

Scoping Report

Mixed Use Development

135 Badgerys Creek Road, Bradfield

Submitted to the Department of Planning, Housing and Infrastructure



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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16 October 2024

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16 October 2024

Version No.	Date of issue	Prepared by	Approved by
1.0 (DRAFT)	16/10/2024	BC, BP	DA, PR
2.0 (FINAL)	17/10/2024	BC, BP	DA, PR
2.0 (FINAL revised)	2/12/2024	BC, BP	DA

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Contents

1.0	Introduction	5
1.1	Applicant Details.....	6
2.0	Strategic Context	6
2.1	Project Justification	6
2.2	Site Context	6
2.3	Strategic Planning Framework	10
2.4	Cumulative Impacts	11
2.5	Agreements with Other Parties	11
3.0	Project Description	12
3.1	Project Area.....	12
3.2	Project Objectives.....	12
3.3	Proposed Uses and Activities.....	13
3.4	Layout and Design	13
3.5	Development Summary	15
3.6	Phase 1 Physical Works.....	16
3.7	Phase 2 and 3	16
3.8	Land Use and Activities.....	17
3.9	Connectivity	18
3.10	Overview of Alternatives.....	18
4.0	Statutory Context.....	19
4.1	Relevant Statutory Requirements.....	19
4.2	Aerotropolis Phase 2 Development Control Plan (DCP).....	22
4.3	Bradfield City Centre Masterplan	23
4.4	Other Approvals	23
4.5	Pre-Conditions to Exercising Power to Grant Approval.....	24
4.6	Mandatory Matter for Consideration	24
5.0	Engagement	25
5.1	Aboriginal Community Consultation.....	25
5.2	Department of Planning, Housing and Infrastructure.....	25
5.3	Government Architect NSW	25
5.4	Other Agencies and Stakeholders.....	25
5.5	Engagement to be Carried Out.....	26
6.0	Proposed Assessment of Impacts	27

6.1 Matters Requiring Further Assessment in EIS27

7.0 Conclusion30

Figures

Figure 1 Site Aerial Map..... 7

Figure 2 The Site within the Aerotropolis Core Precinct..... 8

Figure 3 Indicative Master Plan..... 14

Figure 4 Southern Elevation Building Envelopes 14

Figure 5 Phasing Plan.....16

Tables

Table 1 Applicant Details..... 6

Table 2 Key Features of the Site and Surroundings 9

Table 3 Summary of Alignment with Key Strategic Plans 10

Table 4 Cumulative impacts of future surrounding development 11

Table 5 Proposed Development Yield.....15

Table 6 Other legislation..... 23

Table 7 Pre-conditions to granting consent 24

Table 8 Affordable Housing GFA Breakdown27

Appendices

Appendix	Author
A. Scoping Design Report	Group GSA
B. Quantity Surveyor Letter	Altus
C. Scoping Report Summary Table	Ethos Urban
D. Preliminary Aviation Advice	Avlaw

1.0 Introduction

This Scoping Report has been prepared by Ethos Urban on behalf of Bradfield Corporation Pty Ltd (**the Applicant**) for a concept development application (Concept DA) and Stage 1 Early Works on land at 135 Badgerys Creek Road, Bradfield (**the site**).

The purpose of this Scoping Report is to inform the Department of Planning, Housing and Infrastructure (**DPHI**) of the proposed development and request Project-Specific Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany a Concept State Significant Development Application (**SSDA**).

The site is located at 135 Badgerys Creek Road, Bradfield and is approximately 20.2ha (20,236m²) in size. It is legally described as Lot 7 DP243457 and is owned by the Applicant. The site is located in the Liverpool local government area (**LGA**) and is within the Western Sydney Aerotropolis (**Aerotropolis**). Specifically, the site is located within the Aerotropolis Core Precinct, and is adjacent to the Bradfield City Centre (**BCC**). The Aerotropolis represents a new priority growth precinct designed to leverage off the Western Sydney International (Nancy-Bird Walton) Airport and Sydney Metro Western Sydney Airport project.

The development application pathway for the Project will consist of a staged SSDA pursuant to section 4.22 of the Environmental Planning and Assessment Act 1979 (EP&A Act). It will consist of:

- Concept Development Application comprising:
 - A Concept Proposal for mixed use development at the site building including a maximum building envelope and gross floor area; and
 - Stage 1 preliminary enabling works. These may include demolition, infrastructure and utility services relocation/upgrades, bulk earthworks, and establishment of the internal road network.
- Future Detailed Development Application(s) relating to the detailed design, construction, and operation of development on the site.

The proposal, which is currently in design development, will comprise of a concept mixed use development, consisting of residential uses, hotel, supermarket, commercial premises, open space, and local road networks and pedestrian links. It will integrate various land uses in response to the site's unique context, designed to support the anticipated growth and demand for housing and commercial uses arising from the broader growth of the Aerotropolis. As the site is situated adjacent to the BCC, the proposed mixed-use development will provide high levels of amenity for people who will live in, work in and visit the city centre.

The Estimated Development Cost (EDC) of the development exceeds the \$30 million threshold identified in Section 29 of the *State Environmental Planning Policy (Planning Systems) 2021*. Accordingly, the development pathway for the project will consist of a Concept SSDA pursuant to section 4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) seeking consent for the use of the site and proposed building envelopes.

This Scoping Report is supported by an overview of the project, sets out the strategic and statutory context, and identifies the key likely environmental and planning issues associated with the proposal. This Scoping Report has been prepared in accordance with the DPHI's State Significant Development Guidelines (2022) and should be read in conjunction with the following appended information:

- Scoping Design Report prepared by Group GSA (**Appendix A**);
- Estimated Development Cost Statement prepared by Altus (**Appendix B**);
- Scoping Summary Table prepared by Ethos Urban (**Appendix C**); and
- Preliminary Aviation Advice prepared by AVLAW (**Appendix D**)

1.1 Applicant Details

The Applicant’s details are presented in **Table 1** below.

Table 1 *Applicant Details*

Applicant	Bradfield Corporation Pty Ltd
Address:	101 Mary Street, Merrylands 2160
ABN:	30 649 760 074

2.0 Strategic Context

This section sets out the relevant strategic context that is relevant to the project justification and evaluation. It is noted that these matters will be investigated in more detail in the EIS.

2.1 Project Justification

The Aerotropolis is envisaged to become ‘Australia’s next global gateway’, built around the world-class Western Sydney International (Nancy-Bird Walton) Airport. The Aerotropolis is expected to undergo transition and significant development to support the economic growth of the Western Parkland City over the next decade, using the new airport as a catalyst for growth.

The project demonstrates a strong alignment with several key strategic and statutory provisions that shape the planning framework within which the proposal is guided by, including:

- The *Western Sydney Aerotropolis Plan 2020* (**Aerotropolis Plan**);
- Chapter 4 of the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (**Western Parkland City SEPP**);
- The *Western Sydney Aerotropolis Precinct Plan 2023* (**Aerotropolis Precinct Plan**);
- The *Phase 2 - Western Sydney Aerotropolis Development Control Plan 2022* (**Phase 2 Aerotropolis DCP**); and
- Chapter 2 of the *State Environmental Planning Policy (Housing) 2021* (**Housing SEPP**).

Consistent with the vision for the site, the proposal will make an economic contribution to the Aerotropolis through providing the opportunity for a mixed-use precinct, defined by convenience and a high standard of residential amenity, supported by activated retail and commercial land uses.

2.2 Site Context

The site is located at 135 Badgerys Creek Road, Bradfield and is approximately 2.02ha in area. It is legally described as Lot 7 DP 243457 and is located approximately 250m to the future Bradfield Metro Station, 4km to the Western Sydney Airport, 26km to Penrith City Centre, 38km to Parramatta City Centre and 60km to the Sydney CBD. A site aerial is provided in **Figure 1** below:



Figure 1 Site Aerial Map

Source: Nearmap / edited by Ethos Urban

2.2.1 Aerotropolis Core Precinct

As defined by the Aerotropolis Precinct Plan, the site is located within the Aerotropolis Core Precinct which is envisioned as an attractive place for workers, residents and visitors. The Aerotropolis Core Precinct will leverage the positive economic impact of the adjacent Western Sydney Airport and the nearby metropolitan cluster of Greater Penrith, Liverpool and Campbelltown-Macarthur. It will attract business hubs, research and development, professional services and creative industries in addition to providing residential development within walking distance of the Bradfield Metro station and proximity to blue and green infrastructure. Within the Aerotropolis Core Precinct is also BCC.

