

Aerotropolis Statutory Compliance Tables

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
<i>Environmental Planning and Assessment Act 1979</i>				
1.3 – Objects of Act	<i>to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,</i>	This SSDA seeks approval for remediation, quarrying, demolition and bulk earthworks to rehabilitate land disturbed by historic quarrying and brick-making and to establish a stable final landform suitable for future industrial development (to be assessed separately). The proposal contributes to social and economic welfare by facilitating the orderly rehabilitation and reuse of previously disturbed land in a strategic location within the Western Sydney Aerotropolis. The proposal contributes to improved environmental outcomes through the remediation of contamination, stabilisation of quarry pits, protection of riparian corridors, and the implementation of best-practice mitigation measures to manage construction-phase impacts, including the application of rehabilitation completion criteria and verification measures to deliver a safe, stable and non-polluting final landform suitable for its intended future use.	Yes	Sections 6 and 7.5 – 7.7
	<i>to promote the supply, delivery and maintenance of housing, including affordable housing,</i>	The proposal does not include residential development and does not directly contribute to the supply of housing. However, by enabling the orderly development of strategically located employment land, the proposal supports broader metropolitan planning objectives that seek to balance employment growth with housing delivery across the Western Parkland City.	N/A	N/A
	<i>to promote productivity through the development and management of the State and its resources,</i>	The proposal promotes productivity by enabling the efficient rehabilitation and reuse of land affected by historic extractive activities. Limited additional quarrying is undertaken where necessary to achieve geotechnical stability and a suitable final landform, ensuring resources are responsibly managed and not unnecessarily sterilised. This approach supports the productive reuse of land and materials in a strategically important employment precinct The quarrying proposed is limited in scale and purpose and is not intended to facilitate ongoing extractive operations beyond those necessary to achieve rehabilitation outcomes.	Yes	Sections 2.5 and 7.6
	<i>to protect the environment, including the conservation of threatened species of native animals and plants and ecological communities and their habitats,</i>	Environmental impacts have been comprehensively assessed, with avoidance and minimisation measures applied wherever practicable. Biodiversity impacts on non-certified land have been assessed through a Biodiversity Development Assessment Report, with residual impacts addressed in accordance with the Biodiversity Conservation Act and the Biodiversity Offsets Scheme. Riparian corridors and higher-value ecological areas are retained and protected as part of the proposed works.	Yes	Section 6
	<i>to promote resilience to climate change and natural disasters through adaptation, mitigation, preparedness and prevention,</i>	The proposed final landform has been designed having regard to flood risk, climate change projections and long-term site stability. Construction-phase water management, erosion and sediment controls, and staged rehabilitation measures reduce exposure to flooding, erosion and other natural hazards. Climate change considerations are addressed at a strategic and construction-phase level only, noting that no operational land uses or built form are proposed under this SSDA.	Yes	Section 6
	<i>to promote the sustainable management of built and cultural heritage, including Aboriginal cultural heritage,</i>	Aboriginal cultural heritage values have been identified and assessed in consultation with Registered Aboriginal Parties through the preparation of an Aboriginal Cultural Heritage Assessment Report. Where impacts cannot be avoided, appropriate mitigation measures, including test excavation and controlled salvage, are proposed. Non-Aboriginal heritage has been assessed and managed through targeted investigation and an Unexpected Finds Procedure, ensuring heritage values are appropriately respected.	Yes	Section 6.5 Appendix K
	<i>to promote good design, amenity and the proper construction and maintenance of built environments, including the protection of the health and safety of the occupants of buildings,</i>	No built form is proposed under this SSDA. The bulk earthworks establish a final landform that will support future development to be assessed under separate applications.	N/A	N/A
	<i>to provide opportunities for participation in environmental planning and assessment,</i>	Community and stakeholder engagement has been undertaken in accordance with the SEARs and the Undertaking Engagement Guidelines for State Significant Projects. Engagement outcomes have informed the assessment and design of the proposal, and opportunities for public participation will continue through the statutory exhibition and assessment process.	Yes	Section 5 Appendix E

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	<i>to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i>	The proposal integrates economic, environmental and social considerations by enabling the productive reuse of disturbed land, managing environmental impacts through targeted mitigation and offsetting, and supporting long-term employment outcomes. This balanced approach reflects the principles of ecologically sustainable development and supports sustainable growth within the Western Sydney Aerotropolis.	Yes	Section 7
	<i>to promote a proportionate and risk-based approach to environmental planning and assessment,</i>	The scope and depth of assessment are proportionate to the nature of the proposal as enabling works only. Detailed technical assessments focus on key risk areas, including contamination, water management, biodiversity and amenity, while matters not triggered by the proposal, such as built form and operational impacts, are appropriately deferred to future applications.	Yes	Section 6
	<i>to promote the orderly and economic use and development of land.</i>	The proposal represents the orderly and economic use of land by rehabilitating a long-disturbed quarry site and preparing it for its intended future industrial use in accordance with the Western Sydney Aerotropolis planning framework. This coordinated approach avoids piecemeal development and supports efficient, precinct-based outcomes.	Yes	Section 7
Section 4.10 Designated Development	(1) Designated development is development that is declared to be designated development by an environmental planning instrument or the regulations. (2) Designated development does not include State significant development despite any such declaration.	Section 4.10 of the EP&A Act specifies that designated development does not include State significant development despite any such declaration to be designated development under an EPI or the regulations.	N/A	N/A
4.15 Evaluation	Relevant environmental planning instruments: <i>State Environmental Planning Policy (Planning Systems) 2021</i> <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i>	All relevant SEPPs and statutory instruments applicable to the proposal are identified and assessed in Section 4 of the EIS, with detailed compliance tables provided in the appendices.	Yes	Section 4 Appendix C
	Draft environmental planning instruments	Draft State Environmental Planning Policy – Climate Change and Natural Hazards was placed on public exhibition (February–March 2026). While not yet in force, the matters addressed by the draft instrument are already considered through the existing planning framework and the specialist assessments contained in the EIS (including flooding, bushfire, water management and climate resilience). No additional assessment is required for SSD-97711727.	Yes	Section 4
	Relevant planning agreement or draft planning agreement	With relation to any VPA and relevant contributions The Applicant intends that any section 7.12 contribution payable under this SSDA (and SSD 97688711) will be offset through a future Voluntary Planning Agreement (VPA) with Liverpool City Council, subject to agreement and approval. A revised letter of offer was issued to Liverpool City Council on 3 March 2026 and negotiations with Council are ongoing. It is expected that a condition of consent with respect to the terms of this letter of offer can be imposed on this development in lieu of any contributions payable under 7.12 Plan.	Yes	Section 2.3
	Development control plan <i>Western Sydney Aerotropolis Development Control Plan 2022</i>	The project has considered and addressed all relevant matters for consideration in the Western Sydney Aerotropolis Development Control Plan in accordance with the requirements of the Secretary’s Environmental Assessment Requirements (SEARs). The SEARs also require consideration of the statutory provisions under the Western Sydney Aerotropolis Development Control Plan – Phase 1 (Phase 1 DCP). The Aerotropolis DCP 2022 states: <i>The Western Sydney Aerotropolis Development Control Plan – Phase 1 (Phase 1 DCP) was published on 13 September 2020 and came into effect on 1 October 2020. The Phase 1 DCP identified the precinct planning principles, objectives, and performance outcomes to allow precinct planning to progress. The Phase 1 DCP is superseded by this DCP.</i> Noting the above, no further consideration of the Phase 1 DCP has been undertaken in the EIS.	Yes	Appendix B

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	<i>Environmental Planning and Assessment Regulation 2021</i>	Refer to assessment under <i>Environmental Planning and Assessment Regulation 2021</i>	Yes	Appendix B
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	The EIS assesses the likely environmental, social and economic impacts of the proposal, which are predominantly temporary and construction-phase in nature and can be appropriately managed through mitigation measures.	Yes	Section 6
	The suitability of the site for the development	The site is suitable for the proposed works having regard to its history of quarrying, strategic location, zoning, and ability to be rehabilitated to support future industrial land uses.	Yes	Section 7.6
	Any submissions made in accordance with the Act or Regulations	Any submissions received during the public exhibition of the application will be considered by the consent authority and addressed in a Response to Submissions Report prepared by the Applicant, consistent with the requirements of the EP&A Act and Regulation.	Yes	Post-exhibition
	The public interest	The proposal is in the public interest as it rehabilitates a long-standing quarry site, addresses contamination and geotechnical risks, and facilitates the orderly development of employment-generating land in a strategic Aerotropolis location, without resulting in unacceptable impacts.	Yes	Section 7.7
Environmental Planning and Assessment Regulation 2021				
Section 35(4)(e)	A person cannot apply to a consent authority for consent to carry out development on land in the Western Sydney Aerotropolis under <i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i> (Precinct SEPP) unless the application is accompanied by an assessment of the consistency of the development with— - the Western Sydney Aerotropolis Plan as defined in that Policy, and - any Precinct Plan that applies to the land under that Policy.	The EIS includes an assessment of consistency with the Western Sydney Aerotropolis Plan and the relevant Precinct Plans, demonstrating that the proposal aligns with the strategic vision and objectives for the Aerotropolis.	Yes	Sections 2.5 Appendix B
Section 66	Contributions plans for certain areas in Sydney—the Act, s 4.16(1) A development application on land shown on the Land Application Map for the Aerotropolis (Chapter 4 of the Precincts SEPP) must not be determined by the consent authority unless a contributions plan has been approved for the land to which the application relates. This requirement may be dispensed with if the developer has entered into a planning agreement for the matters that may the subject of a contributions plan.	The Applicant intends that any section 7.12 contribution payable under this SSDA (and SSD 97688711) will be offset through a future Voluntary Planning Agreement (VPA) with Liverpool City Council, subject to agreement and approval. A revised letter of offer was issued to Liverpool City Council on 3 March 2026 and negotiations with Council are ongoing. It is expected that a condition of consent with respect to the terms of this letter of offer can be imposed on this development in lieu of any contributions payable under 7.12 Plan.	Yes	Section 2.3
Part 8 Division 2	Division 2 Environmental assessment requirements for State significant development, designated development and activities—the Act, ss 4.39, 4.64 and Div 5.1 This division applies to an EIS prepared under s4.12(8) of the EP&A Act and provides requirements for applications to the Planning Secretary for environmental assessment requirements (SEARs).	SEARs were issued on 26 November 2025 and have been addressed throughout the EIS.	Yes	Appendix A
Part 8 Division 5	Division 5 Environmental impact statements—the Act, ss 4.12(8), 5.7(1) and 5.16(2) This division outlines the form, content, public exhibition requirements, submissions and assessment. The division specifically requires that the EIS must comply with the SEARs notified under s176 of the EP& Act. The division also outlines the principles of ecologically sustainable development that must be considered in the EIS.	The EIS has been prepared in accordance with the SEARs and the form and content requirements of the Regulation. The EIS addresses the environmental, social and economic impacts of the proposal commensurate with its scale and nature as enabling works only.	Yes	Appendix A
Section 191	Compliance with Environmental Assessment Requirements - The environmental impact statement must comply with the environmental assessment requirements notified under section 176 or the Act, section 5.16(4).	The EIS complies with the environmental assessment requirements notified by the Planning Secretary.	Yes	Appendix A
Schedule 3	Certain remediation activities may otherwise constitute designated development under Schedule 3 of the Regulation.	Elements of the proposed remediation works are comparable in scale to activities identified in Schedule 3 of the EP&A Regulation. However, section 4.10 of the EP&A Act provides that designated development does not include State significant development. Accordingly, designated development provisions do not apply to SSD-97711727. References to designated development thresholds in the EIS and supporting technical reports are provided for context only and do not alter the statutory assessment pathway.	N/A	Sections 4.3, 4.5 and 6.7
Biodiversity Conservation Act 2016				
Section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is	The majority of the site is located on biodiversity-certified land. A BDAR has been prepared for the approximately 6.97 hectares of non-certified land affected by the bulk earthworks. The BDAR assesses impacts having regard to the maximum extent of clearing enabled by	Yes	Section 6.4 Appendix J

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	not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	SSD-97711727 and identifies mitigation and offsetting measures in accordance with the BC Act and the Biodiversity Offsets Scheme.		
Mining Regulation 2016				
-	Rehabilitation objectives, completion criteria and post-mining landform requirements	The Mining Regulation 2016 supports the Mining Act 1992 by prescribing detailed requirements for rehabilitation planning, rehabilitation completion criteria, risk assessment and verification for land disturbed by mining activities. While the proposal is assessed and approved under the State Significant Development pathway, the rehabilitation strategy has been developed having regard to the principles and requirements of the Mining Regulation 2016, particularly those relating to achieving a safe, stable and non-polluting final landform and an appropriate final land use. The proposed rehabilitation objectives, completion criteria and verification framework are detailed in Section 6.10 of the EIS and the Rehabilitation and Closure Assessment Report (Appendix G) and are consistent with the rehabilitation framework established under the Mining Regulation 2016. While SSD-97711727 is assessed under the SSD planning pathway, rehabilitation outcomes will also inform future regulatory decisions regarding the Mining Lease, including any surrender process administered by NSW Mining, Exploration and Geoscience.	Yes	Section 6.10 Appendix G
Protection of the Environment Operations Act 1997				
Schedule 1	Scheduled activities, Environment Protection Licence requirements	The EIS identifies that elements of the proposed remediation works, including the potential construction and operation of an on-site containment cell with a capacity of up to 100,000 m³, may constitute a scheduled activity under Schedule 1 of the PoEO Act. Where required, Environment Protection Licence 684 will be amended, or a separate licence obtained, prior to commencement of any scheduled remediation activity, in accordance with NSW EPA requirements. This position is conservative and reflects the findings of the Detailed Site Investigation and Remediation Action Plan.	Yes	Sections 3.5, 4.3, 6.7 Appendix Y
State Environmental Planning Policies				
State Environmental Planning Policy (Planning Systems) 2021	2.10 Application of development control plans to State significant development Under section 2.10 of the Planning Systems SEPP development control plans do not apply to State significant development.	While DCPs do not apply to SSD, the Aerotropolis DCP has been considered in accordance with the SEARs where relevant to the nature and scale of the proposal.	Yes	Section 4 Appendix B
	Schedule 1 section 29 Development in the Western Sydney Aerotropolis Development shown on the land application map under Chapter 4 of the Precincts SEPP is SSD if it has a CIV of more than \$30 million and does not involve development that is prohibited or previously permitted development.	The proposal is State Significant Development as it is located within the Western Sydney Aerotropolis and exceeds the \$30 million CIV threshold.	Yes	Section 4.1
State Environmental Planning Policy (Transport and Infrastructure) 2021 – Chapter 2	2.122 Traffic-generating development The Transport & Infrastructure SEPP is the primary planning instrument addressing the provision and operation of infrastructure across NSW. The SEPP provides planning pathways for various types of infrastructure within prescribed zones. Traffic generating development specified in section 2.122 requires referral to Transport for NSW, this includes; - Warehouse or distribution centres over 8,000sqm in site area, - Industry – 20,000sqm in site area - Car parking for more than 200 vehicles.	While the thresholds for traffic-generating development may be exceeded by future industrial development within the Estate, this SSDA relates only to remediation, quarrying and bulk earthworks and does not constitute a traffic-generating development. Construction traffic associated with the proposal has been assessed through a Preliminary Construction Traffic Management Plan, which demonstrates that construction vehicle movements will remain within previously approved limits. Consultation with Transport for NSW has been undertaken in relation to construction access and traffic management.	N/A	Section 6.6 Appendix L
	2.138 Stormwater management systems This section permits development for the purpose of stormwater management system to be carried out by any person with consent on any land. <i>stormwater management system means—</i>	The proposal includes construction-phase erosion and sediment control measures only, including temporary sediment basins and diversion channels designed to manage runoff from disturbed areas during bulk earthworks. No permanent stormwater management infrastructure, on-site detention or regional Sydney Water assets are proposed or approved under this SSDA. Permanent stormwater	Yes	Section 6.3 Appendix I

