) in the form prescribed by the Regulation.

### 5.3 State Environmental Planning Policy (Western Sydney Aerotropolis) 2020

The Aerotropolis SEPP is the principal environmental planning instrument that sets out land use zones and development controls for the Bradfield City Centre. **Table 1** provides an overview of the proposed development's consistency with the Aerotropolis SEPP.

**Table 1 – Preliminary assessment of proposal against Aerotropolis SEPP**

| Provision                              | Comment  |
|--|--|
| 12. Land Use Zones                     | High technology industries are permitted with development consent within the Enterprise and Mixed Use zones. |
| 16. Subdivision                        | Subdivision is not proposed.   |
| 19. Aircraft Noise                     | The proposed development is not 'noise sensitive development'.   |
| 20. Building wind shear and turbulence | The SSDA Site is outside of the windshear assessment trigger area.   |

| Provision                                | Comment   |
|--|---|
| 21. Wildlife hazards                     | The SSDA Site is within the 13km Wildlife Buffer Zone but is not a 'relevant development' for the purpose of this provision.  |
| 23. Lighting                             | The proposed development is not for a nominated land use requiring referral, and standard construction lighting would be used that is not expected to be obtrusive or create light spill outside of the construction site.  |
| 24. Airspace operations                  | The proposed development would not exceed the Obstacle Limitation Surface for Western Sydney Airport.   |
| 25. Public safety                        | The SSDA Site is not within a Public Safety Area.   |
| 26. Flood planning                       | The SSDA Site is not at or below the flood planning level.  |
| 27. Preservation of trees and vegetation | The SSDA Site is not within the Environment and Recreation Zone and is not identified on the High Biodiversity Value Areas Map, and accordingly this provision is not applicable.   |
| 28. Heritage conservation                | The EIS will include an assessment of the potential impact of the development on Aboriginal and post-colonial heritage.   |
| 29. Transport corridors                  | Penetration of ground to a depth of more than 2m below ground level is not expected.  |
| Pt 5. Design excellence                  | SSD must exhibit design excellence and is required to be reviewed by a Design Review Panel constituted in accordance with the SEPP. The proposed development does not meet the relevant thresholds for a design competition.  |
| 42. Development prior to Precinct Plan   | <p>Development consent may be granted for the First Building prior to the finalisation of precinct planning because it:</p> <ul style="list-style-type: none"> <li>▪ is consistent with the aims of the Aerotropolis SEPP;</li> <li>▪ will not result in land fragmentation;</li> <li>▪ will not hinder the orderly and coordinated provision of planned infrastructure;</li> <li>▪ is compatible with and will support the long-term operations of the Airport;</li> <li>▪ takes into account development and infrastructure in the areas adjacent to the development; and</li> <li>▪ will be adequately serviced by public utility infrastructure.</li> </ul> |
| Pt 7 Div 2. Master Plans                 | The Authority intends to prepare and submit a Master Plan which will incorporate the location of the First Building.  |
| Pt 7 Div 4. Infrastructure               | The concurrence of the Planning Secretary is required for development for industrial purposes. The EIS will consider the impact of the development on existing designated State public infrastructure and the need for additional designated State public infrastructure and, if necessary, the steps taken by the project to address those impacts and contribute toward the provision of designated State public infrastructure.  |

## 5.4 Draft Aerotropolis Core Precinct Plan

As noted in **Section 5.3**, the Aerotropolis SEPP permits development to occur prior to the finalisation of a Precinct Plan. The proposed First Building achieves the relevant criteria as set out in Section 42 of the Aerotropolis SEPP. Notwithstanding this, the EIS will include an assessment of the proposed development's consistency with the Draft Precinct Plan.

## 5.5 Western Sydney Aerotropolis Development Control Plan Phase 1

Pursuant to Section 11 of State Environmental Planning Policy (State and Regional Development) 2011, development control plans do not apply to development that is SSD.

## 5.6 State Environmental Planning Policy (Sydney Region Growth Centres) 2006

The SSDA Site is within the North Bringelly Precinct of the South-West Growth Centre. The SSDA Site is not zoned under State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP) and is not subject to any specific provisions of the Growth Centres SEPP.

All land comprising the SSDA Site is certified under the 2007 Biodiversity Certification of the Growth Centres SEPP under the *Threatened Species Conservation Act 1995*, which continues to have effect under the *Biodiversity Conservation Act 2016*.

## 5.7 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

The proposed development does not involve the storage of any hazardous chemicals or fuels.