2.2.2 Bradfield City Centre

The eastern boundary of the site adjoins the State government-led BCC which is set to be a vibrant 24/7 global city, driving advancements in industry and will support 10,000 more homes and 20,000 new jobs in Western Sydney. On 4 September 2024, the Bradfield City Centre Masterplan (developed by the Bradfield Development Authority or BDA) was approved. The key features of the BCC are centred on design excellence, character, cultural, movement and connectivity which will be demonstrated through the following elements of the BCC Masterplan:

- Bradfield Metro Station,
- Moore Gully Swimming Pool,
- Central Park,
- Major events space, and
- Thompsons Creek Regional Parkland.

Due to the adjacent location of the site to the BCC, the proposed development of the site will incorporate alike principles, ensuring that the development of the Aerotropolis Core Precinct is cohesive. The location of the site within the context of the Aerotropolis Core Precinct and BCC is demonstrated in **Figure 2** below:

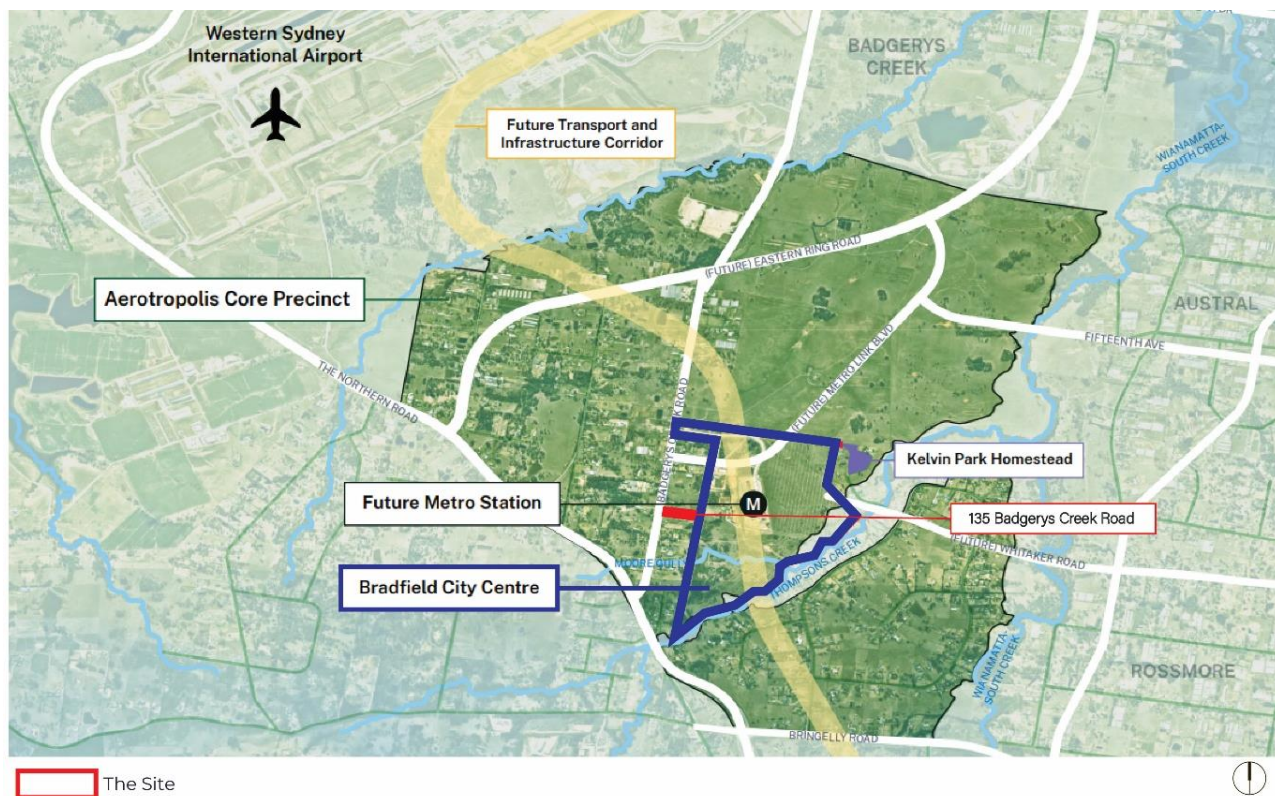


Figure 2 *The Site within the Aerotropolis Core Precinct*

Source: Bradfield City Centre Masterplan / edited by Ethos Urban.

2.2.3 Key Site Features

The key features of the site and the surrounding context is demonstrated in **Table 2** below:

Table 2 *Key Features of the Site and Surroundings*

Matter	Description
Existing and Surrounding Development	<p>The site is currently vacant of buildings and structures and is covered by grass. The south-west portion of the site is characterised by a pocket of trees, ranging from 3m to 20m tall. A water body is also located in the central area of the site.</p> <p>The existing development surrounding the site is characterised by semi-rural residential land uses, with dwellings, dams and sheds located sparsely along Badgerys Creek Road. Additionally, to the east of the site is the location of the Bradfield Metro Station which is currently under construction.</p>
Transport and Accessibility	<p>At the time of writing this Scoping Report, there are no driveways or points of access on the site. Adjacent to the eastern boundary of the site is an existing road which is servicing the development of the Aerotropolis Metro Station and along the western boundary of the site is Badgerys Creek Road which connected from the Northern Road to Elizabeth Drive. This will provide access to Liverpool, Campbelltown-Macarthur and Penrith City Centres.</p> <p>The Aerotropolis Precinct Plan indicates that the site is well-positioned to leverage an indicative local bus network which will include a rapid bus service, a regional cycle path and cycleway connection to local parks and open space.</p> <p>Additionally, as the site is located 250m from the future Bradfield Metro Station, public transport connection will be easily available to the Western Sydney Airport and St Marys, which will provide connection to the Sydney Trains railway network.</p>
Flora and Fauna	<p>Despite the existing vegetation on the site, it is not identified by the Western Parkland City SEPP – High Biodiversity Value Areas Map. Additionally, an online search using the Biodiversity Values Map and Threshold Tool found that the site is not identified as having Biodiversity Value.</p>
Aboriginal Heritage	<p>The Aerotropolis Precinct Plan identifies the site as being characterised by moderate Aboriginal Cultural Sensitivity. As mentioned in Section 5.0 a Walk on Country was organised with Djinjama to ensure that the planning and design framework of the project incorporates Connection with Country in a meaningful way. Additionally, Section 6.1.4 of this Scoping Report identifies that further assessment is required to determine the Aboriginal cultural value of the site.</p>
Non-Aboriginal Heritage	<p>The site is not characterised by any heritage items, nor is it within proximity to any heritage items.</p>
Bushfire	<p>The site is identified as Bush Fire Prone Land by the NSW Rural Fire Service. Specifically, the site is characterised by Category 3 Vegetation. The bushfire classification of the site is expected to change as the surrounding development urbanises.</p>
Flooding	<p>The site is not identified as being affected by the 1 in 100 Annual Exceedance Probability Flood Event in accordance with the Western Parkland City SEPP - Aerotropolis Flood Planning Map.</p> <p>There is an existing low lying ditch located centrally within the site. Water can be stored within this ditch.</p>
Open Space	<p>The site is located immediately to the north of an area that is identified as future local sports field that will likely be a district level park, requiring a minimum of 3 hours of solar access to at least 70% of its site area between 9:00am – 3:00pm on 21 June. Section 6.1.3 of this Scoping Report identifies that solar access is a key assessment factor of the proposal.</p>

2.3 Strategic Planning Framework

The proposed development of the site considers the relevant key strategic planning documents that inform the future growth of the surrounding local and regional context.

A summary of the key strategic plans is provided in **Table 3** below.

Table 3 Summary of Alignment with Key Strategic Plans

Plan	Comment
Greater Sydney Region Plan	The project's primary function is to provide residential development that is supported by retail and commercial land uses. The residential development will provide both market and affordable housing that will service the needs of the Western Sydney Airport and the Aerotropolis workforce. The proposed development is consistent with the broader strategic vision as detailed in the Greater Sydney Region Plan, namely by responding to the liveability principle and increasing the housing supply in the Western Parkland City. The proposal will deliver residential development that connects to its natural environmental landscape.
Western City District Plan	The Western City District Plan places significant emphasis on the Aerotropolis as a driver for growth within the region. In particular, the proposed development will support high quality residential development and communal open space within the Aerotropolis and will provide economic flow-on benefits to surrounding future employment development.
Western Sydney Aerotropolis Plan 2020	<p>The site is located within the Aerotropolis Core Precinct which is crucial to developing the Aerotropolis as a global gateway, as per Section 2.2 of the Aerotropolis Plan. Specifically, the role of the Aerotropolis Core is described as follows:</p> <p><i>The Aerotropolis Core will be a new urban centre connected to fast and reliable transport as well as digital infrastructure. It will be a place for collaborating within and beyond the Aerotropolis. A mix of uses will support and enliven the city; employment, civic, retail, hotel, recreation, residential, education and cultural.</i></p> <p>The project is consistent with the key considerations within the Plan, as it will:</p> <ul style="list-style-type: none">• Support the investment of the new Bradfield Metro Station through facilitating residential development and public spaces and bringing homes closer to transport and employment areas, and• Provide high density housing in walking distance to public transport with appropriate amenity to support the centre and integration of commercial and employment communities.
Future Transport 2056	Future Transport 2056 is a Strategic Plan prepared by Transport for NSW which emphasises the key role transport has in supporting new economic and social opportunities, particularly supporting the development of the Western Parkland City, the Aerotropolis and surrounding lands, including the location of the Site. The strategy reaffirms the proposal's vision to be highly connected to the Airport, the Aerotropolis and the wider Western Sydney Region.
Liverpool Local Strategic Planning Statement 2020	<p>The Liverpool Local Strategic Planning Statement 2020 (LSPS) identifies the Airport and the Aerotropolis as major drivers of employment and economic growth within Liverpool. The LSPS also highlights the importance of high-quality accessible living spaces that are supported by communal open space and infrastructure aligned growth.</p> <p>The Liverpool LSPS provides key planning priorities based on connectivity, liveability, productivity, and sustainability. The LSPS has a focus on providing strategic direction to enable the development of the Aerotropolis responds to the demand for housing, jobs and innovation while also maintaining high quality pockets of open space and transport connectivity to the rest of the Liverpool area and beyond.</p>