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	(a) works for the collection, detention, harvesting, distribution or discharge of stormwater (such as channels, aqueducts, pipes, drainage works, embankments, detention basins and pumping stations), and (b) stormwater quality control systems (such as waste entrapment facilities, artificial wetlands, sediment ponds and riparian management), and (c) stormwater reuse schemes.	infrastructure will be assessed under separate development applications associated with future development of the site.		
State Environmental Planning Policy (Transport and Infrastructure) 2021 – Chapter 4	Section 4.9 of the Transport & Infrastructure SEPP requires concurrence with Transport for NSW for any excavation works in, above, below, or within 25m of a future infrastructure corridors. It notes that a consent authority must not grant consent to development without the concurrence of Transport for NSW.	The proposal does not involve excavation within or adjacent to land identified as a future infrastructure corridor requiring concurrence under this clause. However, it is noted that a similar concurrence provision exists under section 4.27 of the WPC SEPP for development that involves the penetration of ground to a depth of at least 2 metres below ground level (existing) on land within 25 metres (measured horizontally) of transport corridor land on the transport corridors map under that SEPP. The Eastern Ring Road and the Devonshire Road – Eastern Ring Road Connection are both shown as future transport corridors (Arterial Roads) under the WPC.	N/A	N/A
State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 3	Chapter 3 of the Resilience & Hazards SEPP applies to any proposals which fall under the policy’s definition of ‘potentially hazardous industry’ or ‘potentially offensive industry’.	The proposal is for remediation, quarrying, demolition and bulk earthworks only. The EIS confirms that the proposed works do not constitute potentially hazardous or offensive development under the SEPP. Any fuels, lubricants or hazardous substances associated with construction will be stored and handled in accordance with standard construction environmental management controls.	Yes	Section 6.11
State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 4	Chapter 4 of the Resilience & Hazards SEPP states that land must not be rezoned or developed unless contamination has been considered and, where relevant, land has been appropriately remediated.	A Preliminary and Detailed Site Investigation and a Remediation Action Plan have been prepared to assess and manage contamination associated with historic site uses. The Remediation Action Plan prepared by JBS&G the remediation strategy, validation framework and long-term management measures (where required), and demonstrates that the site can be made suitable for its intended future industrial use, consistent with Chapter 4 of the SEPP. Remediation and validation will be undertaken under the oversight of an EPA-accredited Site Auditor, with any requirement for long-term management to be addressed through conditions of consent.	Yes	Section 6.7 Appendix M Appendix Y
State Environmental Planning Policy (Biodiversity and Conservation) 2021				
Section 6.6 Water quality and quantity	(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the following— (a) whether the development will have a neutral or beneficial effect on the quality of water entering a waterway, (b) whether the development will have an adverse impact on water flow in a natural waterbody, (c) whether the development will increase the amount of stormwater run-off from a site, (d) whether the development will incorporate on-site stormwater retention, infiltration or reuse, (e) the impact of the development on the level and quality of the water table, (f) the cumulative environmental impact of the development on the regulated catchment, (g) whether the development makes adequate provision to protect the quality and quantity of ground water. (2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied the development ensures— (a) the effect on the quality of water entering a natural waterbody will be as close as possible to neutral or beneficial, and (b) the impact on water flow in a natural waterbody will be minimised. (3) Subsections (1)(a) and (2)(a) do not apply to development on land in the Sydney Drinking Water Catchment.	Water Quality (exc. Groundwater) The SWIA (Engeny, 2026) describes the proposed water management system for the Project which has been designed to achieve the construction phase stormwater management targets contained in <i>Technical guidance for achieving Wianamatta-South Creek stormwater management targets</i> (NSW Department of Planning and Environment, 2022). The construction phase stormwater management targets set out in the guidance document were developed by the NSW Government to achieve waterway health objectives for protecting and restoring the blue grid in the Wianamatta–South Creek catchment. Modelling undertaken for the SWIA indicates that the proposed water management syst will achive the Wianamatta-South Creek construction phase stormwater management targets and as such, the Project is considered to have a neutral or beneficial effect on catchment water quality. Water Quantity (exc. Flooding) The SWIA (Engeny, 2026) includes an assessment of the impacts on geomorphological and hydrological values of the receiving waters downstream of the Project, i.e. Badgerys Creek and Wianamatta-South Creek. The assessment concluded that the proposed magnitude of controlled discharges from the Project water management system would not result in impacts to stream geomorphology or stream stability in the receiving waters. Further, the assessment concluded that the frequency of controlled discharges from the Project water management system would not materially alter hydrological regimes in the receiving waters.		
Section 6.7 Aquatic ecology	(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the following— (a) whether the development will have a direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation, (b) whether the development involves the clearing of riparian vegetation and, if so, whether the development will require— (i) a controlled activity approval under the Water Management Act 2000, or (ii) a permit under the Fisheries Management Act 1994,	Assessment of potential Project impacts on receiving water quality as well as geomorphological and hydrological values was undertaken as part of the SWIA (Engeny, 2026) prepared as part of the Project Environmental Impact Statement (EIS). 1a. The BDAR and Referral for the project discuss the impacts on native vegetation and species, and provides an assessment as to whether a significant impact is expected. The Referral decision was that the project is not considered a controlled action.	Yes	Section 6.11 Appendix BB

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	(c) whether the development will minimise or avoid— (i) the erosion of land abutting a natural waterbody, or (ii) the sedimentation of a natural waterbody, (d) whether the development will have an adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area, (e) whether the development includes adequate safeguards and rehabilitation measures to protect aquatic ecology, (f) if the development site adjoins a natural waterbody—whether additional measures are required to ensure a neutral or beneficial effect on the water quality of the waterbody. Example— Additional measures may include the incorporation of a vegetated buffer between the waterbody and the site. (2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied of the following— (a) the direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation will be kept to the minimum necessary for the carrying out of the development, (b) the development will not have a direct, indirect or cumulative adverse impact on aquatic reserves, (c) (Repealed) (d) the erosion of land abutting a natural waterbody or the sedimentation of a natural waterbody will be minimised, (e) the adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area will be minimised.	1bi. Section 1.3.3 of the Riparian Lands Assessment. As the project is an SSD, a controlled activity approval is not required. 1bii. Section 1.3.2 of the Riparian Lands Assessment. As the project is an SSD, permits under the Fisheries Management Act are not required. 1ci-ii. Section 5,2 of the Riparian Lands Assessment. Sedimentation and Erosion Plan has been prepared in accordance with Technical guidance for achieving Wianamatta–South Creek stormwater management targets, and therefore no erosion should occur of the waterbodies within the Site. 1d. The Dam Dewatering Plan guides the dewatering of all farm dams within the Site as to not harm native aquatic fauna. The remaining waterbody (a Freshwater Wetland) will be retained within the VMP Area as per the VMP. 1e. Chapter 5 of the Riparian Lands Assessment describes controls and mitigation measures to protect aquatic ecology. Section 4.2 of the VMP describes the rehabilitation of the retained watercourse within the Site. 1f. The Dam Dewatering Plan guides the dewatering of all farm dams within the Site as to not harm native aquatic fauna. The remaining waterbody (a Freshwater Wetland) will be retained within the VMP Area as per the VMP, however this does not adjoin the development site. 2a. The BDAR (our reference: 625.010786.00001-BEWBDAR-20260326) assesses the impacts of the project on terrestrial, migratory and aquatic species, and the project has been determined unlikely to have an adverse impact. Additionally, the EPBC Referral submitted for the project determined that the project is not a controlled action. 2b. As above 2d. Section 5,2 of the Riparian Lands Assessment. Sedimentation and Erosion Plan has been prepared in accordance with Technical guidance for achieving Wianamatta–South Creek stormwater management targets, and therefore no erosion should occur of the waterbodies within the Site. 1e. As above The Project water management system has been designed, and demonstrated by modelling (Engeny, 2026), to achieve the construction phase stormwater management targets contained in <i>Technical guidance for achieving Wianamatta-South Creek stormwater management targets</i> (NSW Department of Planning and Environment, 2022). Further, comparison of Project site and receiving water quality (upstream of the Project) indicated that site water was generally of a comparable quality to that in the receiving waters. The assessment concluded that the proposed magnitude and frequency of controlled discharges from the Project water management system would not result in impacts to stream geomorphology or stream stability or materially alter hydrological regimes in the receiving waters. Within the limits of the assessments undertaken for the SWIA (Engeny, 2026), the Project is not expected to have a detrimental impact on aquatic ecology in the receiving waters.		
Section 6.8 Flooding	(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the likely impact of the development on periodic flooding that benefits wetlands and other riverine ecosystems. (2) Development consent must not be granted to development on flood liable land in a regulated catchment unless the consent authority is satisfied the development will not— (a) if there is a flood, result in a release of pollutants that may have an adverse impact on the water quality of a natural waterbody, or (b) have an adverse impact on the natural recession of floodwaters into wetlands and other riverine ecosystems.	The Flood Impact and Risk Assessment (Appendix P) and the Surface Water Impact Assessment (Appendix I) prepared by Colliers demonstrates that: The water quantity and quality targets are achieved in accordance with the Technical Guidance for Achieving Wianamata-South Creek Waterway Health Targets (DoPE, 2022). The operational phase targets consisting of flow targets (e.g. mean annual runoff volume) and annual load reduction targets (Gross Pollutants, Total Suspended Solids, Total Phosphorus, Total Nitrogen) have been met for both the interim scenario without Sydney Water’s Integrated Stormwater and Recycled Water Scheme Plan in place, as well as the ultimate stage, therefore there is expected to be no adverse impacts on the receiving waterbodies, wetlands and riverine ecosystems.	Yes	Section 6.3 Section 6.11 Appendix P Appendix I

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Section 6.11 Land within 100m of natural waterbody	In deciding whether to grant development consent to development on land within 100m of a natural waterbody in a regulated catchment, the consent authority must consider whether— (a) the land uses proposed for land abutting the natural waterbody are water-dependent uses, and (b) conflicts between land uses are minimised.	1a. The project does not comprise a water dependent land use 1b. Numerous controls will be implemented as per the various management plans for the project that will reduce the conflict between land uses within the Site. As outlined in the Project SWIA (Engeny, 2026), a range of water users extract water from the Upper Wianamatta-South Creek water source and Lower Wianamatta-South Creek water source which are managed under the <i>Water Sharing Plan for the Greater Metropolitan Region Unregulated River 2023</i>. The Project is presently not proposing to extract surface water under licence from the Wianamatta-South Creek water source A water quality assessment undertaken as part of the SWIA (Engeny, 2026) indicated that the Project water management system achieve the construction phase stormwater management targets contained in <i>Technical guidance for achieving Wianamatta-South Creek stormwater management targets</i> (NSW Department of Planning and Environment, 2022). Further, comparison of Project site and receiving water quality (upstream of the Project) indicated that site water was generally of a comparable quality to that in the receiving waters. The Project water management system will impound and reuse rainfall runoff in sediment basins for the purpose of preventing receiving water pollution with elevated concentrations of suspended sediment. Given the extent of the disturbed areas associated with the Site will increase to up to approximately 154 ha from the current 75 ha (as of February 2026), the natural runoff to Badgerys Creek and Wianamatta-South Creek will be further reduced. If the flows returned to Badgerys Creek and Wianamatta-South Creek associated with controlled and uncontrolled discharges from the Site are not considered, the reduction in catchment yield for associated with the increased catchment from which runoff is contained is estimated to be approximately: 5% for Badgerys Creek based on creek catchment upslope of the Site (1,500 ha). 1% for Wianamatta-South Creek based on creek catchment upstream of the Site (8,200 ha). Given the Project water management system will achieve catchment water quality targets and the limited changes to catchment yield, the Project is not expected to have detrimental impacts on adjacent and downstream water users.	Yes	Section 6.11 Appendix I Appendix BB
Chapter 13 Strategic conservation planning	Chapter 13 establishes pre-conditions for development on avoided land and within strategic conservation areas under the Cumberland Plain Conservation Plan.	The Site is not mapped as avoided land or as being within a strategic conservation area under the Cumberland Plain Conservation Plan. Accordingly, the pre-conditions under Chapter 13 of the Biodiversity and Conservation SEPP are not triggered for SSD-97711727. Clause-by-clause consideration below confirms that no Chapter 13 controls apply to the Site.	Yes	Sections 2.1 and 6.4 Appendix BB
Section 13.6 Koala fences and fauna crossings	(1) Development involving the erection, maintenance or modification of a fauna crossing or koala fence may be carried out by or on behalf of a public authority without development consent if the crossing or fence is consistent with the Cumberland Plain Conservation Plan. (2) In this section— <i>fauna crossing</i> means a crossing to facilitate the movement of fauna across the land. <i>koala fencing</i> means a fence used to impede the movement of koalas towards roads and urban land, whether or not the fence is also used for another purpose.	Koalas have not been recorded within the site or its immediate vicinity. The proposal does not include the erection or modification of fauna crossings or koala fencing.	Yes	Section 6.4 Appendix J
Section 13.7 Preservation of native vegetation on avoided land	This provision aims to protect and enhance native vegetation on avoided land by prohibiting its clearing without development consent. Consent can only be granted if the consent authority is satisfied that biodiversity impacts are avoided or minimised, no reasonable alternative exists, losses are offset through revegetation or biodiversity credits, and clearing will not cause adverse land or water impacts. Limited exemptions apply for works by public authorities, removal of vegetation posing safety risks, and authorised bushfire hazard reduction.	The site is not identified as avoided land under the Cumberland Plain Conservation Plan. This provision does not apply to the proposal	N/A	N/A
Section 13.8 Development on avoided land generally	This provision aims to protect threatened species, ecological communities, their habitats, and matters of national environmental significance on avoided land. Development consent can only be granted if the consent authority is satisfied the proposal is designed, located, and	The site is not identified as avoided land under the Cumberland Plain Conservation Plan. This provision does not apply.	N/A	N/A