## 5.8 Other planning policies

The EIS will address all planning instruments and policies that are relevant to the proposed development, including:

- State Environmental Planning Policy (Major Infrastructure Corridors) 2020
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy No. 55 – Remediation of Land
- State Environmental Planning Policy No.64 – Advertising and Signage
- Draft State Environmental Planning Policy (Environment)
- Draft Connecting with Country Framework
- Greater Sydney Region Plan
- Western Parkland City District Plan
- Future Transport 2056
- Development Near Rail Corridors and Busy Roads – Interim Guideline
- Planning Guidelines for Walking and Cycling
- Transport for NSW Cycling Strategic Plan 2020
- Sydney's Cycling Future and Sydney's Walking Future

## 5.9 Alignment with Strategic Planning Framework

Development of an advanced industry cluster aligns with numerous strategies and plans of the Australian Government and NSW Government that are focused on the development of advanced manufacturing industries, and those that will support the Bradfield City Centre. The Project will both directly and indirectly support objectives of the *NSW Advanced Manufacturing Industry Development Strategy, Make it Happen – The Australian Government's Modern Manufacturing Strategy*, the *NSW Government Defence and Industry Strategy* and the *NSW Space Industry Development Strategy*.

The EIS will include a full assessment of consistency with the strategic planning framework, including the Greater Sydney Region Plan, Western City District Plan, the Western Sydney Aerotropolis Plan and the Draft Aerotropolis Core Precinct Plan.

## 5.10 Other Statutory Approvals

The EIS will identify other statutory approvals that are not required or which would be required to be applied consistently due to Sections 4.41 and 4.42 of the EP&A Act.



## 6. Overview of Likely Planning Matters for Further Assessment

Based on our preliminary environmental assessment, the following are the key environmental assessment issues that will need to be considered as part of the SSD Application:

- Design excellence, built form, landscaping and public domain;
- Amenity impacts, including overshadowing and visual impacts;
- Heritage, with regard to both Aboriginal and post-colonial heritage;
- Traffic, access, parking and servicing;
- Water management and flooding;
- Biodiversity;
- Bushfire risk;
- Infrastructure and servicing;
- Ecologically sustainable development;
- Contamination, structural and geotechnical considerations;
- Waste management;
- Construction and operational impacts;
- Development contributions; and
- Social and economic impacts.

A preliminary overview of the key likely assessment issues is provided in the following sections.

### 6.1 Design excellence, built form, landscaping and public domain

State Significant Development within the Aerotropolis must exhibit design excellence and is required to be reviewed by a Design Review Panel pursuant to Section 33 of the Aerotropolis SEPP. It is intended that design review will occur early during the development of the First Building design (pre-lodgement) and for the final design following lodgement of the SSD Application to inform DPIE's assessment. As noted in **Section 4.0**, it is intended that the building delivers a high standard of architectural design that is commensurate with the importance of this facility within the Aerotropolis and the Bradfield City Centre.

The EIS will address the likely built form impacts of the development in relation to the existing and future context of the site. Landscaping will be deeply integrated within the development, drawing primarily on resilient native and endemic species, in order to deliver a development that exemplifies the Parkland City.

### 6.2 Amenity impacts

The EIS will include consideration of the potential impacts of the development on the amenity of the surrounding properties. This will include technical assessment of matter such as visual impact, overshadowing and acoustic impacts. Assessment will consider both the individual and cumulative impacts of the development in the context of surrounding development (i.e. Sydney Metro – Western Sydney Airport).

### 6.3 Aboriginal and post-colonial heritage

Designing with Country is a key element of the design process for development of Bradfield City Centre, including for the First Building, informed through feedback and direct participation of Aboriginal people in the design process. The EIS will be informed and accompanied by a Preliminary Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared in accordance with the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage* and an assessment of Aboriginal archaeological potential.

A Heritage Impact Statement will be prepared that assesses the effect of the proposed development on the heritage significance of the State-listed Kelvin Grove, which is located in the vicinity of the SSDA Site.

## 6.4 Transport

The EIS will include technical assessment of transport matters relating to the First Building, including estimated traffic generation and impacts on the existing road network, servicing of the First Building, and a staged approach to on-site provision of parking and end-of-trip facilities to support active travel, considering anticipated improvements in the availability of public transport. The EIS will address the interaction of traffic from the First Building with the proposed Sydney Metro traffic arrangements, as well as the future integration of the development with the future Sydney Metro station and the broader transport network for Bradfield City Centre.

## 6.5 Water management and flooding

The EIS will include details of an integrated water cycle management approach for the First Building, including opportunities for stormwater capture, reuse and discharge.

The SSDA Site is not identified as flood-prone land, which will be confirmed through the preparation and submission of a flooding statement with the EIS.

## 6.6 Biodiversity

The SSDA Site is certified under the 2007 Biodiversity Certification Order for State Environmental Planning Policy (Sydney Region Growth Centres) 2006. Pursuant to Section 8.4 of the *Biodiversity Conservation Act 2016* (BC Act), for development on land that is subject to biodiversity certification the consent authority is not required to take into consideration the likely impact of development on biodiversity in its assessment of the SSDA Application or to require the provision of a Biodiversity Development Assessment Report.

## 6.7 Bushfire

The EIS for the First Building will include an assessment of bushfire risk which addresses then requirements of the *Planning for Bushfire Protection 2019*, considering both the existing bushfire risk posed by existing vegetation whilst also noting the more urbanised future context of the Bradfield City Centre.