2.4 Cumulative Impacts

The project will deliver significant benefit the Aerotropolis and is not expected to give rise to any adverse environmental impacts that cannot be adequately managed. The proposal will be delivered in accordance with the planning sequencing for the Aerotropolis, which has been designed in collaboration with key government stakeholders around the infrastructure priorities of the Aerotropolis.

The project demonstrates consistency with the desired future character for the Aerotropolis Core Precinct, and therefore delivers the expected development outcome of the site. It is considered to have both long-term and short-term positive impacts, as it represents the uplift of a currently under-developed site and will contribute to the residential and commercial development sector within Western Sydney.

Notwithstanding, there are currently four development proposals within close proximity to the site which are summarised in **Table 4** below. It is also understood that BDA are working closely with other government agencies to deliver essential infrastructure such as roads and civil works.

As discussed in **Section 5.0**, the project team have liaised and consulted with key stakeholders such as BDA and Sydney Water to coordinate a consistent approach with the delivery of infrastructure.

Table 4 Cumulative impacts of future surrounding development

Project	Description	Status	Cumulative Impact
Building One SSD-25252459	Advanced manufacturing research and development facility.	Approved	Building One and Building Two are located approximately 300m to the north-west of the site. The use of this area as manufacturing research facilities in the context of this proposal ensures that the area is not oversaturated with same land uses, achieving the strategic vision of the BCC and the Aerotropolis Core Precinct. As the SSDA for Building One has been approved, and the SSDA for Building Two is currently under assessment, it is assumed that the construction will commence well before the construction of the subject site.
Building Two SSD-58591961	Construction and operation of an advanced manufacturing research facility	Request for Further Information	
Central Park SSD-65490715	Construction of the Bradfield City Centre Central Park including associated structures and landscaping works	Response to Submissions	The construction of Central Park will provide a generous open space that will act as the amin civic and gathering place for those living, working and visiting the BCC. It will actively support the future development of not only the project subject to this Scoping Report but will enhance the overall visual and environmental value of the Aerotropolis Core Precinct. Similarly to the development of Building One and Building Two, it is assumed that construction will commence well before the construction of the subject site.
Superlot 1	The first major land release in the BCC with the capacity to accommodate 237,000m ² of GFA, including 1,000 homes, and various land uses, including commercial, education, research, hotel, retail, food and beverage, and services	Expression of Interest	As the development of Superlot 1 is still in a conceptual phase, seeking expressions of interest from private developers, it is difficult to determine the cumulative impact when considered against the development subject to this Scoping Report.

2.5 Agreements with Other Parties

There are no existing project agreements applicable to the project. The project may enter into a planning agreement to dedicate land to TfNSW as part of the widening of Badgerys Creek Road. This will occur separately to this SSDA.

3.0 Project Description

The Concept SSDA subject to this Scoping Report will seek consent for the proposed land use, gross floor area (GFA), building height, the configuration of the proposed building envelopes and public domain across the site. The proposed Concept SSDA seeks to utilise and apply the in-fill affordable housing provisions contained within Chapter 2 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP) to establish the building envelopes and gross floor area that would form part of the Concept development application.

In accordance with the information provided in the Scoping Design Report at **Attachment A**, the key aspects of the proposal for the site include:

- Stage 1 Early Works which may comprise demolition, tree retention and removal, infrastructure and utility services relocation/upgrades, bulk earthworks, and construction of the internal road network;
- Provision of publicly accessible open space of approximately 2,300m² concentrated along the south-western corner of the site. Notably, the proposed open space area will feature existing trees that were identified as having cultural value during the Reading on Country;
- The provision of a new 17m wide north-south road identified as 'City Street' in addition to internal pedestrian footpaths and driveways, including an accessway on the eastern portion of the site to facilitate vehicular access to the proposed future development.
- Mixed use buildings in 4 main development blocks, consisting of 19 storeys to 24 storeys and podiums ranging from 4 to 8 storeys.
- A total Gross Floor Area (GFA) of 101,421m², equating to a Floor Space Ratio (FSR) of 5.01:1;
- Multiple basement levels capable of accommodating a total of 1,048 car parking spaces, 1,257 bicycle parking spaces and 105 motorcycle parking spaces.

3.1 Project Area

The 2.02ha site is located at 135 Badgerys Creek Road, Bradfield and is legally described as Lot 7 DP 243457.

3.2 Project Objectives

The project objectives include the following:

- Provide a cohesive and integrated precinct with a strong mixed-use character where the predominately residential use of the site is supported by diverse retail tenancies, including a supermarket and food and beverage tenancy;
- Provide a hotel development that supports tourism and leverages the close proximity of the site to the Western Sydney Airport and Bradfield Metro Station;
- Ensure that the layout and use of the site achieves key strategic objectives and appropriately aligns with the relevant statutory provisions, particularly the Aerotropolis Precinct Plan to facilitate the controlled growth of the broader Aerotropolis Core Precinct;
- Ensure that the proposed development achieves a high quality public domain through ground floor activation and the design of safe, functional and convenient through-site links;
- Contribute to the actioning of key housing targets through the provision of both market and affordable housing in a well-located area in close proximity to the future Bradfield Metro Station;
- Ensure that the design of building mass and configuration is responsive to the neighbouring land uses, including the adjacent BCC and the sports field to the south; and
- Appropriately capture the role of the Concept SSDA to provide a guiding framework that informs the scale and land use of future development on the site.

3.3 Proposed Uses and Activities

The purpose of the proposal is to provide for the redevelopment of mixed use buildings across the site. The Concept SSDA will seek consent for the following uses:

- residential accommodation,
- Shop top housing (including ground floor retail/commercial uses)
- Tourist and visitor use (hotel)
- Shop (supermarket).

The indicative breakdown of GFA for these land uses is detailed in the Scoping Design Report at **Attachment A**.

3.4 Layout and Design

The proposed concept will comprise mixed use buildings in 4 main development blocks. The proposed building envelopes are all characterised by a podium and tower built form, featuring terraced massing to differentiate between land uses and to maximise the amenity of the development, especially in response to the neighbouring sports field and future development within the BCC. As such, the proposed height and scale of the buildings responds to the future desired character of the Aerotropolis Core and presents an appropriate interface with the future development of BCC.

The concept envelopes feature varying different heights and generally feature taller buildings closer to BCC. The built form steps down towards Badgerys Creek Road to reflect an undulating approach to building height and building form. Similarly, the eastern portion of the site will include a greater mix of retail and non-residential uses to connect and support activation from BCC.

The layout of the proposed building envelopes allows for high levels of pedestrian permeability, as the preliminary design contains the provision of crucial through-site links and pockets of public and communal open spaces. This is especially evident along the western boundary of the site fronting Badgerys Creek Road which is envisioned to be transformed into a pocket park and provides strong opportunities for deep soil and a high degree of tree canopy. Additionally, the incorporation of greenery and landscaping is a key aspect of the preliminary design, as the southern frontage of the development will have an interface with the future sports field. The provision of trees and native Australian vegetation will soften the scale of the high density, urban nature of the proposed design.

An excerpt of the proposed massing is demonstrated in **Figure 3** and **Figure 4** below.