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
	managed — including its scale, use, and infrastructure — to avoid adverse impacts on biodiversity, habitat connectivity, koala and wildlife corridors, and the integrity of ecological, hydrological, and riparian systems.			
Section 13.9 Infrastructure development on avoided land	This provision applies to development on avoided land carried out under the State Environmental Planning Policy (Transport and Infrastructure) 2021, specifically Part 2.3, Divisions 4, 5, 12A, 17, 18, 20, 21, 23 and 24. Development consent can only be granted if the consent authority is satisfied the proposal is designed, located, and managed — including its height, bulk, scale, size, use, and supporting infrastructure — to avoid or minimise adverse impacts, and if it has considered whether the development is consistent with the Cumberland Plain Conservation Plan Guidelines, Part 2. Once consent is granted, the authority must promptly notify the Planning Secretary, providing the development application and a statement on guideline consistency. This section does not apply to State significant development.	This clause does not apply to State significant development and is not applicable to the proposal.	N/A	N/A
Section 13.10 Subdivision of avoided land	This provision restricts the subdivision of avoided land, allowing it only where the consent authority is satisfied the subdivision is necessary to enter into a biodiversity stewardship agreement, or where it is undertaken by or on behalf of a public authority in connection with development under the State Environmental Planning Policy (Transport and Infrastructure) 2021, Part 2.3, Divisions 4, 5, 12A, 17, 18, 20, 21, 23 or 24. If land is both avoided land and within a strategic conservation area, this section takes precedence over section 13.13. It does not apply to subdivisions carried out by the National Parks and Wildlife Service.	The proposal does not involve subdivision of avoided land. This clause does not apply.	N/A	N/A
Section 13.15 Asset protection zones	Development consent must not be granted to development involving an asset protection zone on certified urban capable land unless the asset protection zone is located wholly on certified urban capable land.	The site is not subject to the asset protection zone provisions of the Cumberland Plain Conservation Plan.	N/A	N/A
Section 13.16 Mitigation measures	Development consent must not be granted to development on certified urban capable land unless the consent authority has considered whether the development is consistent with the Cumberland Plain Conservation Plan Mitigation Measures Guideline.	The Cumberland Plain Conservation Plan Mitigation Measures Guideline does not apply to the site.	N/A	N/A
<i>State Environmental Planning Policy (Resources and Energy) 2021 - Chapter 2 Mining, petroleum production and extractive industries</i>				
2.17 Compatibility of proposed mine, petroleum production or extractive industry with other land uses	Before determining an application for consent for development for the purposes of mining, petroleum production or extractive industry, the consent authority must— (a) consider— (i) the existing uses and approved uses of land in the vicinity of the development, and (ii) whether or not the development is likely to have a significant impact on the uses that, in the opinion of the consent authority having regard to land use trends, are likely to be the preferred uses of land in the vicinity of the development, and (iii) any ways in which the development may be incompatible with any of those existing, approved or likely preferred uses, and (b) evaluate and compare the respective public benefits of the development and the land uses referred to in paragraph (a)(i) and (ii), and (c) evaluate any measures proposed by the applicant to avoid or minimise any incompatibility, as referred to in paragraph (a)(iii).	The Site has a long-established extractive and rehabilitation use authorised under MP10_0014 and is located within the Badgerys Creek Precinct of the Western Sydney Aerotropolis. Surrounding and approved land uses comprise Western Sydney International Airport, existing and approved State Significant Developments for industrial and logistics purposes, infrastructure corridors, and rural and agricultural land transitioning to employment uses under the Aerotropolis planning framework. Having regard to land use trends and the Western Sydney Aerotropolis Plan and Precinct Plan, the preferred future land uses in the vicinity are employment-generating industrial and logistics uses. The proposed rehabilitation, quarrying and bulk earthworks will not have a significant adverse impact on these uses and instead facilitate their delivery by rehabilitating disturbed land, resolving legacy quarry constraints and establishing a stable, developable final landform aligned with the Precinct Plan. Potential incompatibilities are limited to temporary construction-phase impacts such as noise, dust and traffic, which are comparable to impacts previously approved at the Site and are localised, time-limited and manageable. The proposal delivers clear public benefits by enabling the orderly transition of the Site to its intended long-term employment use, supporting economic activity and reducing future land use conflict. Any potential incompatibility is avoided or minimised through limited and targeted quarrying, standard construction hours, traffic volumes within previously approved limits, and the implementation of comprehensive environmental management, monitoring and mitigation measures (see EIS Section 6 and Appendix C for details).	Yes	Section 6 Appendix C
2.20 Natural resource management and environmental management	(1) Before granting consent for development for the purposes of mining, petroleum production or extractive industry, the consent authority must consider whether or not the consent should be issued subject to conditions aimed at ensuring that the development is undertaken in an environmentally responsible manner, including conditions to ensure the following—	The proposed rehabilitation, quarrying and bulk earthworks have been assessed and designed to ensure the development is undertaken in an environmentally responsible manner and can be appropriately conditioned to avoid or minimise environmental impacts to the greatest extent practicable. Impacts on surface water and groundwater resources have been comprehensively assessed, having regard to existing licensed operations at the Site and the proposed construction-phase water management framework. Surface water impacts will be managed	Yes	Section 6.3 & 6.4 Appendix I Appendix H Appendix W

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
	(a) that impacts on significant water resources, including surface and groundwater resources, are avoided, or are minimised to the greatest extent practicable, (b) that impacts on threatened species and biodiversity, are avoided, or are minimised to the greatest extent practicable, (c) that greenhouse gas emissions are minimised to the greatest extent practicable. (2) Without limiting subsection (1), in determining a development application for development for the purposes of mining, petroleum production or extractive industry, the consent authority must consider an assessment of the greenhouse gas emissions (including downstream emissions) of the development, and must do so having regard to any applicable State or national policies, programs or guidelines concerning greenhouse gas emissions.	through a staged erosion and sediment control system, on-site reuse and controlled discharge in accordance with EPL 684, with no material adverse impacts on Badgerys Creek or Wianamatta–South Creek (EIS Section 6.3; Appendices I, W and X). Temporary groundwater interaction associated with bulk earthworks has been assessed and will remain within existing licensing limits, with no significant impacts on aquifers, groundwater users or groundwater-dependent ecosystems (EIS Section 6.3; Appendix W). Impacts on threatened species and biodiversity have been avoided and minimised through the siting of works largely within biodiversity-certified land, retention of riparian corridors, and limiting clearing to non-certified areas required to achieve the approved final landform. Residual impacts have been assessed in accordance with the Biodiversity Conservation Act 2016 and will be addressed through mitigation and offsetting under the Biodiversity Offsets Scheme (EIS Section 6.4; Appendices J and BB). Greenhouse gas emissions associated with the proposal are limited to the construction phase and have been assessed in accordance with relevant State and national guidance. The assessment demonstrates that emissions represent a minor contribution to State and national inventories and can be minimised through efficient construction practices, optimisation of cut-and-fill and reduced material transport. No operational emissions are generated under this approval (EIS Section 6.2; Appendix H). The consent authority can therefore impose appropriate conditions to ensure the development is undertaken in an environmentally responsible manner, consistent with clause 2.20 of the SEPP.		Appendix X Appendix J Appendix BB
2.21 Resource recovery	(1) Before granting consent for development for the purposes of mining, petroleum production or extractive industry, the consent authority must consider the efficiency or otherwise of the development in terms of resource recovery. (2) Before granting consent for the development, the consent authority must consider whether or not the consent should be issued subject to conditions aimed at optimising the efficiency of resource recovery and the reuse or recycling of material. (3) The consent authority may refuse to grant consent to development if it is not satisfied that the development will be carried out in such a way as to optimise the efficiency of recovery of minerals, petroleum or extractive materials and to minimise the creation of waste in association with the extraction, recovery or processing of minerals, petroleum or extractive materials.	The proposal has been specifically designed to optimise the efficiency of resource recovery and minimise waste associated with historic and residual extractive activities at the Site. Limited additional quarrying of Pits 1 and 2 is proposed to recover approximately 500,000 m³ of Bringelly Shale that would otherwise remain sterilised beneath the final landform, while also rectifying legacy pit geometry and improving long-term geotechnical stability (EIS Sections 3.3 and 6.10; Appendix G). The rehabilitation and bulk earthworks adopt an integrated cut-and-fill strategy that maximises the reuse of material generated on-site, substantially reduces the need for off-site export and minimises the importation of fill when compared to the previously approved rehabilitation strategy under MP10_0014 (EIS Sections 3.2 and 3.4). This approach reduces waste generation, double handling of material and unnecessary transport movements. Material management, reuse and disposal will be controlled through the Rehabilitation Management Plan, Fill Management Plan and Waste Management Plan, ensuring that extractive material and excavated soils are beneficially reused where suitable and that any residual waste is minimised and managed appropriately (EIS Sections 6.10 and 6.11; Appendices G and V). Accordingly, the consent authority can be satisfied that the development optimises resource recovery and minimises waste and may impose conditions to further secure efficient recovery and reuse outcomes consistent with clause 2.21 of the SEPP.	Yes	Sections 3.2, 3.3, 3.4, 6.10 and 6.11 Appendix G Appendix V
2.22 Transport	(1) Before granting consent for development for the purposes of mining or extractive industry that involves the transport of materials, the consent authority must consider whether or not the consent should be issued subject to conditions that do any one or more of the following— (a) require that some or all of the transport of materials in connection with the development is not to be by public road, (b) limit or preclude truck movements, in connection with the development, that occur on roads in residential areas or on roads near to schools, (c) require the preparation and implementation, in relation to the development, of a code of conduct relating to the transport of materials on public roads. (2) If the consent authority considers that the development involves the transport of materials on a public road, the consent authority must, within 7 days after receiving the development application, provide a copy of the application to— (a) each roads authority for the road, and	The proposed rehabilitation, quarrying and bulk earthworks involve the transport of materials; however, construction traffic volumes and haulage routes are consistent with, and do not exceed, those previously approved for the Site under Project Approval MP10_0014. Material transport will continue to utilise the established access arrangements via Martin Road and Elizabeth Drive, which function as recognised haulage routes within the Western Sydney Aerotropolis and are suitable for heavy vehicle movements (EIS Section 6.6; Appendix L). The proposal does not introduce new haulage routes through residential streets or near schools and does not increase truck movements beyond previously approved limits. Surrounding land uses are predominantly industrial, infrastructure or transitioning employment land, with limited sensitive residential receivers in proximity to haulage routes (EIS Section 6.6). Potential transport impacts will be managed through the preparation and implementation of a Construction Traffic Management Plan, including traffic scheduling, approved haulage routes, driver behaviour requirements and Traffic Guidance Schemes, enabling the consent authority to impose conditions that limit and manage truck movements and require	Yes	Sections 6.6 Appendix L

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
	(b) the Roads and Traffic Authority (if it is not a roads authority for the road). (3) The consent authority— (a) must not determine the application until it has taken into consideration any submissions that it receives in response from any roads authority or the Roads and Traffic Authority within 21 days after they were provided with a copy of the application, and (b) must provide them with a copy of the determination. (4) In circumstances where the consent authority is a roads authority for a public road to which subsection (2) applies, the references in subsections (2) and (3) to a roads authority for that road do not include the consent authority.	appropriate codes of conduct for use of public roads (EIS Section 6.6; Appendices L and C). Ongoing consultation with the relevant road authorities is anticipated to take place over the course of the SSDA assessment.		
2.23 Rehabilitation	(1) Before granting consent for development for the purposes of mining, petroleum production or extractive industry, the consent authority must consider whether or not the consent should be issued subject to conditions aimed at ensuring the rehabilitation of land that will be affected by the development. (2) In particular, the consent authority must consider whether conditions of the consent should— (a) require the preparation of a plan that identifies the proposed end use and landform of the land once rehabilitated, or (b) require waste generated by the development or the rehabilitation to be dealt with appropriately, or (c) require any soil contaminated as a result of the development to be remediated in accordance with relevant guidelines (including guidelines under clause 3 of Schedule 6 to the Act and the Contaminated Land Management Act 1997), or (d) require steps to be taken to ensure that the state of the land, while being rehabilitated and at the completion of the rehabilitation, does not jeopardize public safety.	The proposal is fundamentally a rehabilitation-led development and has been comprehensively assessed to ensure land affected by historic and residual extractive activities will be rehabilitated to a safe, stable and non-polluting final landform suitable for its intended future industrial use. The proposed works consolidate and supersede the partial rehabilitation outcomes approved under MP10_0014 by delivering a coordinated, site-wide rehabilitation and bulk earthworks strategy aligned with the Western Sydney Aerotropolis Precinct Plan (EIS Sections 3.2, 6.10 and 7.1; Appendix G). The EIS provides a clear framework for conditioning the consent to require preparation and implementation of a Rehabilitation Management Plan identifying the proposed final landform, end use, completion criteria and verification measures. Waste generated during rehabilitation and earthworks will be minimised and appropriately managed through the Fill Management Plan and Waste Management Plan, with material reuse prioritised where suitable (EIS Sections 6.10 and 6.11; Appendices G and V). Contaminated soils and groundwater will be remediated in accordance with the Site-Wide Remediation Action Plan and relevant NSW EPA guidelines, under the oversight of an accredited Site Auditor, ensuring the Site is suitable for its intended future use (EIS Section 6.7; Appendix Y). Public safety during and following rehabilitation will be ensured through geotechnically stable landform design, batter re-profiling, erosion control, and staged rehabilitation and monitoring (EIS Sections 3.3, 6.3 and 6.10; Appendices G, N and I). Accordingly, the consent authority can impose appropriate conditions to secure effective rehabilitation outcomes consistent with clause 2.23 of the SEPP.		
<i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021 – Chapter 4 – Western Sydney Aerotropolis (WPC SEPP)</i>				
4.1 Aims of Chapter	(a) to facilitate development in the Western Sydney Aerotropolis in accordance with the objectives and principles of the Western Sydney Aerotropolis Plan, (b) to promote sustainable, orderly and transformational development in the Western Sydney Aerotropolis, (c) to ensure development is compatible with the long-term growth and development of the Western Sydney Airport (including in relation to the operation of the Airport 24 hours a day) and other critical transport infrastructure, (d) to promote employment and world-class innovation and provide for residential development in suitable locations, (e) to recognise the physical and cultural connection of the local Aboriginal community to the land and to incorporate local Aboriginal knowledge, culture and tradition into development, (f) to preserve land for future infrastructure development, (g) to protect, maintain and enhance, and to minimise the impact of development on, trees and vegetation, soil quality and the health of waterways and to contribute to the conservation of biodiversity, (h) to recognise and protect the ecological and cultural value of Wianamatta–South Creek.	The proposal is aligned with the aims of Chapter 4 by facilitating the remediation, rehabilitation and preparation of land for its intended future industrial use within the Western Sydney Aerotropolis. The works are consistent with the strategic planning framework for the Aerotropolis and will not prejudice the long-term growth, operation or 24-hour functioning of Western Sydney International Airport. The proposal will rehabilitate land disturbed by historic quarrying and brick-making, protect riparian corridors, and implement mitigation measures to manage construction-phase impacts, while recognising the cultural connection of Aboriginal people to Country through assessment and consultation.	Yes	Sections 2.5 and 7.2–7.7

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
4.12 Zone objectives and Land Use Table	The site is zoned largely ENT, part ENZ under the SEPP. Bulk earthworks and warehouse and distribution centres are permissible development within the ENT zone.	<u>ENT Zoned Areas</u> The site is predominantly zoned Enterprise (ENT). Remediation, quarrying and bulk earthworks associated with previously approved mining activities are permissible with consent and are consistent with the objectives of the ENT zone. <u>ENZ Zoned Areas</u> The proposed works in any part of the Site zoned ENZ are limited to development for the purposes of drainage for erosion and sediment control. The proposal aligns with the objectives of the ENZ zone as it will protect and restore the areas of high ecological, scenic and recreational values, including the existing tributaries that traverse along the site. No development for recreation or public access is proposed or approved within ENZ-zoned land under this SSDA. Any future recreational or landscape outcomes will be assessed under separate development applications.	Yes	Sections 3.4 and 6.3
4.14 Subdivision	Land to which this Policy applies may be subdivided, but only with development consent.	No subdivision is proposed under this SSDA.	N/A	N/A
4.15 Demolition requires development consent.	The demolition of a building or work may be carried out only with development consent.	Demolition of existing structures associated with historic quarry and brick-making operations is proposed and is permissible with consent under the SEPP.	Yes	Section 3.7
4.17 Aircraft noise	Development consent must not be granted to noise sensitive development if the development is to be located on land that is in an ANEF or ANEC contour of 20 or greater.	No noise-sensitive development is proposed under this SSDA	Yes	Section 6.11
4.18 Building wind shear and turbulence	Development consent must not be granted to the following development unless the consent authority has consulted the relevant Commonwealth body—	Given the potential for these impacts, it is expected that the proposed development will not require referral to the relevant Commonwealth Body for consultation.	Yes	Section 6.11
	(a) development on land shown on the Lighting Intensity and Wind Shear Map,	No buildings are proposed as part of the Bulk Earthworks SSD-97711727.		Appendix Q
	(b) development that penetrates the 1:35 surface.			
4.19 Wildlife hazards	Development consent must not be granted to relevant development on land in the 13 km wildlife buffer zone unless the consent authority—	The subject site is within the 3km wildlife buffer. Whilst the proposed development is not “relevant development” for the purposes of Clause 4.19, a written assessment of wildlife presence and potential risk to airport operations has been undertaken to inform the consent authority’s consideration of wildlife hazards.	Yes	Section 6.11
	(a) has consulted the relevant Commonwealth body, and			Appendix Q
	(b) has considered a written assessment of the wildlife that is likely to be present on the land and the risk of the wildlife to the operation of the Airport provided by the applicant, which includes—	The Aviation Impact Assessment (Appendix Q) confirms that compliance with the Sydney Water 2021 Stormwater and Water Cycle Management Study satisfies Western Sydney International Airport requirements in relation to wildlife hazard mitigation, consistent with consultation outcomes recorded in Section 6.11 of the EIS.		
	(c) species, size, quantity, flock behaviour and the particular times of day or year when the wildlife is likely to be present, and	Critically the Aviation Impact Assessment, has found that the proposed Bulk Earthworks, Rehabilitation & Quarrying will comply with the Sydney Water 2021 Stormwater and Water Cycle Management Study and as such will satisfy WSI in relation to wildlife hazards as confirmed in a meeting held on 2 June 2025.		
	(d) whether any of the wildlife is a threatened species, and			
	(e) a description of how the assessment was carried out, and			
	(f) is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport, including, for example, measures relating to—			
	(g) waste management, landscaping, grass, fencing, stormwater or water areas, or			
	(h) the dispersal of wildlife from the land by the removal of food or the use of spikes, wire or nets.			
4.20 Wind turbines	Development for the following purposes is prohibited on land in the 3 km zone—	Not applicable.	N/A	N/A
	(a) electricity generating works comprising a wind turbine,			
	(b) wind monitoring towers that are not ancillary to the Airport.			
4.21 Lighting	Development consent must not be granted to development for the following purposes on land shown on the Lighting Intensity and Wind Shear Map unless the consent authority has consulted the relevant Commonwealth body—	The bulk earthworks, rehabilitation and quarrying will take place between the hours of 7am and 6pm Monday to Saturday. No work will occur on Sundays and Public Holidays.	Yes	Section 6.11
	(a) installation and operation of external lighting (whether coloured or white lighting) in connection with development for the following purposes—	While there is no permanent lighting proposed, any temporary lighting used will comply with the requirements of WSI, the SEPP Section 4.21 and the CASA Part 139 (Aerodromes) Manual of Standards 2019 Section 9.144n.		Appendix Q
	(b) classified roads,			
	(c) freight transport facilities,			