## 6.8 Infrastructure and servicing

The First Building will be connected to the potable water and mains electricity supply. Sewage for the First Building will be dealt with via an interim servicing arrangement (pump-out system), with services design to allow for connection to future mains sewer delivered as part of the broader development of the Bradfield City Centre. The EIS will address the detailed infrastructure servicing strategy for the proposed development.

## 6.9 Ecologically sustainable development and Climate Resilience

The design of the First Building will seek to implement a range of best-practice building sustainability measures, whilst also facilitating connection to future precinct-wide sustainability systems to be delivered as part of the broader development of the Bradfield City Centre. Designing for climate resilience will be considered within the building and landscape design and will be addressed in the EIS to ensure that the project accounts for the changed conditions and risks associated with climate change.

## 6.10 Contamination, structural and geotechnical considerations

The EIS will be accompanied by technical studies prepared by suitably qualified experts that consider ground conditions, particularly in regard to the former uses of the site and any geotechnical and structural constraints.

## 6.11 Airspace Operations

The distance, scale and position of the First Building in relation to the Western Sydney Airport runways mean that the proposed development is not expected to impact upon airspace operations. The EIS will address the relevant airspace protection provisions set out in Part 3 of the Aerotropolis SEPP.

## 6.12 Waste

The EIS will address the management of construction and operational waste, prioritising opportunities to avoid, reduce, and reuse waste and opportunities to embed circular economy principles within the First Building's design and operations, alongside opportunities for integration with future precinct-wide circular economy and waste systems within the Bradfield City Centre and Aerotropolis Core Precinct.

## 6.13 Construction Management

The EIS will include a Preliminary Construction Management Plan (PCMP) that identifies how construction of the First Building, such as noise, vibration, traffic, water and air quality, will be managed. The PCMP will also address the management of cumulative impacts associated with the construction of Sydney Metro and future development within the Bradfield City Centre.

## 6.14 Development Contributions

The EIS will address the requirements of Section 50 of the Aerotropolis SEPP, the Western Sydney Growth Areas Special Infrastructure Contribution (SIC), the Proposed SIC for Western Sydney Aerotropolis and relevant local infrastructure contribution plans.

## 6.15 Social and economic impacts

The First Building is a vital piece of economic infrastructure for the Bradfield City Centre, the Aerotropolis, Greater Sydney and NSW. Investing in and facilitating the development of an advanced manufacturing sector within the Aerotropolis, and developing the workforce skills required within Western Sydney's workforce to service this new economy, will have significant long-term benefits to the NSW economy in terms of growing both economic activity and skilled employment. As an incubator for research, development and skills, the First Building will make contributions that extend far beyond the direct economic activity and employment that occurs on this site. It is envisaged that the First Building is only the initial piece of infrastructure located within the heart of the Bradfield City Centre.

The EIS will consider the social impacts of the proposed development, noting that the development is occurring within the context of an emerging Aerotropolis that is subject to infrastructure planning and delivery mechanisms that address the demand and provision of social infrastructure at a precinct and master-plan scale.

## 7. Consultation and Engagement

The Authority has consulted with a range of stakeholders during the initial phases of planning, including with:

- Liverpool City Council
- NSW Department of Planning, Industry and Environment
- NSW Department of Planning, Industry and Environment – Environment, Energy & Science
- Planning Partnership Office
- Transport for NSW
- Sydney Metro
- Utility infrastructure agencies and providers.

Further consultation and engagement activities are planned by the Authority to coincide with the preparation of the SSD Application and exhibition of the EIS, including with:

- Western Sydney Airport
- Aboriginal stakeholders including Local Aboriginal Land Councils and Registered Aboriginal Parties
- NSW Department of Planning, Industry and Environment – Water and Natural Resources Access Regulator
- Create NSW
- NSW Rural Fire Service
- Fire and Rescue NSW
- NSW Environment Protection Authority
- Heritage NSW
- Adjoining residents and landowners
- Broader existing community within the Aerotropolis and Western Parkland City
- Community organisations
- Industry stakeholders, including peak bodies
- NSW Government agencies and local Councils.

This engagement will inform the project and the preparation of the EIS.



## 8. EIS Technical Studies

The following technical studies are anticipated as being prepared and submitted as part of the EIS:

- Environmental Impact Statement
- Architectural Drawings and Design Report
- Landscape/Public Domain Drawings and Design Report
- Civil Engineering Drawings and Erosion & Sediment Control Plan
- Site survey
- Design excellence report
- Traffic and Transport Assessment
- Statement of Heritage Impact (European)
- Preliminary Aboriginal Cultural Heritage Assessment Report
- Flooding Assessment
- Stormwater Management and Water Quality Report
- Bushfire Risk Assessment
- Stakeholder Engagement Outcomes Report
- Preliminary Construction Management Plan
- Phase 1 Site Investigation
- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment
- Construction and Operational Waste Management Plan
- Infrastructure Services Strategy
- ESD Report/ Sustainability Strategy
- Accessibility Statement
- BCA Compliance Statement
- Structural Engineering Statement
- Fire Engineering Statement
- QS Statement

## 9. Conclusion

We trust that this Request provides sufficient information for the Secretary to issue the SEARs for the preparation of the EIS.