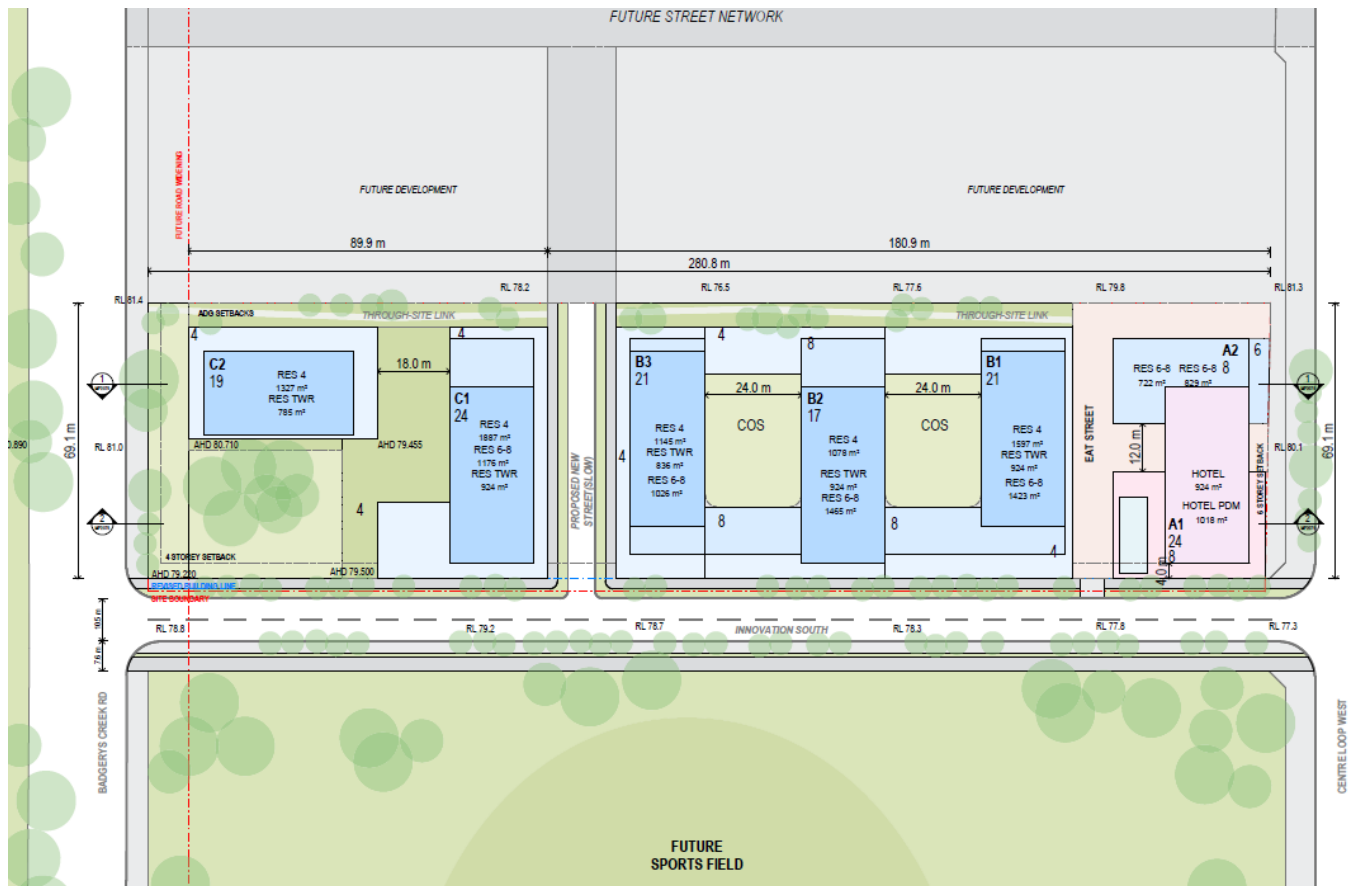


Figure 3 Indicative Master Plan

Source: Group GSA

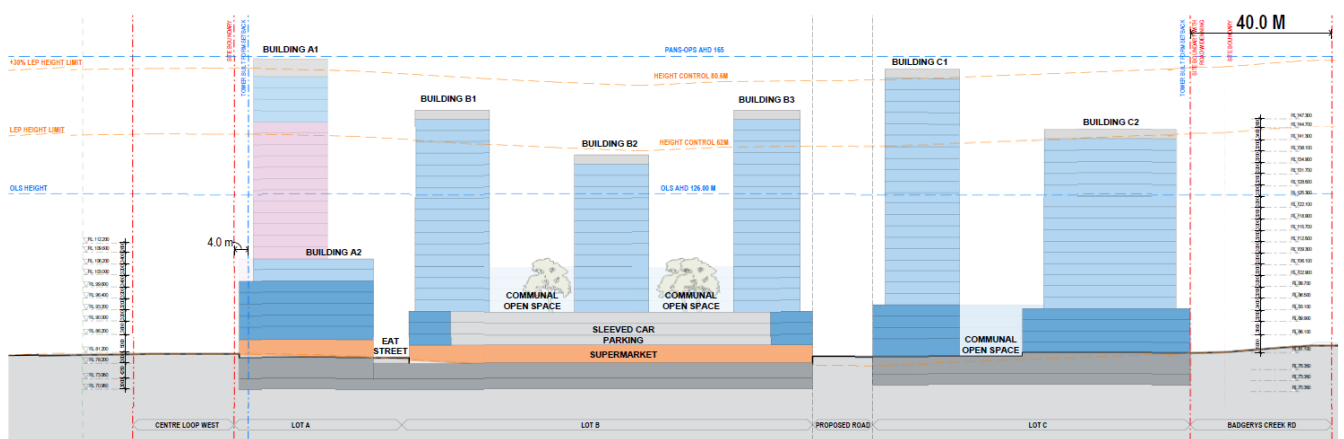
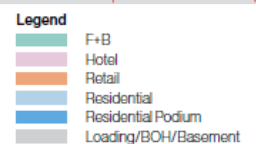


Figure 4 Southern Elevation Building Envelopes

Source: Group GSA



3.5 Development Summary

A summary of the proposed development yield is detailed in **Table 5** below.

Table 5 *Proposed Development Yield*

Development Characteristic	Proposal
Max. Building Height (RL)	163.7
Max. Building Height (m)	83.4m (AHD 163.7m)
FSR	5.01:1
Site Area	20,236m ²
Non-residential GFA <ul style="list-style-type: none">• Hotel• Food and Beverage• Retail and Supermarket	18,682m ²
Residential GFA	82,739m ²
Total GFA	101,421m²
Affordable Housing	30% of All residential units – approximately 24,822 m ² GFA or 295 dwellings
Market Dwellings	57,917m ² (70% of residential GFA) - approximately 666 dwellings
Total no. of dwellings	Approximately 960