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
	(d) heavy industrial storage establishments, (e) recreation facilities (major), (f) recreation facilities (outdoor), (g) installation and operation of external lighting in connection with construction works that is likely to be obtrusive or create light spill outside the land on which the construction works are carried out.			
4.22 Airspace operations	Development consent must not be granted to development to which this clause applies unless— (a) the consent authority has consulted the relevant Commonwealth body, and (b) the relevant Commonwealth body advises the consent authority that— (c) the development will penetrate the prescribed airspace but it does not object to the development, or (d) the development will not penetrate the prescribed airspace.	The equipment proposed for the Bulk Earthworks, Rehabilitation & Quarrying, as described in the Aviation Impact Assessment (SSD-97711727), will not penetrate the prescribed airspace.	Yes	Section 6.11 Appendix Q
4.23 Public Safety	Development for the following purposes is prohibited on land shown as the “public safety area” on the Public Safety Area Map— <i>Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Commercial premises; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Education establishments; Entertainment facilities; Function centres; Funeral homes; Health services facilities; Heavy industrial storage establishments; Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Residential accommodation; Tourist and visitor accommodation</i>	The site is not within the Parkland City SEPP and the WSI Airport Plan Public Safety Areas.	Yes	Section 6.11 Appendix Q
4.23A Operation of certain air transport facilities	(1) The objective of this section is to regulate development that may impact the operation of certain air transport facilities. (2) Development consent must not be granted to development on land shown as the “Building Restricted Area” on the Building Restricted Area Map unless the consent authority— (a) has consulted the relevant Commonwealth body, and (b) is satisfied that the development will not adversely impact the operation of communication and air traffic control facilities or structures associated with the Airport’s air transport facilities.	The proposal does not include, facilitate or rely upon the operation of any air transport facilities. SSD-97711727 is limited to remediation, quarrying and bulk earthworks only, with no aviation-related infrastructure, facilities or operations proposed. Clause 4.23A is therefore not applicable to this development.	Yes	Section 6.11
4.24 Flood planning	Development consent must not be granted to development on land to which this clause applies unless the development— (a) is compatible with the flood hazard of the land, taking into account projected changes as a result of climate change, and (b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and (c) incorporates appropriate measures to manage risk to life from flood, and (d) will enable safe occupation of and evacuation from flood prone land, and (e) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and (f) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding, and (g) is consistent with any relevant floodplain risk management plan adopted by the council for the land in accordance with the Floodplain Development Manual.	The Flood Impact and Risk Assessment (25-0141-Internal-SSDA-Water-Stormwater-Management-Plan-&-FIRA-B) prepared by Colliers demonstrates that: - The proposed development is compatible with the flood hazard of the land, being largely outside of the PMF extents, and considers the projected effects of climate change. - The development demonstrates no significant adverse effects on flood behaviour resulting in detrimental increases in flood affectation of other development or properties. - As the site is above the PMF levels, the risk to life from flood is appropriately managed, and there will be safe occupation of the site and evacuation if necessary in the event of a flood. - The development avoids sensitive environmental areas and sediment and erosion control measures have been applied in both the construction and operational phases of the development, hence there will be no adverse environmental effect. - There will be no unsustainable social and economic costs to the community as a consequence of flooding	Yes	Section 6.11 Appendix P Appendix Y

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
		The FIRA was developed in accordance with flood studies in the area, including Liverpool City Council's adopted South Creek Floodplain Risk Management Study and Plan (2004) and Advisian's Wianamatta (South) Creek Catchment Flood Study (2022), as well as the NSW Flood Risk Management Manual (2023) that replaced the Floodplain Development Manual (2005).		
4.25 Preservation of trees and vegetation in Environment and Recreation Zone and Cumberland Plain	Development must not be granted unless the consent authority is satisfied that, in relation to the disturbance of native vegetation caused by the clearing— (a) there is no reasonable alternative available to the disturbance of the native vegetation, and (b) any impact of the proposed clearing on biodiversity values is avoided or minimised, and (c) the disturbance of the native vegetation will not increase salinity, and (d) native vegetation inadvertently disturbed for the purposes of construction will be re-instated where possible on completion of construction, and (e) the loss of remnant native vegetation caused by the disturbance will be compensated by revegetation on or near the land to avoid a net loss of remnant native vegetation, and (f) the clearing of the vegetation is unlikely to cause or increase soil erosion, salination, land slip, flooding, pollution or other adverse land or water impacts.	Native vegetation impacts have been assessed through the BDAR and Riparian Lands Assessment. Clearing has been minimised where practicable, and mitigation and offsetting measures are identified to avoid a net loss of biodiversity values.	Yes	Sections 6.4 and 6.4.4; Appendices J and BB
4.25A Clearing of native vegetation	(1) This section applies to land shown as "existing native vegetation" on the High Biodiversity Value Areas Map. (2) Development consent must not be granted to development on the land unless the consent authority is satisfied that the development will not result in clearing of native vegetation. (3) Development for public utility undertakings, other than electricity generating works and water recycling facilities, may be carried out without development consent on the land. (4) A public authority, or a person acting on behalf of a public authority, must not carry out development comprising the clearing of native vegetation on the land unless the authority or person— (a) has given written notice to the Planning Secretary, and (b) considered submissions received from the Planning Secretary within 21 days after the notice is given.	The proposal avoids clearing native vegetation mapped as High Biodiversity Value Areas where practicable. Clearing is limited to approximately 6.97 hectares of land that is not biodiversity-certified and is not mapped as High Biodiversity Value Area under the WPC SEPP. Impacts are unavoidable to achieve the approved final landform and are assessed in the Biodiversity Development Assessment Report (Appendix J), with residual impacts offset in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Offsets Scheme. Accordingly, the consent authority can be satisfied that the requirements of Clause 4.25A are met.	Yes	Section 6.4 Appendix J
4.26 Heritage conservation	Requirement for consent Development consent is required for the following— (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)— i. a heritage item, ii. an Aboriginal object, iii. a building, work, relic or tree within a heritage conservation area, (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 2 in relation to the item, (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed, (d) disturbing or excavating an Aboriginal place of heritage significance, (e) erecting a building on land—	Artefact Heritage and Environment have been engaged as heritage specialists to conduct a review of archaeological and heritage constraints relevant to the State Significant Development 97711727. The results of the review have been compiled in a Historical Archaeological Assessment and Impact Statement and Statement of Heritage Impact. Artefact have reviewed the following: - Existing statutory heritage registers including the State Heritage Register, Section 170 registers, and the State Environmental Planning Policy (Western City Parklands) - Historical records including local histories, plans, maps, and aerial photographs - Extant conditions on site It has been assessed that there is generally nil-low potential for the site to contain archaeological remains, except for Site no. 308 which has high potential to contain archaeological remains consisting of footings and foundations of demolished 20th century farm buildings, scattered building materials, and artefact deposits associated with agricultural activities. Such remains are unlikely to reach the threshold for archaeological significance, and as such they do not constitute archaeological 'relics' under the NSW Heritage Act 1977. There would therefore be little to no adverse impact to significant archaeological remains as a result of the bulk earthworks proposed as part of State Significant Development 97711727.	Yes	Sections 6.5 and 6.11 Appendices K and T

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
	i. on which a heritage item is located or that is within a heritage conservation area, or ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance, (f) subdividing land— i. on which a heritage item is located or that is within a heritage conservation area, or ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.	No statutory or potential heritage items have been identified in the study area; there would therefore be little to no adverse impact to heritage items as a result of the bulk earthworks proposed as part of State Significant Development 97711727		
4.27 Transport corridors	Development consent must not be granted to the following development unless the consent authority has obtained the concurrence of Transport for NSW— (a) development on transport corridor land with a capital investment value of more than \$200,000, (b) development that involves the penetration of ground to a depth of at least 2 metres below ground level (existing) on land within 25 metres (measured horizontally) of transport corridor land.	Consultation has been undertaken with Transport for NSW in relation to construction access and traffic management in accordance with the SEARs. Based on the scope of SSD-97711727, concurrence under clause 4.27 is not required. Concurrence may be required under the Transport & Infrastructure SEPP due to penetration to a depth of at least 2-m that takes place within 25-m of transport corridor land (Eastern Ring Road).	Yes	Section 6.6
4.28 Warragamba Pipelines	Development consent must not be granted to development on land shown on the Warragamba Pipelines Map unless the consent authority— (a) has obtained the concurrence of Water NSW, and (b) is satisfied that the development will not adversely affect— (c) the quantity or quality of water in the Warragamba Pipelines controlled area (declared under the Water NSW Act 2014), or the operation and security of water supply pipelines from Warragamba Dam to Prospect Reservoir and associated infrastructure.	N/A to this proposal.	N/A	N/A
4.28B Aboriginal Cultural Guidelines	Development consent must not be granted to development on land to which this Policy applies unless the consent authority has considered <i>Recognise Country: Guidelines for development in the Aerotropolis</i> published in November 2022 on the Department's website.	The SEARs requires that the Recognise Country Guidelines be addressed in the ACHAR. It is noted that the ACHAR identifies and assesses Aboriginal cultural heritage values informed by consultation with Traditional Custodians and Registered Aboriginal Parties in accordance with the Aboriginal cultural heritage consultation requirements. A Connecting with Country process has been undertaken in parallel to inform broader Country-led objectives for the Site; however, this process is not documented within the ACHAR, which focuses on Aboriginal cultural heritage assessment in accordance with statutory requirements. The assessment considers Aboriginal cultural values and the appropriate management of Aboriginal objects and places. Where impacts to Aboriginal cultural heritage cannot be avoided, mitigation measures including test excavation, salvage, relocation and reburial are proposed in accordance with the ACHAR and agreed consultation outcomes. Otherwise, the proposal seeks consent for rehabilitation, quarrying and bulk earthworks only. Broader Connecting with Country outcomes will continue to be developed and embedded through the separate, Internal Works SSDA (SSD-97688711) in accordance with the Recognise Country Guidelines which will seek approval for the future land use, built form and landscape outcomes across the Site. For reference, and to address the SEARs requirement in relation to the Recognise Country Guidelines, a Recognise Country Response Template (prepared for the Internal Works SSDA) is provided at Appendix AA which outlines the engagement, including Walk on-Country activities, cultural values research, design workshops, validation sessions and Aboriginal stakeholder statements. While the Recognise Country Response Template has not been prepared for this bulk earthworks SSDA, the outcomes are relevant in understanding the broader, coordinated approach to Country-centred design and future development across the Site.	Yes	Section 6.5
4.31 Design review panel	Development consent must not be granted to the development unless— (a) a design review panel reviews the development, and	The project team undertook two SDRP's sessions with the GANSW in November 2025 and March 2026. The comments provided by the GANSW and the project response to these matters to ultimately achieve design excellence are detailed in Appendix CC.	Yes	Appendix CC

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
4.33(1) Consideration of design excellence	(b) the consent authority takes into account the findings of the design review panel, and	The project team undertook two SDRP's sessions with the GANSW in November 2025 and March 2026. The comments provided by the GANSW and the project response to these matters to ultimately achieve design excellence are detailed in Appendix CC .	Yes	Appendix CC
	(c) the consent authority is of the opinion that the development exhibits design excellence.			
	(1) When considering whether development exhibits design excellence, the consent authority must have regard for the following—			
	(a) whether the development responds to the physical and cultural connection of the local Aboriginal community to the land,			
	(b) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,			
	(c) whether the form and external appearance of the development will improve the quality and amenity of the public domain,			
4.33(2) Consideration of design excellence	(d) whether the development detrimentally impacts on view corridors.	The project team undertook two SDRP's sessions with the GANSW in November 2025 and March 2026. The comments provided by the GANSW and the project response to these matters to ultimately achieve design excellence are detailed in Appendix CC .	Yes	Appendix CC
	(1) The consent authority must also have regard to how the development addresses the following matters—			
	(a) the suitability of the land for development,			
	(b) the existing and proposed uses and use mix,			
	(c) Aboriginal heritage,			
	(d) the relationship of the development with other buildings (existing or proposed) on the same site or neighbouring sites in terms of separation, setbacks, amenity and urban form,			
	(e) the bulk, massing and modulation of buildings,			
	(f) street frontage heights,			
	(g) environmental performance and amenity standards, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,			
	(h) the achievement of the principles of ecologically sustainable development,			
	(i) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of pedestrian networks,			
	(j) the impact on, and proposed improvements to, the public domain,			
	(k) the impact on special character areas,			
	(l) achieving appropriate interfaces at ground level between the building and the public domain,			
4.39 Development must be consistent with precinct plan	(m) architectural diversity where the development is to consist of more than 2 buildings.	The proposal is generally consistent with the Precinct Plan. The bulk earthworks and rehabilitation works deliver the landform and servicing outcomes required by the Precinct Plan, while detailed infrastructure layouts, public domain works and built form will be assessed under subsequent development applications. An assessment against the relevant requirements of the Precinct Plan is included in this compliance table.	Yes	Sections 2.5 and 4
	(1) Development consent must not be granted to development on land to which a precinct plan applies unless the consent authority is satisfied that the development is consistent with the precinct plan.			
	(2) Subsection (1) does not apply if—			
	(a) the consent authority has considered a written request from the applicant that seeks to justify an inconsistency by demonstrating that—			
	(i) the inconsistency is minor, and			
	(ii) consistency with the plan is unreasonable or unnecessary in the circumstances, and			
	(iii) sufficient environmental planning grounds justify the inconsistency, and			
	(b) the consent authority is satisfied that—			

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
	(i) the applicant's written request adequately addresses the matters required to be demonstrated by paragraph (a), and (ii) the development is consistent with the strategic vision and general objectives for the precinct. (3) The consent authority must keep a written record of its assessment of the matters in the applicant's written request that were required to be demonstrated by subsection (2)(a).			
4.49 Public utility infrastructure	Development consent must not be granted to development unless the consent authority is satisfied that— (a) public utility infrastructure that is essential for the development is available, or (b) the public utility infrastructure will be available when required.	The only permanent public utility infrastructure proposed under this SSDA is the relocation of the existing 300 kPa high-pressure Jemena gas main to facilitate remediation and bulk earthworks. This relocation will be undertaken in accordance with Jemena's design, safety and approval requirements. No other permanent utility infrastructure is required to support SSD-97711727. Future utility servicing for the Site will be addressed under the related Internal Works SSDA (SSD-97688711).	Yes	Section 4.3; Section 6.11