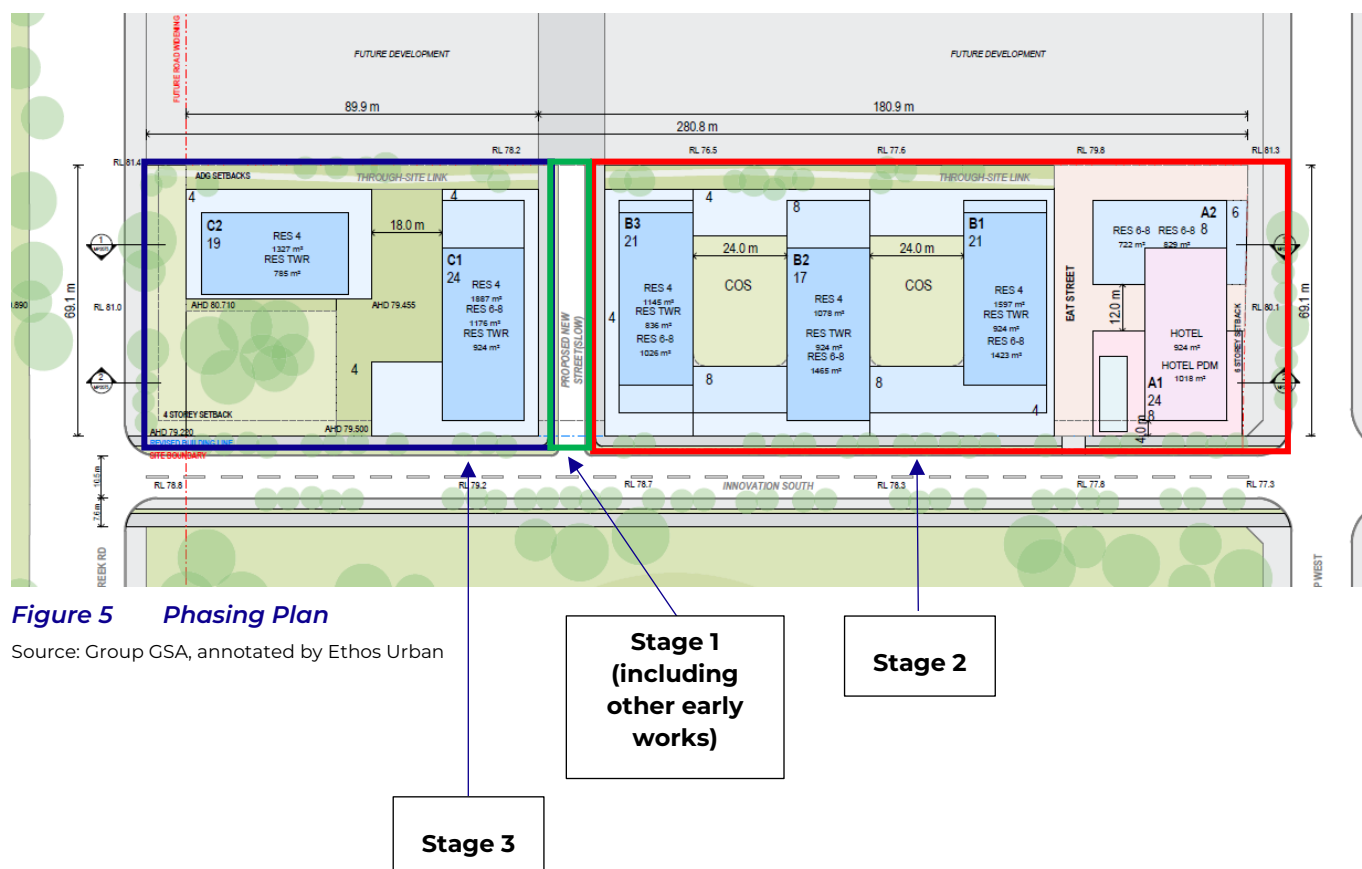
3.6 Phase 1 Physical Works

It is envisaged that the Concept SSDA will also seek detailed consent for Stage 1 Early Works (enabling works). These works are to enable the future development. The Phase 1 Early Works may involve demolition, tree retention and removal, infrastructure and utility services relocation/upgrades, bulk earthworks, construction of the internal road network.

3.7 Phase 2 and 3

It is envisioned the proposed built form will be constructed over multiple stages. Approval may be sought for these works through one consolidated SSD or separate detailed SSDs for each stage. Indicatively, it is intended that the development will seek approval through two phases. Phase 2 is located to the east of City Street and Phase 3 is located to the west of City Street.

Further details of the development to be constructed under Stage 2 and 3 is provided in **Appendix A**.



3.8 Land Use and Activities

The proposed mixed-use development is largely characterised by residential land uses that will be supported by several retail/commercial tenancies and a supermarket. Additionally, the proposal involves the allocation of a supermarket, hotel development, pockets of open space and a key through-site link, defining the site as a mixed-use precinct.

A breakdown of the proposed land uses is further detailed below.

3.8.1 Hotel Accommodation

Located in Building A1, 13,125m² of GFA is allocated as a hotel development. The hotel use will support tourism and leverage the close proximity of the site to the Western Sydney Airport and Bradfield Metro Station. This includes casual workers for the Western Sydney Airport such as flight attendance, baggage handlers, as well as other visitors visiting the area in relation to the new development occurring in Bradfield City Centre. At this stage, the project team are in negotiations with franchise hotel groups including Novotel and Ibis Styles.

3.8.2 Residential Accommodation

The predominate land use is residential accommodation, as across the site, a total number of 960 apartment dwellings are currently proposed. The total amount of residential GFA is 82,739m². The development seeks to utilise the infill affordable housing provisions under the Housing SEPP which grants an additional floor space ratio for the land up to 30% of the maximum permissible floor space ratio, where at least up to 10% (up to 15%) of the additional floor space is dedicated towards the affordable housing component. The current design includes 30% of all residential GFA as affordable housing and provides a generous offer which far exceeds the State Government's expectation of 15% affordable housing on each site. Based on the current quantum of residential floor space, the development will utilise the full 30% bonus and will support the delivery of 295 affordable dwellings.

The proposed infill affordable housing provisions will support the NSW Government's commitments under the National Housing Accord. The proposed infill affordable housing will also contribute towards the success of Liverpool's Innovation Health Precinct. The affordable dwellings could house nurses and other key workers in the health industry and the proposed development will ensure that health workers reside in close proximity to the place of occupation.

Evidence of how affordable housing quantum was determined is provided in **Section 4.1.5**.

3.8.3 Commercial and Other Non-Residential Land Uses

To support the substantial number of anticipated residents of the site and from the adjoining BCC, commercial land uses are proposed to satisfy the objectives of Section 4.1 in the Aerotropolis Precinct Plan, which identifies the land use of the site as a *mixed use – commercial centre*.

The provision of commercial land uses is focused on employment generation and include several retail/commercial tenancies, and a supermarket located across the ground floor plane. As envisioned in the Scoping Report (**Appendix A**), this includes 4,883m² GFA for retail and supermarket uses and 674m² GFA for food and drink uses. The future commercial uses will support the activation of the ground floor as they are predominantly located along the south-eastern portion of the site to strengthen the relationship of the site with the future sports field to the south. It also promotes active transport, being in close proximity to the future Bradfield Metro Station and Western Sydney Airport. We note this GFA quantum is subject to ongoing design development.

Non-residential uses are also located within the podium of Buildings B1-3. These land uses support the densification of commercial activity provided within the development and have been strategically placed to sleeve parking with the podium. This sleeved design will promote the design of Buildings B1-3 and provide a positive outlook for surrounding users including surrounding neighbours to the north and sport field users to the south. At this stage, indicative land uses could include a medical hub, co-working space, childcare centre and gym. These indicative land uses are complimentary to future residents. Spaces such as co-working tenancies could be open 24/7 and provide a place of access for workers arriving from the Western Sydney Airport.

The final land uses will be subject to ongoing design development, feedback from government agencies and market research.

3.9 Connectivity

Each building footprint will include pedestrian and vehicle access. The exact location of these access points will be subject to additional design development.

Furthermore, a 17m wide City Street is proposed in a north-south location central to the site. The City Street will support ground plane movement and permit permeability throughout the site. It is envisioned that 3m wide shared footpaths will be provided on the western side of City Street.

3.10 Overview of Alternatives

As part of the early investigations for redevelopment, a variety of options were considered in arriving at the current project. These included:

- **Do nothing:** Leaving the site unchanged would result in a missed opportunity to realise the vision of the site as a high-quality mixed-use development that would support the developing Aerotropolis Core Precinct. The development supports the operation and employment outcomes of the Aerotropolis by providing homes and services close to future jobs. 'Doing nothing' would be inconsistent with the envisaged outcomes for the site in accordance with the new strategic planning framework for the Aerotropolis.
- **Alternative land use:** An alternative design may be more focused on commercial land uses. However, due to the location of the site adjacent to the BCC, which is heavily characterised by employment generating land uses, this may result in an over-saturation of commercial land, especially in consideration of the site's ability to provide a high level of residential amenity. As the site is located next to a future sports field and within 200m of the future Bradfield Metro Station, the predominately residential use of site facilitates the delivery of high-density housing in a well-located area in accordance with Transit Oriented Development principles.
- **No affordable housing:** An alternative design may feature a similar land use composition, however without the inclusion of 30% of all residential GFA dedicated towards affordable housing. Consistent with the Housing SEPP, the development encourages the delivery of affordable housing through private development initiatives. This is consistent with the NSW Government's commitment to the National Housing Accord. As such, an alternative option which did not include affordable housing was not progressed as it is not consistent with the National Housing Accord.
- **Unfeasible alternative under existing controls:** An alternative design which utilised the provisions under the Housing SEPP would be limited to an FSR of 4.55:1 and a height of 80.6m. Any development envisioned under this alternative design is not considered feasible to deliver. The site being within proximity to the BCC is emerging and there is market uncertainty around the area's future real estate on construction costs. On this basis, a development which complied with the existing planning controls is considered unfeasible and was not progressed.
- **The proposal:** The proposal represents a favourable outcome and responds to the site's unique opportunities and constraints. It includes an appropriate quantum of residential and non-residential land use and is envisioned to facilitate a high degree of urban and architectural design. Accordingly, the proposal is considered the desired outcome.

4.0 Statutory Context

4.1 Relevant Statutory Requirements

Development in the Aerotropolis is guided by the following statutory plans and policies:

- Division 4.7 of the Environmental Planning and Assessment Act 1979 (EP&A Act)
- State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)
- Division 1 of Part 3 of Environmental Planning and Assessment Regulation 2021 (EP&A Regs);
- Chapter 4 of State Environmental Planning Policy (Precincts—Western Parkland City) 2021 (Western Parkland City SEPP);
- State Environmental Planning Policy (Housing) 2021 (Housing SEPP);
- Western Sydney Aerotropolis Precinct Plan May 2023 (Aerotropolis); and
- Aerotropolis Phase 2 Development Control Plan (DCP).

These controls are discussed further below.

4.1.1 Power to Grant Approval (Division 4.7 EP&A Act and Planning Systems SEPP)

Development in the Aerotropolis within a Capital Investment Value of more than \$30 Million is declared to be SSD. The project will therefore be declared SSD, requiring the preparation of an Environmental Impact Statement and approval by the Minister of Planning and Public Spaces (or their delegate). The Independent Planning Commission is the consent authority if the proposal receives more than 50 unique public objections or is objected to by Council.

Division 4.7 of the EP&A Act establishes a specific system to consider projects classed as SSD. SSD is development deemed to be of State significance and includes certain classes of development above a certain value or location, that is regarded as important to the NSW Government. As noted, the SSDA to which this Scoping Report pertains is proposed to be categorised as SSD.

Section 29 of Schedule 1 'State significant development - general', within the State environmental Planning Policy (*Planning Systems*) 2021 states:

29 Development in the Western Sydney Aerotropolis

Development on land shown on the Land Application Map under State Environmental Planning Policy (Precincts—Western Parkland City) 2021, Chapter 4 if the proposed development—

- (a) has a capital investment value of more than \$30 million, and*
- (b) does not involve development—*
 - (i) prohibited under the Chapter, or*
 - (ii) to which that Policy, section 4.13A applies.*

The proposal has a capital investment value (CIV) greater than \$30 million (see Cost Summary Report at **Appendix B**).

4.1.2 Environmental Planning and Assessment Regulation 2021

Division 1 of Part 3 of Environmental Planning and Assessment Regulation 2021 requires that an assessment of consistency against the Western Sydney Aerotropolis Plan and Precinct Plan is required to accompany a SSD for land within the Aerotropolis. This assessment will form part of the EIS.

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

Chapter 4 of Western Parkland City SEPP provides the primary land use and development controls applicable to the site. A summary of the key matters under the Western Parkland City SEPP are provided below.

Land Use

The site is zoned Mixed Use. This is a broad zone which permits an array of commercial, retail, high-density residential, entertainment and tourist land uses. The proposed land uses across the site include the following:

- Shop (supermarket)
- Shop top housing (ground floor retail/commercial)
- Visitor and tourist accommodation (hotel)
- Residential accommodation

The above land uses are not listed in the prohibited section and are therefore permissible with consent. Additionally, the proposed development meets the objectives of the Mixed Use Zone as it will integrate a mixture of land uses and supply residential dwellings with a high standard of public amenity that is sensitive to the surrounding land uses.

Obstacle Limitation Height

Building heights across the Aerotropolis is guided by the Obstacle Limitation Heights (OLS). The site is located within the inner horizontal surface, equating to a 126RL Australian Height Datum. The proposed development exceeds this height as the maximum building height reaches 163.7RL. In accordance with Part 12, Division 4 of the Airports Act 1996, a controlled activity includes the construction of a building that intrudes into the prescribed airspace. Therefore, consultation with the relevant Commonwealth Body will be undertaken.

Preliminary advice has been prepared by Avlaw Aviation Consulting (refer to **Appendix D**), based on the guidelines and principles contained within the National Airports Safeguarding Framework. It finds that the PANS-OPS is likely to be located at RL 165 and accordingly the concept built form remains compliant with the PANS-OPS. The advice confirms that the proposed development can be approved with the imposition of conditions, notwithstanding that the buildings and indicative crane heights will penetrate the OLS.

Architectural Design

During the design process of the proposed SSDA, the project will be presented to the design review panel. As many of the proposed building envelopes exceed the 40m or 12-storey threshold, a design competition will be undertaken for the detailed design of the project.

Consistency with the Aerotropolis Precinct Plan

The proposed development will demonstrate a high level of consistency with the Aerotropolis Precinct Plan, as discussed below. However, it should be noted that the proposal departs from the maximum building height and maximum FSR due to the implementation of the infill affordable housing bonuses and additional GFA, as explained in **Section 4.1.4** below. A written request will be prepared in accordance with s4.39 of the Western Parkland City SEPP and submitted with the SSDA.

4.1.4 Western Sydney Aerotropolis Precinct Plan

The Aerotropolis Precinct Plan is given statutory weight through the Western Parkland City SEPP and is designed to provide a finer level of structure and land use planning for the Aerotropolis. A summary of the key provisions applicable to the site are summarised below.

Development Sequencing

The site is located on land within a First Priority Area, noting that 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 Aerotropolis

Land Use and Structure Plan

The site is located on land that is identified to be developed as 'commercial centre - mixed use' which is defined by the Precinct Plan Glossary as the following:

Mixed use environment focused on employment generating land uses, leveraging off metro/mass transit. Residential land uses provide density but do not undermine employment capacity.

The proposed land use of the site is largely for shop top housing which is a form of commercial development. Commercial floor space has been carefully distributed throughout the development and a supermarket use is also proposed. Employment generating uses are also provided through the proposed hotel located in Building A1. As the site is located within a close proximity to the future Bradfield Metro Station, the proposed residential land use will provide density that can be accommodated and supported by the future BCC and wider Aerotropolis Precinct.

Movement Framework

The Street Hierarchy map provided in the Precinct Plan demonstrates that a local road is to be constructed parallel to Badgerys Creek Road. This road travels through the site, bisecting it into two portions. The location of this road appears to be more towards the western portion of the site, splitting it into a smaller western area and a larger eastern area.

The layout of the local road proposed by this Scoping Report is generally consistent with the Street Hierarchy map, however, has designed the road in a more central location, splitting the area into an approximately equal western portion and eastern portion.

This variation is justified as the location of local streets on the Street Hierarchy Map are deemed to be indicative, as per Control 3. The future SSD will be supported by a written request to justify the variation to the Precinct Plan (in accordance with the Western Parkland City SEPP).

Building Height

The site is subject to a maximum building height of 62m in accordance with the Height of Buildings Map. However, as the proposal includes the provision of affordable housing, the proposed development is afforded a maximum 30% bonus on the building height, equating to a total of 80.6m. The proposed building achieves a maximum building height of 83.4m and will be accompanied by a written request to justify the variation to the Precinct Plan (in accordance with the Western Parkland City SEPP).

Additionally, in accordance with the Western Parkland City SEPP, the site is subject to an OLS height limit of 126RL. As mentioned above, the proposed development exceeds this height as the maximum building height reaches 163.7RL. Notwithstanding this, a Preliminary Aviation Safeguarding Assessment attached at **Appendix D** notes that the exceedance should be approved, as it can be appropriately managed with conditions of consent.

Further detail on the exceedance of maximum building height into the OLS is provided in **Section 6.1.9**.

Floor Space Ratio

The FSR of the site is identified as 3.5:1. However, as mentioned above the proposed development includes the provision of affordable housing, and therefore it is afforded a 30% bonus on the maximum FSR, equating to 4.55:1. The proposed building envelopes will result in an FSR of 5.01:1 and will be accompanied by a statement to justify the variation to the Precinct Plan (in accordance with the Western Parkland City SEPP).

Yield and Density

The site is identified as a 'Commercial Centre – Mixed Use' land use. The development includes a range of commercial uses including shop-top housing, retail, a shopping centre. Other non-residential uses are also proposed and includes a tourist and visitor accommodation (hotel). The mixed use objectives of the site are upheld and support employment generating activities.

An Economic Impact Statement will be prepared in support of the application to confirm that the proposed land use does not detrimentally impact the indicative employment densities or employment density targets of the Aerotropolis Precinct Plan.

4.1.5 State Environmental Planning Policy (Housing) 2021

The proposed concept seeks to utilise the in-fill affordable housing provisions and the subsequent height and FSR bonuses granted under Chapter 2 of the Housing SEPP. A summary of the key provisions applicable to the proposed development are summarised below.

Applicability

This division applies to the proposed development as:

- It is permitted within the Mixed Use zone.
- Up to 30% of the residential GFA will be used for the purposes of affordable housing.
- The site is located within the Greater Sydney region as identified under the Six Cities Region.
- The site is located within an accessible area.

Floor Space Ratio and Building Height

The site is subject to a maximum FSR of 3.5:1. In order to achieve the 30% bonus, a minimum 15% of the GFA permitted under the maximum floor space ratio must be dedicated to affordable housing.

The site has an area of 20,236m² and under the FSR control of 3.5:1, at least 10,623.9m² of GFA (or 15%) must be dedicated to in-fill affordable housing to achieve the full 30% bonus.

The development provides 24,822m² of GFA for affordable dwellings which equates to 30% of the total proposed residential GFA. Accordingly, the site is subject to the 30% bonus on maximum building height and FSR. With the incentives the development is permitted a total FSR of 4.55:1 and a height bonus of 80.6m.

Notwithstanding the fact that the development is subject to the 30% bonus for in-fill affordable housing, the development exceeds this development standard and will be supported by a variation request prepared in accordance with the Western Parkland City SEPP.