Western Sydney Aerotropolis Plan 2020 consistency assessment

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
Western Sydney Aerotropolis Plan 2020 (consistency assessment per s35(4)(e) EP&A Regulations)				
Objective 1 An accessible and well-connected Aerotropolis	- PR1 Ensure walking or cycling is the most convenient option for short trips around centres and local areas. - PR2 Prioritise public and active transport in centres with general through traffic and freight directed outside of these centres. - PR3 Match car parking with the level of public transport access. - PR4 Limit direct property access to classified roads and rationalise or orient to the local street network.	This SSDA does not propose roads, parking or public domain works. The bulk earthworks will establish a final landform that can accommodate future transport and access networks to be assessed under separate development applications. Construction access for the bulk earthworks has been assessed and will utilise existing approved access arrangements, with traffic managed to remain within previously approved construction thresholds.	Yes	Section 6.6
Objective 2 High-value jobs growth is enabled, and existing employment enhanced	- PR5 Develop vibrant centres with high quality public domain, a rich urban tree canopy, and well-designed buildings and places that attract workers and investment. - PR6 Establish a centres hierarchy, including future centres, in line with the Region Plan (Strategy 22.2).	No built form or employment uses are proposed under this SSDA. The proposal facilitates the preparation of land for future employment-generating uses to be assessed separately.	N/A	N/A
Objective 3 Safeguard airport operations	- PR7 Appropriately design, construct and locate development to safeguard 24/7 airport operations. - PR8 Require development up to the 20 ANEC/ANEF contour to adopt appropriate design and construction standards to reduce aircraft noise impacts and prohibit intensification of residential development within the ANEC/ANEF 20 and above contours.	No built form or buildings are proposed as part of this SSDA. Notwithstanding the bulk earthworks has addressed the National Airports Safeguarding Framework which will ensure: - The protection of airport operation through ensuring sensitive land uses will not be affected by aircraft noise. This is monitored through the Australian Noise Exposure Concept (ANEC) and Australian Noise Exposure Forecast (ANEF) maps. - The protection of airspace through ensuring appropriate heights for buildings and temporary structures do not affect airport operations. - Wildlife management around airports to minimise wildlife strikes which cause major damage to aircraft and/or compromises aircraft safety. - Noise sensitive development has not been included in this proposal.	Yes	Section 6.11 Appendix Q
Objective 4 A landscape-led approach to urban design and planning	- SU1 Retain and enhance natural features such as waterways, vegetation, landform and culturally significant landscapes. - SU2 Integrate Blue Green Infrastructure links with public open spaces and the Green Grid, maximising opportunities for connections, an urban tree canopy and active use of the floodplain. - SU3 Retain water in the landscape by maximising appropriate permeable surfaces, reusing water and developing appropriate urban typologies. - SU4 Orient urban development towards creeks and integrate into the landscape through quality open space, a high degree of solar access and tree canopy. - SU5 Develop a connected parkland network linking with the Wianamatta–South Creek corridor that shapes the Aerotropolis and provides amenity and ecological value and create a high-quality ridgeline and linear parks adjacent to, and integrated with, riparian corridors that retain water. - SU6 Retain and increase the urban tree canopy and green cover across the Aerotropolis consistent with the Region Plan target of 40% and the Premier’s Priority for Greening our city. - SU7 Retain, enhance and co-locate vegetation on ridgelines with active open space and use it to guide building heights. - SU8 Identify and protect scenic and cultural landscapes and develop a street grid based on landforms, with long north–south blocks in urban areas to attain good solar performance, and east–west streets to capture long views to the Blue Mountains. - SU9 Meet the requirements of the biodiversity conservation program in the Cumberland Plain Conservation Plan and approved strategic biodiversity certification and strategic assessment protecting land with biodiversity value and provide a sensitive urban interface that supports and enhances corridors and reserves.	The proposal has been designed having regard to existing landform, waterways and biodiversity values. The EIS assesses impacts on riparian corridors, surface water, flooding and biodiversity and identifies mitigation measures to protect and rehabilitate natural systems during construction. The majority of the site is biodiversity-certified, with a BDAR prepared for non-certified land affected by the works.	Yes	Sections 6.3, 6.4 and 6.4.4 Appendices I, J and BB

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
	- SU10 Avoid, minimise and mitigate impacts on threatened species and endangered ecological communities, habitat corridors, and riparian and aquatic habitats to prioritise length, connectivity and representativeness to maintain ecological function. Protect the integrity and continuity of wildlife by: - protecting priority habitat corridors to support migrating species, birds and arboreal mammals, - using public land for biodiversity conservation with an appropriate management regime, - expanding vegetation corridors if impacted by utility installations. - SU11 Retain and protect wetland environments to support plant animal communities and to mitigate wildlife attraction or wildlife strike. - SU12 Provide open space buffers and asset protection zones to conservation areas wholly within urban capable footprints. - SU13 Plan stormwater and wastewater in the Wianamatta–South Creek Catchment to minimise potential hydrologic and hydraulic impacts on ecology, creek structure, infrastructure, water quality and the natural water cycle. Integrate water sensitive urban design and use stormwater or recycled water to irrigate streets and public open space to support public amenity and urban cooling. Co-locate industrial water users, where appropriate.			
Objective 5 A sustainable, low carbon Aerotropolis that embeds the circular economy	SU14 Use low carbon, high efficiency strategies to reduce emissions and energy use in line with NSW net zero emissions target and mitigate urban heat through urban development and building design. Use innovative and integrated approaches to achieve higher standards of resource recovery, waste management, water management and renewable energy.	Sustainability considerations for this SSDA relate to construction-phase measures, including optimised cut-and-fill to minimise material haulage, reuse of site water, and best-practice erosion and sediment controls. Operational sustainability initiatives will be considered as part of subsequent development applications.	Yes	Sections 3.2 and 6.3
Objective 6 A resilient and adaptable Aerotropolis	- SU15 Plan for compatible land uses within the floodplain, provide safe evacuation and egress from flood events and consider climate change, culvert blockage and floodplain revegetation. - SU16 Prohibit cut and fill to alter the 1% AEP flood extent. - SU17 Design, build and manage flood mitigation assets to provide where feasible native habitat, aesthetics, public recreation and amenity, whilst not impacting on flood behaviour. - SU18 Protect, maintain and improve the water quality and flow to meet the NSW Government waterway health targets. - SU19 Protect high value terrestrial and aquatic ecosystems to enhance biodiversity and protect environmental values.	The proposed development is a compatible land use within the floodplain, with bulk earthworks designed to manage flood risk in accordance with the FIRA rather than to eliminate flood affectation entirely. Climate change has been considered in the flood assessment. The development slightly encroaches on the existing 1% AEP flood extent in the north-east corner, however there are no material adverse impacts to the 1% AEP flood levels or extents as a result of the development. The waterway health targets for stormwater quantity and quality from the Technical Guidance for Achieving Wianamatta-South Creek Waterway Health Targets have been met for the interim and ultimate phases. The proposed development does not encroach on and adversely impact high value terrestrial and aquatic ecosystems.	Yes	Sections 6.3, 6.4 and 6.11 Appendices I, J and P
Objective 7 Infrastructure that connects and services the Western Parkland City as it grows	- IC1 Integrate passenger and freight transport with urban design at the Aerotropolis-wide, precinct and local scale, connected more broadly to the Western Parkland City, to achieve quality movement and place outcomes. - IC2 Locate and stage high quality active and public transport, utility and digital networks to align with projected land uses and secure corridors and sites early. - IC3 Develop the Aerotropolis as a Smart City supported by fast and reliable and adaptable digital connectivity. - IC4 Ensure the interoperability of systems align with NSW Government connected infrastructure and Internet of Things policies. - IC5 Dimension local and town centre networks to allow tree planting, lower vehicle speeds and intuitive and safe walking and cycling infrastructure. - IC6 Plan for car parking, setbacks and intersections to allow easy crossing of streets and maintain compact, consistent built form edges. - IC7 Adopt an integrated water management approach that considers urban form and streetscape, trunk drainage land and assets, waterway health, stormwater, wastewater and recycled water.	This SSDA does not include the construction of permanent transport or utility infrastructure. The proposal enables, but does not deliver, infrastructure outcomes contemplated by this objective, which will be assessed and delivered under separate development applications.	Yes	Section 3

Statutory Reference	Relevant Consideration	Comment	Consistent	Section in EIS
Objective 8 A collaborative approach to planning and delivery	IC8 Adopt a collaborative approach to precinct planning and master planning with all three levels of government, the community, industry, utilities and landowners.	The planning and design of the project has completed considerable consultation with a range of stakeholders, including the State and local government agencies, Aboriginal stakeholders as well as the broader neighbouring properties. Details of the engagement activities undertaken during the preparation of the project has been detailed in the EIS.	Yes	Section 5
Objective 9 Diverse, affordable, healthy, resilient and well-located housing	- LV1 Create a compact urban form in areas of high accessibility with a rich urban tree canopy and along creeks so that residents live within a 10-minute walk of quality green, open and public space consistent with the Premier's Priority for Greener Public Spaces. - LV2 Provide affordable rental housing in line with the Western City District Plan targets. - LV3 Provide for a diverse range of housing types and price points. - LV4 Avoid residential development on major roads, freight or public transport corridors.	N/A – no housing is proposed.	N/A	N/A
Objective 10 Social and cultural infrastructure that strengthens communities	- LV5 Provide multi-purpose and intergenerational community and cultural facilities and services which meet the needs of the community and bring people together. - LV6 Integrate health and education infrastructure into local centres with supporting public transport services. - LV7 Locate health, education, residential and other sensitive land uses away from major road, rail and freight movement corridors.	N/A - No residential, educational, health or other sensitive land uses are proposed as part of this project.	N/A	N/A
Objective 11 Great places that celebrate local character and bring people together	- LV8 Plan for a mix of high quality, fine grain places that engage and connect people and attract residents, workers, visitors, enterprise and investment. - LV9 Create a strong sense of place through a well-designed built environment, a fine grain urban form, a diverse and flexible land use mix, high levels of amenity and legibility of movement through the place. - LV10 Integrate development with precinct-wide place and public domain outcomes. - LV11 Design streets, neighbourhoods, centres and employment areas to be people friendly and promote local connection. - LV12 Create valued public and private places that demonstrate a high degree of design excellence and activate open spaces in line with Better Placed, Greener Places and the Premier's Priority for Greener Public Spaces. - LV13 Celebrate open space areas as places of shared importance to Aboriginal and non-Aboriginal people and maintain important landscapes and views. Provide opportunities for connection to Country. - LV14 Acknowledge and celebrate Aboriginal culture, history and heritage, alongside non-Aboriginal heritage. - LV15 Design major streets as green active parkways and places supporting new technology.	No built form or public domain works are proposed under this SSDA. The proposal facilitates future development that can respond to place-based objectives under separate applications.	Yes	Section 7

Aerotropolis Precinct Plan Compliance Table

Control	Comment	Consistent	Document Reference
2 Precinct Vision and Objectives			
2.1 Precinct Plan Objectives			
O1 ‘Start with Country’ by promoting access to Country and designing the Aerotropolis through a process that includes Aboriginal people.	The proposal has been informed by consultation with Aboriginal stakeholders and assessment of Aboriginal cultural heritage values through the Aboriginal Cultural Heritage Assessment Report. The bulk earthworks have been designed to avoid and manage impacts to Country where practicable.	Yes	Section 6.5 Appendix K
O2 Celebrate culture by reflecting the cultural landscape and continuous connection of Aboriginal people and Country through: a) the design of the public domain. b) preservation and rehabilitation of the natural environment and systems. c) the alignment of movement networks with culturally significant spaces. d) the design of buildings; and e) keeping language alive in the naming of place	Cultural values have been considered through the assessment of Aboriginal heritage and the protection of riparian corridors. Detailed public domain and building design responses will be addressed under separate applications. For reference, and to address the SEARs requirement in relation to the Recognise Country Guidelines, a Recognise Country Response Template (prepared for the Internal Works SSDA) is provided at Appendix AA which outlines the engagement, including Walk on-Country activities, cultural values research, design workshops, validation sessions and Aboriginal stakeholder statements. While the Recognise Country Response Template has not been prepared for this bulk earthworks SSDA, the outcomes are relevant in understanding the broader, coordinated approach to Country-centred design and future development across the Site.	Yes	Section 6.5 Appendix AA
O3 Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment.	The proposal prepares the site for future infrastructure delivery to be assessed under separate development applications.	N/A	N/A
O4 Protect Airport operations, including 24-hour operations, and protect future communities from aircraft noise.	Airport safeguarding considerations have been assessed through the Aviation Impact Assessment (Appendix Q). The proposed bulk earthworks, rehabilitation and quarrying works do not introduce noise-sensitive land uses, do not penetrate prescribed airspace surfaces, and do not create wildlife or lighting hazards that would affect the 24-hour operation of Western Sydney International Airport.	Yes	Appendix Q
O5 Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.	No employment uses or built form are proposed under this SSDA. The proposal facilitates future employment-generating development to be assessed separately.	Yes	Section 7
O6 Enable land use to evolve in line with changing economic drivers, and facilitate development that will contribute to building the Western Parkland City.	The proposal supports the transition of a former quarry site to its intended industrial use by establishing a stable and rehabilitated landform, verified against defined rehabilitation objectives and completion criteria, consistent with the Precinct Plan. The proposal does not approve changes to land use, but enables future land use evolution consistent with the planning framework.	Yes	Sections 2.5 and 7.6
O7 Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements.	The bulk earthworks respond to existing landform, waterways and disturbed areas, supporting a landscape-led outcome by protecting and rehabilitating natural systems during construction.	Yes	Sections 3.2 and 6.3
O8 Provide for social infrastructure in strategic locations that support the residents, workers and visitors to the Aerotropolis.	Not applicable.	N/A	N/A
O9 Plan for a transport network that facilitates movement of freight and people, and prioritises active and sustainable transport modes to improve community health and minimise the impacts of development and economic activity on climate change.	Construction access and traffic associated with the bulk earthworks have been assessed through a Preliminary Construction Traffic Management Plan. The proposal does not include permanent transport infrastructure, which will be addressed under separate development applications.	Yes	Section 6.6
O10 Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements.	No streets or landscaping are proposed.	N/A	N/A
O11 Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat.	Climate-related considerations for this SSDA relate to erosion control, water management and flood resilience during construction.	Yes	Sections 6.3 and 6.11
O12 Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use	Surface water and groundwater impacts have been assessed, and construction-phase water management measures are proposed to protect waterways and water quality.	Yes	Section 6.3 Appendix I
O13 Plan for a resilient city through implementation of a risk-based approach to management of natural hazards including flooding, bushfire, drought and heat.	Natural hazards including flooding, contamination and bushfire have been assessed and can be appropriately managed for the proposed works. The proposal does not include any buildings, habitable uses or operational development and therefore does not require the establishment of Asset Protection Zones at this stage, with APZ location and dimensions to be determined in accordance with Planning for Bush Fire Protection 2019 as part of the subsequent Internal Works SSDA when built form is proposed.	Yes	Sections 6.7 and 6.11