Timeframe

The proposed 15% affordable housing can be provided for a period of 15 years commencing on the day an occupation certificate. Additionally, the affordable housing component can be managed by a registered community housing provider

4.2 Aerotropolis Phase 2 Development Control Plan (DCP)

Development control plans do not technically apply to SSD however will be relied upon to inform the detailed design of the project. The Phase 2 DCP provides for specific controls for residential development which include a 3m landscape setback and a 6m front building setback. The Phase 2 DCP relies heavily on the Apartment Design Guide to control building separation and residential amenity.

Early consultation with DPHI has raised the issue of achieving strict compliance with Section 5.5.2 of the Phase 2 DCP. The control within this section limits the maximum gross footprint for a residential tower above five storeys to 650 sqm. Early design work has demonstrated that strict compliance would begin to create taller, inefficient towers and begin to erode the primary design principles established for the site. The preliminary design demonstrates floorplate sizes of approximately 700m² GFA which exceeds this control, but results in a more appropriate built form.

Further detailed justification on the application of this control will be articulated in the EIS.

4.3 Bradfield City Centre Masterplan

The site is not located within the area subject to the Bradfield City Centre Masterplan. Nevertheless, the site adjoins the boundary of the Masterplan. The EIS will consider how the development interacts with the development envisioned under the Masterplan.

The Scoping Design Report (**Appendix A**) has demonstrated consideration and consistency with the Bradfield City Centre Masterplan as follows:

- Identified the opportunity to provide active, non-residential uses within 400m of the Bradfield Metro Station. Specifically, the Scoping Design Report continues the presence of active retail and supermarket uses along Innovation South St.
- Contributed towards pedestrian and vehicle connectivity through connection and extension of the Bradfield City Centre road and pedestrian network. This includes allowance for the widening of Badgerys Creek Road which is a sub-arterial road and requires upgrades to support vehicle movement to Bradfield City Centre.
- The built form provides an undulating skyline reflecting the changes in building height between Bradfield City Centre and land to the west.
- Early consultation was undertaken with Sydney Water, BDA and Council to coordinate delivery of essential infrastructure, stormwater connections and the future sports field to the south.

4.4 Other Approvals

Section 4.41 of the EP&A Act stipulates certain authorisations that are not required for SSD. Additionally, Section 4.42 of the EP&A Act stipulates certain authorisations that cannot be refused if they are necessary for carrying out SSD. These are listed in **Table 6**. The table also lists out whether the approval would have been required if the project was not SSD.

Table 6 Other legislation

Act	Approval Applicable/ Required
Approvals that do not apply to State Significant Development	
Coastal Protection Act 1979	N/A
Fisheries Management Act 1994	Subject to further investigation.
Heritage Act 1977	N/A
National Parks and Wildlife Act 1974	N/A
Native Vegetation Act 2003	N/A
Rural Fires Act 1997	N/A
Water Management Act 2000	Yes.
Legislation that must be applied consistently	
Fisheries Management Act 1994	Subject to further investigation.
Mine Subsidence Compensation Act 1961	No
Mining Act 1992	No
Petroleum (Onshore) Act 1991	No
Protection of the Environment Operations Act 1997	No
Roads Act 1993	Yes
Pipelines Act 1967	No

4.5 Pre-Conditions to Exercising Power to Grant Approval

Table 7 Pre-conditions to granting consent

Instrument	Commentary
Biodiversity and Conservation Act 2016	<p>Section 7.9 of the Act requires an SSD be accompanied by a Biodiversity Development Assessment Report unless it is determined that the proposed development is not likely to have any significant impact on biodiversity values or if the Site has already part of biodiversity certification.</p> <p>The site is located on land subject to the 2007 Biodiversity Certification Order for State Environmental Planning Policy (Sydney Region Growth Centres) 2006. Accordingly, 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 BDAR.</p>
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	Part 4.1, 4.2, the Land Use Table, Part 4.3, Part 4.4, Part 4.5, and Part 4.7 are Pre-Conditions and will be considered in the EIS.
State environmental Planning Policy (Resilience and Hazards) 2021	The future SSD will demonstrate that the site is suitable or can be made suitable from a contamination perspective.

4.6 Mandatory Matter for Consideration

The below plans and policies identify that the consent authority will be required to consider in deciding whether to grant consent to the development application. These matters will each be addressed in the EIS.

- Environmental Planning and Assessment Act 1997 – Section 4.15;
- *State Environmental Planning Policy (Biodiversity and Conversation) 2021*;
- *State Environmental Planning Policy (Resilience and Hazards) 2021*;
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*;
- *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*; and
- *Environment Protection and Biodiversity Conservation Act 1999*.

5.0 Engagement

5.1 Aboriginal Community Consultation

The project team have engaged with Djinjama, Aboriginal cultural practices advisor. As part of this engagement, a Walk on Country was held on August 2nd 2024. Following, a Reading on Country was held on October 9th 2024. During these activities, the project team were able to discuss and learn invaluable knowledge from the Dharug people and use this information to inform the overall design. Consultation will continue to occur with Djinjama and local knowledge holders throughout the evolution of the project.

5.2 Department of Planning, Housing and Infrastructure

Prior to the lodgement of this Scoping Report, the project team undertook a pre-lodgement scoping meeting on September 3rd 2024. A follow up meeting with DPHI occurred on September 26th 2024. DPHI also attended the meeting with the Government Architects on November 6th 2024 as discussed below.

As part of this engagement, DPHI emphasised the importance of undertaking early engagement with other state and local authorities. As demonstrated below, extensive pre-SEARs engagement has occurred with several authorities including Government Architect NSW, Bradfield Development Authority, Sydney Water, Western Sydney Airport, and Liverpool City Council.

It is considered that this early engagement has satisfied the Department's requested and that no further actions are required for this Scoping Report to be issued for state and local agencies as part of the SEARs process.

5.3 Government Architect NSW

The project team attended a meeting with the Government Architects and DPHI on November 6th 2024 to discuss the initial approach to the design excellence strategy.

The project team will continue to liaison with the Government Architects and develop the design excellence strategy in close collaboration with the Government Architects. This includes the projects first SDRP meeting on December 6th.

5.4 Other Agencies and Stakeholders

To date, the project team have engaged with the following agencies:

- **Bradfield Development Authority (BDA):** Three meetings have been held to discuss future collaboration and coordination with development within Bradfield City Centre. Discussions also related to development sequencing and timing of infrastructure including roads, civil infrastructure and other services. Overall, BDA were supportive to see private development on the site.
- **Sydney Water:** One meeting was held with Sydney Water to discuss coordinating infrastructure and methodologies for infrastructure connections. Sydney Water identified the need to implement an alternative stormwater strategy if the Regional Stormwater Infrastructure was not delivered when this project becomes operational. The project will consider this and ensure a strategy is implemented. Details of this strategy will be provided in the SSDA.
- **Western Sydney Airport (WSA):** A meeting was held with WSA on 21st November 2024. During the meeting, WSA raised that the PANS-OPS was still under development and could take an additional 12 months to be confirmed as it awaits ministerial approval. The project team acknowledge the concern raised with the PANS-OPS and urged WSA to adopt a merit-based approach given the lack of a formal PANS-OPS could significantly delay the project timeline. Delays in the formalisation of the PANS-OPS could delay this development, leaving Bradfield without the necessary supporting infrastructure for the Airport. For instance, the development include affordable housing and a hotel component which could be utilised by the air hostess, pilots, baggage handlers and other essential staff. In conclusion, WSA recommended proceeding with the formal SEARs application to enable WSA to undertake a structured evaluation of the development, including consultation with CASE and Air Services Australia. This would provide a comprehensive assessment of aviation safeguarding compliance.
- **Liverpool City Council:** A meeting was held with Liverpool City Council on November 28th 2024. Key matters that were raised related
 - Integration of cultural values and starting from Country;

- Potential overshadowing on the future park caused by the utilisation of the provisions under the Housing SEPP.
- Queries on the success of retail activation given the size of the indicative retail spaces.
- Redesign of the internal streets into two lanes in each direction.
- Demand for unit mix to accommodate larger household compositions.
- Stormwater treatment include the use of open basins and wetland type arrangements for water quality and detention.
- Fine grain waste related comments such as the need to consider FOGO.

An indicative response to each matter was provided by the project team. These matters raised will be taken into further consideration and addressed throughout the detailed design development phases.

Meeting minutes can be provided upon request.

5.5 Engagement to be Carried Out

The proponent will also be undertaking future engagement to inform the SSDA in accordance with the SEARs and in accordance with the DPE *Undertaking Engagement Guidelines for State Significant Projects* (2021). The Outcomes Report will also include details of strategies to monitor, review and adapt engagement methodologies over the course of the project. Consultation is anticipated with the following government and industry stakeholders (as well as the local community):

- Department of Planning, Housing and Infrastructure.
- Transport for NSW.
- NSW Government Architects Office.
- Bradfield Development Authority.
- Western Sydney Airport Corporation.
- Liverpool City Council;
- Environment, Energy and Science Group; and
- Relevant Service Providers -Ausgrid, Jemena, Sydney Water.