Control	Comment	Consistent	Document Reference
O14 Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.	Riparian corridors and ENZ-zoned land will be protected and rehabilitated as part of the bulk earthworks and associated mitigation measures.	Yes	Section 6.4.4 Appendix BB
O15 Facilitate the establishment of circular economy industries to reduce waste, leverage synergies between industries and circulate resources within and beyond the industrial supply and materials chains of the Aerotropolis.	Construction-phase waste management and material reuse measures are identified to support circular economy principles where practicable. Construction-phase waste management and material reuse measures are identified to support circular economy principles where practicable, including the on-site reuse of bulk earthworks material and minimisation of imported and exported waste streams, as set out in the Waste Management Plan (Appendix V). No circular-economy industrial uses are proposed or approved under this SSDA.	Yes	Section 6.11 Appendix V
2.3 Badgerys Creek Precinct			
O1 Develop industries that leverage access to freight transport networks including the M12 and Elizabeth Drive	The site is strategically located to leverage the freight transport networks including Elizabeth Drive and the M12. The proposed works will make the site suitable to support land uses that align with the Badgerys Creek objectives.	N/A	N/A
O2 Take advantage of proximity and direct access to the Western Sydney Airport for the production of goods for export.	This SSDA comprises of bulk earthworks to prepare the site for future development. Specifically, it will support the concurrent SSDA known as Project Maverick, to deliver critical employment land in the form of warehouse and distribution land uses, which leverage their proximity and access to the Western Sydney Airport.	Yes	Section 2.5
O3 Ensure that development is responsive to the Western Sydney Airport's operational constraints including noise, Obstacle Limitation Surfaces and runway approaches.	The proposed bulk earthworks have been designed having regard to airport operational constraints, including aircraft noise, Obstacle Limitation Surfaces and runway approaches. An Aviation Impact Assessment (Appendix Q) confirms that the proposal will not penetrate protected airspace, introduce wildlife hazards or lighting impacts, and does not include noise-sensitive development.	Yes	Section 6.11 Appendix Q
O4 Ensure that development in the Precinct is integrated with and takes advantage of proximity to the blue-green networks of Badgerys Creek and Wianamatta-South Creek.	The site directly adjoins infrastructure within the blue-green infrastructure framework map. Badgerys Creek and Wianamatta-South Creek border the site to the east and the west, and have been considered in the bulk earthworks design. The proposal protects and rehabilitates creek corridors adjoining the site.	Yes	Section 6.4.4
2.4 Wianamatta-South Creek Initial			
O1 Prioritise the restoration and protection of the Wianamatta-South Creek Corridor system (including its tributaries) through integrated and naturalised water management, restoration of vegetation and protection and rehabilitation of watercourses and riparian zones.	This SSDA for bulk earthworks is supported by a range of technical assessments to ensure it delivers appropriate water management, and the protection of biodiversity and watercourses.	Yes	Appendix BB
O2 Promote the role of water within Wianamatta-South Creek Corridor to support healthy, liveable and sustainable communities.	Water in the landscape will be protected as part of this bulk earthworks SSDA.	Yes	Section 6.3
Chapter 3 Infrastructure and Development Stages			
3.1 Infrastructure Delivery			
I1 Prior to granting development consent, the consent authority must be satisfied that essential services and infrastructure are available or will be available when required for the development. Essential services and infrastructure is road access, water supply, sewer, electricity and stormwater infrastructure.	Permanent infrastructure is not required to support the proposed bulk earthworks. Construction access is provided via existing approved arrangements, and permanent infrastructure will be addressed under separate applications.	Yes	Section 3
I2 Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements.	Utility interfaces associated with the works will be managed in consultation with service providers.	Yes	Section 4.3
I3 Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline	The proposal does not preclude future utility infrastructure identified in the Precinct Plan.	Yes	Section 2.3
I4 Where the alignment of an aviation fuel pipeline is specified, applicants for development that adjoins the pipeline (including the planned pipeline alignment if not yet constructed) are to undertake a land use safety assessment to determine appropriate buffers and mitigation measures to reduce public risk in consultation with the relevant authority.	Not applicable as the site is not adjacent to an aviation fuel pipeline.	N/A	N/A
I5 Shared utility trenches are to be used and located generally in accordance with the utilities allocations in the Western Sydney Street Design Guideline and relevant cross-sections in the DCP to minimise the impacts of utilities allocations on landscaping and street tree planting.	Not applicable – no utilities are proposed.	N/A	N/A
I6 Fast, reliable and high-speed internet connectivity infrastructure is to be provided as part of all subdivision development and all buildings are to have direct connection to high-speed	Not applicable – no subdivision or buildings are proposed.	N/A	N/A

Control	Comment	Consistent	Document Reference
broadband that complies with the standards listed in the Australian and New Zealand Smart Cities Council Code for Smart Communities.			
3.2 Development Sequencing			
DS1 The sequencing of development is to be generally in accordance with the Sequencing Plan at Figure 2 (Out of Sequence provisions are outlined in Section 3.3).	The site is located within the first priority area. The proposal does not result in out-of-sequence development and will not compromise orderly precinct development.	Yes	Section 2.5
DS2 Development is not to compromise the efficient and orderly provision and staging of the transport network, utilities, and servicing.	The site is located within the first priority area. The proposal does not result in out-of-sequence development and will not compromise orderly precinct development.	Yes	Section 2.5
DS3 Early development must prioritise locations well supported by high levels of public and active transport accessibility.	The site is located within the first priority area. The proposal does not result in out-of-sequence development and will not compromise orderly precinct development.	Yes	Section 2.5
DS4 Development does not result in isolated areas requiring out of sequence servicing by transport networks, utilities, and services, or at additional cost to government or utility agencies.	The site is located within the first priority area. The proposal does not result in out-of-sequence development and will not compromise orderly precinct development.	Yes	Section 2.5
DS5 The road network proposed as part of development applications is to be consistent with the Street Hierarchy Map at Figure 10, or temporary arrangements must be made with agreement of the relevant Roads Authority.	The site is located within the first priority area. The proposal does not result in out-of-sequence development and will not compromise orderly precinct development.	Yes	Section 2.5
DS6 Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised.	The site is located within the first priority area. The proposal does not result in out-of-sequence development and will not compromise orderly precinct development.	Yes	Section 2.5
3.3 Out of Sequence Development			
OS1 Where a development application proposes development that does not meet the Requirements of Section 3.1, the applicant is required to demonstrate, to the satisfaction of the consent authority, that arrangements have been made for all essential services and infrastructure to be provided when required and at no additional cost to government (including the relevant Council and the NSW Government) and utilities authorities.	Not applicable to the site. The site is located in a first priority area.	N/A	N/A
OS2 Applicants for development under Requirement OS1 must provide, as part of the development application, confirmation from utilities providers including Sydney Water and infrastructure delivery agencies including the relevant Council and Transport for NSW that:	Not applicable to the site. The site is located in a first priority area.	N/A	N/A
a) planned servicing and infrastructure provision will be in place to support development; and	Not applicable to the site. The site is located in a first priority area.	N/A	N/A
b) the development is capable of connecting to and integrating with existing or planned services and infrastructure.	Not applicable to the site. The site is located in a first priority area.	N/A	N/A
OS3 Applicants for development under Requirement OS1 must demonstrate, to the satisfaction of the consent authority, that out of sequence development does not unreasonably impact on the ability of adjoining or nearby landowners to develop their land in accordance with the Precinct Plan or result in unreasonable impacts on the environment of adjoining land.	Not applicable to the site. The site is located in a first priority area.	N/A	N/A
Chapter 4 Urban Structure			
4.1 Proposed Land Use & Structure Plan			
LU1 The types and densities of land uses are to be consistent with the Land Use Plan at Figure 3. Key land use terms used in the Land Use Plan are described in the Glossary.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
LU2 Subdivision and civil works are to be consistent with the road network shown on the Transport Network Plan (Figure 8). Local streets, laneways and active transport routes are designed to integrate with the Transport Network Plan and to:	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
a. Ensure connectivity	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
b. Encourage sustainable transport choices by providing direct routes that prioritise active transport and public transport for workers	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
c. Appropriately cater for heavy vehicles including freight movements and public transport vehicles	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A

Control	Comment	Consistent	Document Reference
d. Facilitate coordinated development of parcels in different ownerships or at different times	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
e. Assist with managing water in the landscape	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
f. Minimise the extent and depth of earthworks and the need for retaining walls.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
LU3 Local or Neighbourhood Centres in the Enterprise Zone or Agribusiness Zone are to be located within 400m of the indicative location on the Land Use Plan (Figure 3), and on public transport routes (collector roads or Sub-arterial Roads).	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
LU4 Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping, and water management.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
LU5 Ensure built form is appropriate for its use and ensure natural cross ventilation, improved internal thermal comfort and reduced reliance on air conditioning.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
LU6 Provide for high quality architectural and design outcomes which respond to topography and site characteristics.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
LU7 Residential development in the Mixed-Use Zone is to be located: a) Within 1 kilometre walking distance of Metro stations; or b) Within 400 metres of a bus stop or a Collector Street; and c) Within 200 metres of open space	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
4.2 Subdivision & Block Structure			
SU1 Block structure is designed to enable the delivery of efficient and accessible public transport routes.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
SU2 Block structures and the road network are designed to respond to the natural topography and the flow of water in the landscape, including measures to appropriately manage overland flow and localised flooding of properties.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
SU3 In the Sydney Science Park the combined number of residential dwellings that can be dwelling houses, semi-detached dwellings or dual occupancy is limited to 750. Areas where these lower density residential uses are permitted are limited to areas outside a 1.2km radius of the Luddenham Metro Station as shown in the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 Additional Permitted Uses Map – Aerotropolis.	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
SU4 Development consent must not be granted to development on a lot at Sydney Science Park (as identified in the SEPP) for a purpose shown in Column 1 of the following Table unless the area of the lot is as specified opposite in Column 2:	These controls relate to subdivision, built form, roads, landscaping or operational land uses, none of which are proposed under this SSDA.	N/A	N/A
4.3 Aboriginal Culture & Heritage – Recognising Country			
RC1 Development applications are to retain access to and connect significant Aboriginal heritage and areas of cultural value, conservation corridors and other identified areas of significant Aboriginal heritage.	The proposal has been informed by the Aboriginal Cultural Heritage Assessment Report (ACHAR), which identifies three valid AHIMS-registered Aboriginal sites and an area of Potential Archaeological Deposit (PAD) within the Site. The assessment recognises the cultural significance of Aboriginal heritage values associated with creek corridors and landform features. Bulk earthworks have been designed to avoid impacts to Aboriginal cultural heritage where feasible. Where impacts cannot be avoided due to the adopted final landform and drainage strategy, mitigation measures including archaeological test excavation, controlled salvage excavation, and relocation of artefacts are proposed in consultation with Registered Aboriginal Parties and will be authorised through project-specific SSD conditions of consent. Key riparian corridors along Badgerys Creek and Wianamatta–South Creek are retained and protected. No disturbance is proposed outside the approved development footprint, and retained areas of cultural value will continue to be accessible and managed in accordance with the recommendations of the ACHAR.	Yes	Section 6.5 Appendix K

Control	Comment	Consistent	Document Reference
RC2 Development applications that propose disturbance to the landscape in areas of moderate, high or very high Aboriginal sensitivity on Figure 4, or include known Aboriginal cultural or archaeological sites, are required to include an assessment of impacts on archaeological and or cultural heritage values and significance. Where specific measures are required to mitigate or avoid impacts, applications are to include a cultural heritage management plan or conservation management plan prior to the issue of a construction certificate.	The proposal includes ground-disturbing works within areas of Aboriginal sensitivity and in proximity to known Aboriginal cultural heritage sites. An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared in accordance with the Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW and the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW. The ACHAR assesses the archaeological and cultural significance of identified Aboriginal sites and the PAD, evaluates the extent of unavoidable impacts associated with the proposed bulk earthworks, and identifies appropriate mitigation measures. These measures include archaeological test excavation, salvage excavation, artefact relocation and reburial, to be undertaken under project-specific SSD conditions of consent and in consultation with Registered Aboriginal Parties. Given the SSD approval pathway, cultural heritage management requirements will be secured through conditions of consent rather than a separate management plan prior to construction.	Yes	Section 6.5 Appendix K
RC3 Modified trees (carved or scarred) and grinding grooves are to be protected and preserved in situ, and management plans are to be prepared to demonstrate how these items are to be retained and protected.	No Aboriginal modified trees (including carved or scarred trees) or grinding grooves have been identified within the Site or the proposed bulk earthworks footprint, as confirmed by the Aboriginal Cultural Heritage Assessment Report. In the event that previously unidentified Aboriginal objects, including modified trees or grinding grooves, are encountered during works, they will be managed in accordance with the Unexpected Finds Protocol included in the ACHAR, with works ceasing in the affected area and appropriate consultation undertaken with Registered Aboriginal Parties.	Yes	Section 6.5 Appendix K
RC4 Interpretation and story-telling required to inform impact assessments, mitigation measures and management plans are to be undertaken in consultation with, and walking on Country with, the Traditional Custodians and Local Aboriginal Land Councils (LALCs).	Consultation with Registered Aboriginal Parties has been undertaken in preparation of the Aboriginal Cultural Heritage Assessment Report in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (2010). This consultation has informed the identification of Aboriginal cultural values, assessment of significance, and development of mitigation and management measures for the proposal. This SSDA is limited to remediation, quarrying and bulk earthworks and does not include public domain works or interpretive infrastructure. However, the findings of the ACHAR and outcomes of consultation will inform future interpretation, storytelling and Connecting with Country initiatives to be progressed through subsequent development stages and separate development applications, in consultation with Traditional Custodians and relevant Aboriginal organisations. Otherwise, the proposal seeks consent for rehabilitation, quarrying and bulk earthworks only. Broader Connecting with Country outcomes will continue to be developed and embedded through the separate, Internal Works SSDA (SSD-97688711) in accordance with the Recognise Country Guidelines which will seek approval for the future land use, built form and landscape outcomes across the Site. For reference, and to address the SEARs requirement in relation to the Recognise Country Guidelines, a Recognise Country Response Template (prepared for the Internal Works SSDA) is provided at Appendix AA which outlines the engagement, including Walk on-Country activities, cultural values research, design workshops, validation sessions and Aboriginal stakeholder statements. While the Recognise Country Response Template has not been prepared for this bulk earthworks SSDA, the outcomes are relevant in understanding the broader, coordinated approach to Country-centred design and future development across the Site.	Yes	Section 6.5 Appendix K Appendix AA
4.4 Non-Aboriginal and European Heritage			
NA1 Existing heritage items and their significant elements are to be retained and managed, including implementation of adaptive re-use and land uses which ensure the long term conservation viability of heritage items.	The site and its immediate vicinity are not identified as heritage items.	N/A	N/A
NA2 Position new development, including the design of subdivision and buildings, to maintain visual links, context and significance of the heritage item and its setting.	The site and its immediate vicinity are not identified as heritage items.	N/A	N/A
NA3 Investigate the significance of potential heritage items identified on Figure 4. Where investigations identify heritage values, a heritage management plan is to be prepared outlining the required measures to conserve these values.	In accordance with Requirement NA3, a Historical Archaeological Assessment and Impact Statement has been prepared. The assessment confirms that, while there are areas of archaeological potential associated with former rural structures, the site does not contain archaeological relics or heritage items of State or local heritage significance as defined under the NSW Heritage Act 1977. An Unexpected Finds Procedure is recommended to manage any previously unidentified archaeological material encountered during bulk earthworks.	Yes	Section 6.11 Appendix T
4.5 Blue-Green Infrastructure Framework			

Control	Comment	Consistent	Document Reference																												
BG1 Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5.	Whilst the bulk earthworks SSDA does not propose the construction of built form or landscape design that could contribute to the blue-green infrastructure framework, it will ensure no adverse impacts to the existing blue-green network in Badgerys Creek.	Yes	Section 6.3 Appendix I																												
4.5.1 Total water cycle management																															
BG1 Development applications are to demonstrate how the following performance criteria for ambient water quality objectives for waterways and waterbodies are to be met either by: a. On-lot or on-street measures; or b. As part of a regional stormwater approach demonstrating that the development will connect to the stormwater infrastructure shown on Figure 6.	The proposal includes bulk earthworks and temporary water management measures that have the potential to affect surface water quality and flow. A Surface Water Impact Assessment has been prepared to assess construction-phase impacts on waterways within the Wianamatta–South Creek catchment. Temporary sediment basins, erosion and sediment controls and staged rehabilitation are proposed to meet relevant water quality objectives and minimise impacts on downstream waterways. Permanent stormwater infrastructure will be assessed under separate development applications.	Yes	Section 6.3 Appendix I																												
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BG2 Development applications are to demonstrate how the following performance criteria relating to water flow objectives are to be met either by: a. On-lot or on-street measures; or b. As part of a regional stormwater approach demonstrating that the development will connect to stormwater infrastructure shown on Figure 6. Performance Criteria relating to water quality objectives:	The proposal includes bulk earthworks and temporary water management measures that have the potential to affect surface water quality and flow. A Surface Water Impact Assessment has been prepared to assess construction-phase impacts on waterways within the Wianamatta–South Creek catchment. Temporary sediment basins, erosion and sediment controls and staged rehabilitation are proposed to meet relevant water quality objectives and minimise impacts on downstream waterways. Permanent stormwater infrastructure will be assessed under separate development applications.	Yes	Section 6.3 Appendix I																												

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BG3 Where development uses on-lot or on-street measures to achieve the performance criteria for ambient water quality and the flow objectives, the development application must demonstrate, to the satisfaction of the consent authority, the ability to connect the development to regional stormwater infrastructure when it is available.	The proposal includes bulk earthworks and temporary water management measures that have the potential to affect surface water quality and flow. A Surface Water Impact Assessment has been prepared to assess construction-phase impacts on waterways within the Wianamatta–South Creek catchment. Temporary sediment basins, erosion and sediment controls and staged rehabilitation are proposed to meet relevant water quality objectives and minimise impacts on downstream waterways. Permanent stormwater infrastructure will be assessed under separate development applications.	Yes	Section 6.3 Appendix I																								
BG4 Compliance with the ambient water quality and flow objectives must be consistent with the NSW Government Technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPIE, 2022).	The proposal includes bulk earthworks and temporary water management measures that have the potential to affect surface water quality and flow. A Surface Water Impact Assessment has been prepared to assess construction-phase impacts on waterways within the Wianamatta–South Creek catchment. Temporary sediment basins, erosion and sediment controls and staged rehabilitation are proposed to meet relevant water quality objectives and minimise impacts on downstream waterways. Permanent stormwater infrastructure will be assessed under separate development applications.	Yes	Section 6.3 Appendix I																								
BG5 Multifunctional stormwater assets are to be located generally as shown on Figure 6.	The proposal includes temporary stormwater and sediment management measures required to support the remediation, quarrying and bulk earthworks. These measures include sediment basins and drainage controls located to intercept and treat runoff from disturbed areas during construction. The location of these temporary stormwater assets has been informed by existing site topography, drainage patterns and watercourse locations, and is consistent with minimising impacts on riparian corridors and downstream waterways. Permanent multifunctional stormwater assets shown in the Precinct Plan will be assessed and delivered under separate development applications.	Yes	Section 6.3 Appendix I																								
BG6 Multifunctional stormwater assets are to integrate with the Open Space Network to support multifunctional open space areas for recreation, urban cooling and water management.	This SSDA does not propose the delivery of permanent open space or public domain works. Temporary stormwater and sediment basins associated with the bulk earthworks are not intended to function as public open space and will not be accessible to the public. Integration of permanent stormwater assets with the Open Space Network will be addressed under separate development applications.	N/A	N/A																								
BG7 The multifunctional detention basins (as shown on Figure 6) are to be designed in accordance with the regional stormwater management strategy and recycled water network developed by the relevant stormwater authority	The stormwater measures proposed under this SSDA are limited to construction-phase erosion and sediment controls and temporary water management infrastructure. These measures have been designed in accordance with relevant guidelines, including Managing Urban Stormwater: Soils and Construction (the Blue Book), to protect downstream waterways during bulk earthworks. Permanent multifunctional detention basins and integration with regional stormwater and recycled water strategies will be assessed and delivered under separate development applications in consultation with the relevant stormwater authority.	Yes	Section 6.3 Appendix I																								
4.5.2 Riparian corridors																											

Control	Comment	Consistent	Document Reference
BG1 Waterways and riparian corridors of Strahler Order 2 (refer to Figure 5) and higher are to be retained and rehabilitated to a natural state (unless minor realignment can be justified), in accordance with the requirements of the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of Water), or other relevant guidelines adopted and in operation at the time.	Addressed in Section 4.1.1 of RLA (Appendix BB). The second order stream in the southwest will be retained and rehabilitated under the VMP. The second order stream in the southeast does not meet the definition of a watercourse under the WM Act, so this one will be removed as part of the project.	Yes	Section 6.4.4 Appendix BB
BG2 Riparian Streets on Figure 5 are to be adjacent to riparian corridors. The design of Riparian Streets is to be integrated with the retention or naturalisation of the adjacent watercourse and associated riparian zone in accordance with the requirements of the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of Water), or other relevant guidelines adopted and in operation at the time.	The proposal interfaces with multiple mapped watercourses and riparian corridors, including Strahler Order 2 and higher waterways. A Riparian Lands Assessment has been prepared to assess direct and indirect impacts associated with bulk earthworks, dam dewatering and landform modification. Where practicable, riparian corridors will be retained and rehabilitated. Where temporary disturbance is required, mitigation measures are identified to stabilise banks, manage erosion and restore riparian vegetation post-construction.	Yes	Section 6.4.4 Appendix BB
BG3 Consistency with DCP indicative cross-sections to guide the design of Riparian Streets and associated riparian zones.	The proposal relates only to bulk earthworks, quarrying and rehabilitation, this matter will be addressed in detail as part of the separate, Internal Works SSDA (SSD-97688711).	N/A	N/A
BG4 The outer 50% of the Riparian Zone, as defined by the Guidelines for Riparian Corridors on Waterfront Land may contain paths, passive recreation facilities and other amenities subject to the appropriate consideration of flood impacts and safety.	The development footprint has been designed in accordance with the Guidelines for Riparian Corridors on Waterfront Land. The proposal relates only to bulk earthworks, quarrying and rehabilitation, this matter will be addressed in detail as part of the separate, Internal Works SSDA (SSD-97688711).	N/A	N/A
BG5 Where a development application proposes the creation of a Riparian Street in association with a riparian corridor in accordance with Requirement BG2, and one or more lots for development, the area of land that comprises the riparian corridor is taken to be part of the minimum pervious area to be provided as part of the development under the DCP.	The proposal interfaces with multiple mapped watercourses and riparian corridors, including Strahler Order 2 and higher waterways. A Riparian Lands Assessment has been prepared to assess all mapped waterways on the site to determine whether they meet the definition of waterfront land and to quantify any direct and indirect impacts associated with bulk earthworks, dam dewatering and landform modification. The proposal relates only to bulk earthworks, quarrying and rehabilitation, this matter will be addressed in detail as part of the separate, Internal Works SSDA (SSD-97688711).	Yes	Section 6.4.4 Appendix BB
4.5.3 Public domain and canopy cover			
BG1 Open space is to be provided to cater for local, district and regional requirements as shown in the Open Space Network at Figure 5.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
BG2 Where development generates demand for open space as a result of resident or worker population densities exceeding those for land uses as specified in the WSAP, the development application is to include or be accompanied by proposed measures to meet that additional demand through:	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
a. Delivery of additional open space as part of the development; and/or	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
b. Establishment of appropriate arrangements for payment of monetary contributions to the relevant authority for the provision of open space in another suitable location.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
BG3 Tree canopy is to be provided on Sub-arterial Roads and Collector Streets shown on Figure 9 to achieve a minimum of 40% tree canopy cover at maturity, measured as a percentage of the area of the road reserve.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
BG4 Park Edge Streets are to be provided generally in accordance with the locations shown on Figure 10, and development is to be oriented towards the street and provide for surveillance of the public domain.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
BG5 In the Enterprise Zone and Agribusiness Zone an urban park is to be integrated into the design of any local centre or neighbourhood centre that contains any combination of retail premises, commercial premises or food and drink premises with a total minimum Gross Floor Area of 10,000 square metres. Urban Parks: a. Are to be a minimum of 5,000 square metres and up to 10,000 square metres, b. Contribute to achievement of the total pervious area for the development under the DCP (where the development application includes subdivision into one or more lots for development and/or buildings in addition to the proposed urban park),	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A

Control	Comment	Consistent	Document Reference
c. Are to demonstrate achievement of a minimum 50% tree canopy cover at maturity and a minimum of 70% of the area as deep soil or landscaped area, and d. Are to include landscaping, amenities, active transport provision and furniture to facilitate recreational uses.			
BG5 In the Enterprise Zone and Agribusiness Zone, Indicative Open Space has been shown in Figure 5. If Indicative Open Space is set aside for the purpose of biodiversity conservation or additional open space as part of a development application it:	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
a. Can contribute to achievement of the total pervious area for the development under the DCP (where the development application includes subdivision into one or more lots for development and/or buildings in addition to the proposed urban park),	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
b. Must be subject to any relevant measures relating to the protection of Existing Native Vegetation or areas of high biodiversity value (refer to Figure 5), and	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
c. Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
BG6 Within the Mixed Use Zone, Indicative Open Space is shown on Figure 5. Where the Indicative Open Space is identified as part of a development application that also proposes one or more buildings: a. the site area, for the purposes of calculating Floor Space Ratio under the Requirements in section 5.3 of this Precinct Plan is taken to include the area of land proposed to be used as open space, despite the maximum Floor Space Ratio applying to the land on which the building or buildings are sited under; b. The area of land identified for open space is taken to be part of the minimum pervious area to be provided as part of the development under the DCP, and c. Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
BG7 Where land is partly zoned Mixed Use and partly zoned Environment and Recreation, and a maximum Floor Space Ratio is specified for the land zoned Environment and Recreation under section 5.3 of this Precinct Plan: a. The maximum Floor Space Ratio for that portion of the land zoned Mixed Use may be exceeded by the maximum Floor Space Ratio that applies to that portion of the land zoned Environment and Recreation; and b. Where the maximum Floor Space Ratio on land zoned Mixed Use is exceeded in accordance with sub-clause a) the portion of land that is zoned Environment and Recreation is to be maintained as common property under a strata title scheme or Community Land under a Community Title Scheme, or dedicated to a public authority. This requirement applies to a lot that was in existence prior to the date this Precinct Plan first came into effect.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
BG8 Where Gross Floor Area is transferred in accordance with Requirement BG6 or BG7, the maximum Height Requirements in section 5.2 of this Precinct Plan may be exceeded: a. Only to the extent necessary to accommodate the transferred Gross Floor Area and to enable compliance with other relevant requirements of this Precinct Plan; b. Up to a maximum of three storeys or 10 metres, whichever is the greater; and c. Providing the proposed building does not result in any non-compliance with aviation safety and airport operations requirements as set out in the Aerotropolis SEPP.	This section relates to the design and delivery of public domain, landscaping and canopy cover associated with streets and open space. No such works are proposed under this SSDA.	N/A	N/A
4.5.4 Biodiversity and vegetation corridors			
BG1 Existing Native Vegetation and other vegetation under the Cumberland Plain Conservation Plan (refer to Figure 7) is to be protected as required by the Aerotropolis SEPP. Development applications are to demonstrate, to the satisfaction of the consent authority, that measures are in place to protect and provide for the long term management of the vegetation	The majority of the site is located on biodiversity-certified land under the Sydney Region Growth Centres Strategic Assessment. A Biodiversity Development Assessment Report (BDAR) has been prepared for the approximately 6.97 hectares of non-certified land affected by the bulk earthworks.	Yes	Section 6.4 Appendices J and BB

Control	Comment	Consistent	Document Reference
to achieve biodiversity conservation outcomes under the Growth Centres Biodiversity Certification Order or the Cumberland Plain Conservation Plan as relevant.	The BDAR identifies native vegetation and habitat values within the non-certified area and specifies mitigation and offsetting measures to address residual impacts. Riparian vegetation is further assessed through the Riparian Lands Assessment, which identifies measures for retention, rehabilitation and long-term management of riparian corridors.		
BG2 Recreation facilities, pathways and other infrastructure are not to be located on land referred to in Requirement BG1.	No recreation facilities, pathways or public infrastructure are proposed within areas of Existing Native Vegetation as part of this SSDA. The proposal is limited to remediation, quarrying and bulk earthworks, with disturbance confined to the approved development footprint assessed in the EIS.	Yes	Sections 3 and 6.4
BG3 Revegetation and landscaping are designed and managed to account for future climatic conditions and include climate ready species. Resources relating to climate-ready species are available at https://www.mq.edu.au/data/assets/pdf_file/0006/807666/Climate-Reveg-Guide-v2-2018.pdf	This SSDA does not propose landscaping or revegetation works beyond construction-phase stabilisation and rehabilitation associated with bulk earthworks. Detailed landscape design and species selection, including consideration of climate-ready species, will be addressed under separate development applications.	N/A	N/A
BG4 Development applications are to demonstrate: a. reuse of native plants (including but not limited to seed collection) and top soil from development sites that contain known or potential native seed bank. Appropriate uses may include, but are not limited to, application in re-vegetation or restoration works and landscaping in the precincts, b. the relocation of native animals from development sites, prior to development commencing.	The proposal includes measures for the management and reuse of topsoil where suitable, and for the relocation of fauna in accordance with the BDAR and Dam Dewatering Plan. Pre-clearing surveys, staged clearing and fauna management protocols will be implemented to minimise impacts on native fauna during bulk earthworks.	Yes	Sections 6.4 and 6.11 Appendices J and X
4.5.5 Scenic and cultural connection			
SC1 Subdivision design is to orient streets to align with ridgelines.	Not applicable as no subdivision is proposed.	N/A	N/A
SC2 Any required onsite provision of open space is to incorporate high points and retain existing trees.	Not applicable as no open space is proposed.	N/A	N/A
SC3 Creek to creek and creek to ridgeline landscape connections are established through the design of public domain elements including streets and open space. Landscape connections on Sub-arterial Roads and Collector Streets shown on Figure 9 (refer to the Requirements in section 4.5.3) are to be continuously accessible by the public and active transport is prioritised on these connections.	Not applicable as no public domain or landscaping works are proposed.	N/A	N/A
SC4 Streets are to be designed to follow natural drainage lines and overland flow paths to minimise the need for drainage easements or reserves through private land.	Not applicable as no streets are proposed as part of this SSDA.	N/A	N/A
4.6 Movement Framework			
MF1 The Transport Network is to be designed generally in accordance with Figure 8	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
MF2 The Transport Network is designed to accommodate bus corridors and the Indicative Local Bus Network generally as shown on Figure 7, so that: a. 90% of businesses are within a 400 metre walk of a street that is capable of carrying public transport in the Enterprise Zone and Agribusiness Zone. b. All businesses and residents in the Mixed Use Zone are within a 400 metre walk of a street that is capable of carrying public transport or a Metro station.	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
MF3 Active transport is integrated with the Blue Green Infrastructure Framework in Figure 5 and provided generally in accordance with the Active Transport Network in Figure 9.	Not applicable as no roads or public domain works are proposed as part of this SSDA.	N/A	N/A
4.6.2 Street hierarchy and typology			
SH1 The Road Network within the Transport Network is to be generally consistent with the alignment and connections of roads shown in Figures 8-10. Major roads (Sub-arterial and Arterial and Rapid Bus Routes) are to be designed to: a. Respond to topography; b. Enable the efficient movement of water, replicating natural flow patterns as closely as possible;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A

Control	Comment	Consistent	Document Reference
c. Intersect with arterial or classified roads at locations and using intersection treatments nominated or agreed by the road authority;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
d. Accommodate buses generally consistent with the alignments and connections shown in Figure 8;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
e. Accommodate separated cycleways generally consistent with the alignment and connections of cycleways shown in Figure 9; and	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
f. Connect with centres and metro stations.	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
SH2 Local and Collector streets are to be designed to:	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
a. Connect to other streets in the hierarchy in a logical sequence, so that Local Streets connect to other Local Streets or to Collector Streets;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
b. Incorporate priority-controlled intersection treatments;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
c. Minimise 4-way intersections and avoid intersections with more than 4 streets;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
d. Provide interfaces between urban land and land identified for open space, conservation, or stormwater management;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
e. Enable land in different ownerships to be developed independently and ensure that legal and physical access to properties is maintained at all stages in the development process;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
f. Convey stormwater within the Total Water Cycle Management network as shown on Figure 6;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
g. Contribute to tree canopy and the Blue Green Infrastructure Framework shown on Figure 5; and	Not applicable as no landscaping or public domain works are proposed as part of this SSDA.	N/A	N/A
h. Maximise opportunities for the energy efficient design of buildings.	Not applicable as no built form is proposed as part of this SSDA.	N/A	N/A
SH3 The layout and location of Local Streets and Collector Streets on Figure 10 is indicative. Where a development application proposes a variation to the Local Street or Collector Street , the applicant must demonstrate that in addition to the requirements in SH2, that the variation:	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
a. Achieves a permeable street network;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
b. Encourages walking and cycling and minimises travel distances;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
c. Maximises connectivity to community facilities, open space and centres;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
d. Takes into account topography and the flow of water in the landscape;	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
e. Will not detrimentally impact on access to adjoining properties or result in isolation of properties; and	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
f. Will not impede the orderly development of adjoining properties.	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
SH4 Roads and streets are to be designed in accordance with the Western Sydney Street Design Guidelines, except where specific street cross sections are provided in the DCP for streets as shown on the street hierarchy map at Figure 10.	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
SH5 Roads and streets are aligned to follow property boundaries where possible to reduce lot severance	Not applicable as no roads are proposed as part of this SSDA.	N/A	N/A
4.6.3 Development adjacent to protected transport corridors			
PC1 Development adjacent to corridors identified on the Transport and Infrastructure SEPP and the Aerotropolis SEPP is to be designed to orient noise sensitive elements (for example habitable rooms) away from the noise source.	The site is not identified as being adjacent to a protected transport corridor.	N/A	N/A
4.7 Sustainability and Resilience			
SR1 Energy, water and waste systems are to use a circular economy approach to improve efficiency and result in low-carbon developments.	Not applicable as no built form, road or landscaping works are proposed as part of this SSDA.	N/A	N/A