The formal public exhibition process which the proposal will be subjected to will provide further opportunity for agencies and members of the public to provide comment and submissions on the project.

6.0 Proposed Assessment of Impacts

This section provides an overview of the key matters that will require further assessment in the EIS and the proposed approach to assessing each of these matters. The purpose of considering these factors at this stage is to inform the preparation of the SEARs which will guide the preparation of the detailed EIS.

6.1 Matters Requiring Further Assessment in EIS

6.1.1 Built Form and Urban Design

The proposal will promote high quality urban design by facilitating connectivity and an accommodating built form. The highly permeable design of four (4) building floorplates reduces the overall massing and bulk implications of the proposal to future residents, future surrounding development and existing surrounding development. The stepped back podium and tower built form of the buildings will ensure that the interface between the proposed building is appropriate, particularly in consideration of the future sports field to the south and the BCC to the east. The proposal will be subject to an assessment regarding the siting, height, and massing of the proposed built form in the context of the existing and future anticipated built form surrounding the site.

6.1.2 Infill Affordable Housing

The proposal involves the provision of affordable housing and is subject to the provisions within the Housing SEPP. Specifically, the site is subject to a maximum height and FSR bonus of 30% above the maximum permissible controls if at least 15% of the additional floor space is used for affordable housing. The calculation of affordable housing in the preliminary design of the proposed development is detailed in **Table 8** below, demonstrating that the development does provide beyond the required 15% of residential GFA as affordable housing to access the full 30% height and FSR bonus.

Table 8 Affordable Housing GFA Breakdown

Component	
Site Area	20,236m ²
GFA / FSR of the proposal	101,421m ² / 5.01:1
Residential GFA of the proposal	82,739m ²
Proposed residential GFA for the purpose of market housing	57,917m ² (70% of residential GFA)
Proposed residential GFA for the purpose of affordable housing	24,822 m² (30% of residential GFA)

6.1.3 Environmental and Residential Amenity

The SSDA will need to address key residential and environmental amenity matters to ensure the project can provide a high quality residential outcome with strong liveability attributes. Key technical studies to inform the EIS will include

- Overshadowing diagrams;
- Housing SEPP and the Apartment Design Guide;
- Visual Impact Assessment.

6.1.4 Connecting with Country and Indigenous Heritage

The proposal has been and will continue to be informed by the Designing with Country framework and the *Recognise Country: Guidelines for Development in the Aerotropolis*.

As discussed above, a Walking on Country exercise occurred on August 2nd 2024 and facilitated designers to acquire Indigenous knowledge. Walking on Country provided a crucial opportunity to learn and respect the deep connection and hear from local Dharug people. This invaluable knowledge is essential for creating designs that are culturally sensitive, connected and sustainable.

An Aboriginal Cultural Heritage Assessment Report will also be prepared in accordance with the *Guide to Investigating, assessing and reporting on Aboriginal cultural heritage in NSW* (OEH 2011).

6.1.5 Social and Economic Impacts

The social impacts resulting from the project will be detailed in the EIS. Anticipated social and economic benefits could include:

- Providing high quality housing to support the anticipated industry and growth of the Aerotropolis;
- Retail uses that will support amenity, activation and day-to-day the needs of residents, workers and visitors of the Aerotropolis;
- Creation of construction and operations jobs; and
- Direct and indirect benefits to the local economy.

A Social Impact Assessment (SIA) will be submitted with the EIS. The report will address the expected social impacts of the project, including any mitigation measures as necessary. The SIA will have regard to the *Social Impact Assessment Guideline for State Significant Development* (DPHI 2021).

6.1.6 Traffic, Parking and Access

The SSDA will be required to consider the relationship between the project and surrounding transport infrastructure, including:

- Anticipated future road network and street upgrades as outlined within the Aerotropolis Precinct Plan;
- Proximity to the future Metro Station;
- Planned parking provisions on site in accordance with the rates outlined in the DCP;
- Location and implications of vehicle entry points to the site; and
- Mode share and active transport targets for the Aerotropolis.

The EIS will be informed by a Transport Impact Assessment which considers the impacts of the project and transport requirements of future development in respect of matters such as traffic generation, loading/servicing requirements, construction traffic and public transport impacts.

The assessment will also consider access arrangements and measures to mitigate any associated traffic impacts. A sustainable transport option could include a Green Travel Plan which encourages sharing of private motor vehicle use and the promotion of walking, cycling and public transport as a preferred means of transport, particularly given the Site's locality to the future Metro Station.

6.1.7 Hazards and Contamination

The EIS will be informed by a Phase 1 Preliminary Site Contamination Investigation prepared in accordance with the requirements of the Resilience and Hazards SEPP. If required as a result of the findings of the Phase 1 investigation, a Phase 2 Detailed Site Investigation and Remediation Action Plan (if required) will be prepared in accordance with the requirements of Resilience and Hazards SEPP and the Managing Land Contamination Planning Guidelines to inform and accompany the SSDA.

The EIS will also be informed by technical studies which address the existing geotechnical conditions of the Site, flooding and groundwater and the potential for acid sulfate soils.

6.1.8 Environmentally Sustainable Development

An assessment will be undertaken to demonstrate how the principles of ESD have been incorporated into the SSDA. This includes consideration of the sustainability and resilience targets established within Section 4.7 of the Precinct Plan. Consideration will also be given to the relevant requirements under the State Environmental Planning Policy (Sustainable Buildings) 2022.

6.1.9 Airspace Operation

As mentioned in **Section 4.1.3**, building heights across the Aerotropolis are guided by Obstacle Limitation Heights (OLS). The site is located within the inner horizontal surface, equating to a 126RL. The proposed development exceeds this height as the maximum building height reaches 163.7RL. A Preliminary Aviation Safeguarding Assessment attached at **Appendix D** notes that the exceedance can be approved, as it can be appropriately managed with conditions of consent.

Additionally, the assessment explains that a key element of airspace is the Procedures for Air Navigation Services – Aircraft Operations (PAN-OPS). Detailed design of flight paths is currently ongoing. To determine whether the likelihood of the exceedance being approved, considerations were given to the following:

- The site is located perpendicular to the runways at the Western Sydney Airport, so no regular flight paths will be located directly over the site.
- Aircraft will be flying straight in and out of the airport, and not circling around the airport, therefore the obstacle clearance will not be as substantial.
- There are two runways proposed for the Western Sydney Airport, although only the northern runway will be in use. It is determined that the PANS-OPS surfaces relating to the operations for this runway is not going to be penetrated by the proposed building envelopes or crane heights. Furthermore, based on the worst case scenario that an aircraft conducts a missed approach on the southern runway, the height of buildings would be limited to approximately 165m AHD.

Overall, the proposed development is supported by the preliminary advice provided in **Appendix D**. The development's interaction with airspace operation will be further assessed in the EIS.

6.1.10 Noise and vibration

A Noise and Vibration Assessment will be undertaken to assess the main noise and vibration generating sources during construction and operation for the project and outline measures to minimise and mitigate the potential noise impacts on surrounding sensitive receivers. The report will also consider the impact of airport and traffic noise on the proposal's occupants.

6.1.11 Infrastructure and Servicing

Consultation will be undertaken with all relevant service providers in relation to any required capacity augmentation of existing services to the Site. Consultation will be informed by the staging and infrastructure requirements set out in the Aerotropolis Precinct Plan. An Infrastructure and Services Management Plan will be provided with the EIS.

6.1.12 Water Cycle Management Plan

The proposal will retain water in the landscape and will be supported by an Integrated Water Management Plan, prepared in accordance with the requirements and controls outlined within the Precinct Plan and the DCP.

6.1.13 Additional Items

The EIS will be further proposed to be supported by:

- Summary of relevant development contributions payable;
- Crime Prevention Through Environmental Design Report;
- Landscape Plan;
- Flooding
- Bushfire Assessment;
- Arborist Assessment;
- Community Consultation Report.

7.0 Conclusion

This Scoping Report has been prepared by Ethos Urban on behalf of Bradfield Corporation Pty Ltd in support of the proposed development of concept application including a mixed-use residential and commercial development located on land at 135 Badgerys Creek Road, Bradfield. It seeks to inform the DPHI to enable the preparation of industry-specific SEARs to enable the preparation of an EIS that will accompany a SSDA. It has outlined preliminary information regarding project including the site, the proposed development, the relevant strategic and statutory context and planned stakeholder engagement. The scoping of the proposed assessment of impacts will enable the DPHI with input from other government agencies to prepare and issue industry-specific SEARs for project.