Control	Comment	Consistent	Document Reference														
SR2 Effectively use renewable energy supply including solar, wind, green hydrogen, and bio-energy.	Not applicable as no built form, road or landscaping works are proposed as part of this SSDA.	N/A	N/A														
SR3 Plan for, and achieve, leading industry targets by 2025 and from 2026 beyond to achieve sustainable regenerative targets:	Not applicable as no built form, road or landscaping works are proposed as part of this SSDA.	N/A	N/A														
<table><tr><th rowspan="2">Description</th><th>Leading industry practice</th><th>Sustainable regenerative</th></tr><tr><th>Target 2020 and 2025</th><th>Target 2026 and beyond</th></tr><tr><td>BASIX</td><td>BASIX (Energy) – 45-60 BASIX (Water) - 60</td><td>BASIX (Energy) – 45-60 BASIX (Water) – 60</td></tr><tr><td>Non-residential uses (subject to final modelling)</td><td>Green Star Communities – 5+ stars Green Star – 5+ stars NatHERS – 7 star</td><td>Green Star Communities – 6+ stars Green Star – 6+ stars NatHERS – 8+ star/ Passive home</td></tr><tr><td>Circular economy targets</td><td>10% reduction of waste generation 85% reduction in construction waste</td><td>100% recovery and re-use of organic waste 90% reduction in construction waste</td></tr></table>				Description	Leading industry practice	Sustainable regenerative	Target 2020 and 2025	Target 2026 and beyond	BASIX	BASIX (Energy) – 45-60 BASIX (Water) - 60	BASIX (Energy) – 45-60 BASIX (Water) – 60	Non-residential uses (subject to final modelling)	Green Star Communities – 5+ stars Green Star – 5+ stars NatHERS – 7 star	Green Star Communities – 6+ stars Green Star – 6+ stars NatHERS – 8+ star/ Passive home	Circular economy targets	10% reduction of waste generation 85% reduction in construction waste	100% recovery and re-use of organic waste 90% reduction in construction waste
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SR4 Circular economy activities must be located with consideration of: a. nearby land uses, considering the likely construction and operational impacts of the proposed development b. proximity of the proposed development in relation to the Western Sydney Airport, and associated risks to airport and aircraft operations (in reference to the proposed development’s risk assessment) c. proximity to land in the Environment and Recreation Zone and impacts on the environmental values of that land d. potential impacts on the amenity and use of open space e. proximity to major transportation routes, considering safe transportation of extractive and waste materials	Not applicable as no built form, road or landscaping works are proposed as part of this SSDA.	N/A	N/A														
SR5 Incorporate accessible Circular Economy Infrastructure into mixed use developments to ensure adequate opportunity for people to participate in reuse and recycling schemes.	Not applicable as no built form, road or landscaping works are proposed as part of this SSDA.	N/A	N/A														
SR6 In deciding whether to grant development consent for the purposes of commercial premises, industrial premises or residential accommodation, the consent authority must consider whether: a. the façade and roof of the proposed buildings and paved surfaces are designed to reduce adverse effects of solar heat on the surrounding land, including open space and the public domain, including a requirement for light-coloured roofs, and b. the awnings and eaves of the building are designed to provide shelter from the sun and improve public comfort at street level, and c. building plant and equipment is designed to minimise the release of heat in the direction of open space and the public domain, and d. the development accommodates tree canopy, pervious surfaces and landscaped areas to minimise solar heat absorption and reflection by hard surfaces.	Not applicable as no built form, road or landscaping works are proposed as part of this SSDA.	N/A	N/A														
5 Land Use and Built Form																	
5.1 Hierarchy of Centres																	
LU1 The indicative locations of local and neighbourhood centres in the Enterprise Zone and Agribusiness Zone are identified in Figure 11. Where a centre is proposed in an alternative	No centres are proposed as part of this application.	N/A	N/A														

Control	Comment	Consistent	Document Reference
location the development application is to demonstrate that the location achieves the role, intent, uses, transport connectivity and locational criteria outlined in Table 2 below.			
LU2 Local and Neighbourhood Centres are to be located on or adjacent to bus routes.	No centres are proposed as part of this application.	N/A	N/A
LU3 Local and Neighbourhood Centres are not to be located on arterial roads.	No centres are proposed as part of this application.	N/A	N/A
LU4 Retail and social infrastructure in the Agribusiness and Enterprise Zones is to be concentrated in the Local and Neighbourhood Centres.	No centres are proposed as part of this application.	N/A	N/A
LU5 Bulky goods and specialised retail that requires larger floor plates are to be located outside of the identified centres.	No centres are proposed as part of this application.	N/A	N/A
5.2 Height			
H1 The height of buildings is not to exceed the maximum for the land shown on Figure 12.	N/A – no built form is proposed as part of this application.	N/A	N/A
H2 In the Mixed Use Zone, ensure development does not adversely impact on the amenity of the public domain and adjacent residential areas and that site topography, views and landscape character have been considered.	N/A – not located in the Mixed Use zone.	N/A	N/A
5.3 Floor Space Ratio			
FS1 Buildings are not to exceed the maximum FSR shown on the Floor Space Ratio Map in Figure 13.	No floor space control is identified for the site.	N/A	N/A
FSR Area F - 2.0:1			
5.4 Yield and Density			
YD1 Residential development is to be primarily located in those parts of the Mixed Use Zone identified on the Land Use Plan at Figure 3 as Mixed Use Residential.	N/A – no residential land uses are proposed.	N/A	N/A
YD2 Development applications in the Mixed Use Zone are to demonstrate how they will contribute to achieving the employment densities in YDO3	N/A – not located in the Mixed Use zone.	N/A	N/A
5.5 Temporary land uses			
LU1 Development that is inconsistent with this Precinct Plan is permitted where required to enable temporary or short term uses on land, where it can be demonstrated that the intended use under the Precinct Plan can be achieved in the future.	N/A – no temporary land uses are proposed.	N/A	N/A
LU2 The consent authority may, by condition of consent, impose a sunset date on temporary and short term uses, to ensure that the intended use under the Precinct Plan can be achieved in the future. The sunset date must not extend beyond 2036, or 10 years from the date of development consent, whichever is the later.	N/A – no temporary land uses are proposed.	N/A	N/A
LU3 Industrial development should provide a plan of management to demonstrate the management of land use conflicts with adjacent uses during the transitional period.	N/A – no temporary land uses are proposed.	N/A	N/A
5.6 Design Excellence			
DE1 An architectural design competition is to be undertaken generally in accordance with the NSW Government Architect's Draft Design Excellence Competition Guidelines (2018) (the Guidelines), or the relevant guidelines published at the time.	N/A – an architectural design competition is not required	N/A	N/A
DE2 Where a design competition is required by the Aerotropolis SEPP: a. A concept development application made under Part 4 Division 4.4 of the EP&A Act must be accompanied by a Design Excellence Strategy. b. For any development application that is not a concept development application the consent authority must approve a Design Excellence Strategy prior to the lodgement of a development application.	N/A – an architectural design competition is not required	N/A	N/A
DE3 A Design Excellence Strategy must define: a. the location, context and extent of the design competition site(s);	N/A – an architectural design competition is not required	N/A	N/A

Control	Comment	Consistent	Document Reference
b. the objectives of the design competition(s);			
c. where there will be multiple development applications for separate buildings following approval of a concept development application, the number of design competitions to be undertaken;			
d. the type of design competition(s) to be undertaken;			
e. an explanation for the selection of competition type, including how the selected process(es) will meet the objectives of the Guidelines and those of the proponent;			
f. the number of designers involved in the process(es);			
g. the means for ensuring diversity amongst participating designers;			
h. timelines and programme;			
i. where the proposed process differs from that outlined in the Guidelines, a justification for the variation.			
DE4 Exemptions to the requirement for a design competition under the Aerotropolis SEPP requires specific consideration of impacts on view corridors, the relationship of development to major roads and visual prominence and are unlikely to be granted in those areas shown on Figure 14.	N/A – an architectural design competition is not required	N/A	N/A

Aerotropolis DCP Compliance Table

2.1 Recognise Country		
2.1.2 Engagement Requirements		
Objectives	Assessment	Consistent
O1. Establish cultural safety by considering Aboriginal peoples perspectives in planning and design decisions.	The proposal has been informed by early and ongoing engagement with Registered Aboriginal Parties (RAPs) as documented in the Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix K). Aboriginal perspectives have informed the identification of cultural heritage values, areas of sensitivity, and the development of mitigation and management measures associated with bulk earthworks and the final landform.	Yes
O2. Ensure diverse opportunities for connection to Country are considered and implemented in the design and planning of development, including through meaningful engagement with Aboriginal groups building upon engagement undertaken in the preparation of the Western Sydney Aerotropolis Plan, Parkland City SEPP and Aerotropolis Precinct Plan.	Meaningful engagement with RAPs has been undertaken in accordance with the Aboriginal cultural heritage consultation requirements and the Recognise Country Guidelines. This engagement has informed the understanding of cultural values associated with waterways, riparian corridors and landscape features, which has in turn influenced the proposed landform, water management approach and rehabilitation strategy set out in the EIS. Consistent with the EIS, statutory Aboriginal cultural heritage consultation has been documented through the Aboriginal Cultural Heritage Assessment Report (ACHAR), while broader Connecting with Country and Recognise Country outcomes are addressed through the Recognise Country Response Template (Appendix AA) and will be further embedded through subsequent development stages.	Yes
O3. Create opportunities for capacity building and economic development for Aboriginal people and organisations across planning, design, construction and operation.	The scope of this SSDA is limited to remediation, quarrying and bulk earthworks. While no specific Aboriginal economic development initiatives are proposed at this stage, the project establishes the planning and physical framework for future development, during which opportunities for Aboriginal participation in construction, land management, cultural interpretation and ongoing employment can be further considered through subsequent approvals.	Yes
O4. Recognise and reflect Aboriginal connection to Country by protecting and enhancing significant natural features, as well as providing access and opportunities to care for Country.	The proposal recognises Aboriginal connection to Country through the protection and enhancement of riparian corridors, waterways and environmentally sensitive land. Aboriginal cultural heritage values have been assessed and will be managed in accordance with the ACHAR, including avoidance where practicable, and controlled test excavation, salvage excavation and relocation where impacts cannot be avoided, in accordance with agreed management protocols and SSD conditions of consent.	Yes
O5. Celebrate Aboriginal culture and language through naming, wayfinding, public art and cultural infrastructure which supports cultural practice.	The proposal is limited to site preparation works and does not include public domain works, naming, wayfinding or public art. Opportunities to celebrate Aboriginal culture and language will be considered as part of future development applications, including the Internal Works SSDA.	N/A

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 The cultural values and heritage, waterways and landscapes of Country form a key structuring element of development. Development retains and connects and provides access to landscape elements including ridgelines, waterways and native vegetation.	1. For development where the Recognise Country Guidelines apply and in conjunction with Aboriginal heritage assessment requirements, cultural values research is to be undertaken by a qualified Aboriginal heritage consultant (with experience in Aboriginal heritage and cultural values research). Cultural values research must be undertaken in consultation with Traditional Custodians (including through an on-site review). Cultural values research must identify within the proposed development site and any adjoining areas: a. cultural values and heritage significance, particularly within moderate to high areas of Aboriginal heritage sensitivity; b. significant cultural landscape elements, as they relate to cultural values; and c. significant waterways or bodies and areas of surrounding riparian vegetation as they relate to cultural values.	Cultural values associated with Country have been identified and assessed through the preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix K), which was undertaken by a suitably qualified Aboriginal heritage consultant in consultation with Registered Aboriginal Parties (RAPs). The ACHAR included an AHIMS search, field survey, assessment of areas of archaeological sensitivity and identification of significant cultural landscape elements, including waterways, riparian corridors and landform features. The findings of the ACHAR, together with engagement outcomes with RAPs, have informed the planning and design of the proposed remediation, quarrying and bulk earthworks by shaping the extent of disturbance, the proposed final landform and the treatment of waterways and riparian land. In particular, the proposal prioritises the retention and protection of higher-order waterways and riparian corridors associated with Badgerys Creek and Wianamatta–South Creek, recognising their cultural and ecological significance as key elements of Country. Where impacts to Aboriginal objects and areas of archaeological sensitivity cannot be avoided due to the nature of the site preparation works and the need to establish a safe and stable final landform, appropriate mitigation measures have been developed in accordance with the ACHAR. These include test excavation, salvage excavation, controlled relocation and reburial of artefacts (where required), and the implementation of an Unexpected Finds Procedure, all subject to SSD conditions of consent and ongoing consultation with RAPs.	Yes
	2. Development proposals must outline how findings of the cultural values research have informed the planning and design, including the spatial layout of the site and the public domain, including areas used for open space, stormwater management and or biodiversity conservation and outline any potential impacts and mitigation measures.	Water management and erosion and sediment control measures have been designed to respond to Country by maintaining natural drainage patterns where practicable, avoiding unnecessary modification of significant waterways, and supporting the long-term health and function of riparian systems. Rehabilitation and revegetation of retained Environment and Recreation (ENZ) land will be addressed through a Vegetation Management Plan to be prepared and approved under the separate Internal Works SSDA (SSD-97688711), and does not form part of the scope of SSD-97711727, which is limited to bulk earthworks, remediation and construction-phase mitigation measures.	
	3. Development is to respect and respond to: a. Identified significant sites, places, views, traditional movement corridors and narratives of Country; b. The natural landscape, including topography and native vegetation by providing clear and legible links (within the road network and public domain) between ridgetops and creek lines and retaining native vegetation clusters and corridors through the siting of buildings; and c. Natural systems, including significant tributaries and waterways in the Wianamatta–South Creek catchment by avoiding significant impacts to ecological condition and the function of ecosystems as well as protect and restore native riparian vegetation.	While the proposal does not include buildings, public domain works or detailed landscape design, it establishes the physical and environmental framework for future development to further respond to Country. Opportunities to embed cultural narratives, public domain outcomes and deeper integration of cultural values will be progressed through subsequent development applications, including the Internal Works SSDA.	
	4. Development proposal design must ensure water management infrastructure and processes are responsive to Country and prioritise natural solutions that enhance the overall waterway systems condition, function and connections.	The proposal has also been informed by the precautionary EPBC Act referral (EPBC 2026/10429), which was determined on 19 March 2026 to be not a controlled action, confirming that impacts to Matters of National Environmental Significance are appropriately managed. While this SSDA is limited to rehabilitation, quarrying and bulk earthworks, it establishes a Country-responsive landform and environmental framework to support deeper integration of cultural narratives, landscape outcomes and stewardship opportunities under the Internal Works SSDA (SSD-97688711).	
PO2 Parks and public open space provide spaces for outdoor cultural practice, learning and play to support connection to culture and Country.	1. The design of the public domain within areas of moderate to high Aboriginal heritage sensitivity identified in the Aerotropolis Precinct Plan is to incorporate spaces for outdoor cultural practice and for learning and cultural play, in accordance with outcomes of cultural values research and engagement with Traditional Custodians and other relevant Aboriginal Stakeholders	Public open space design is not proposed as part of this SSDA. Any future parks or public open space will be designed in accordance with cultural values research and in consultation with Aboriginal stakeholders as part of subsequent approvals.	N/A

	(Knowledge Holders, LALCs and the local Aboriginal and Torres Strait Islander community).		
PO3 Development is guided and informed by Aboriginal people and their cultural knowledge and practice of caring for Country.	- Where relevant, development is designed to enable Aboriginal people to continue to care for Country through the integration of traditional knowledge into environmental assessments and management plans (e.g. floodplain management and bushfire hazard management). - Development proposals must demonstrate that the design has been informed by engagement with Traditional Custodians (and Knowledge Holders where appropriate) and incorporates cultural practice requirements and their aspirations for associated enterprise and economic development. - Development proposals must outline how cultural knowledge has been integrated into environmental assessment and management strategies, and should consider opportunities for ongoing land management and enterprise and economic development.	Aboriginal cultural knowledge has informed the assessment of heritage impacts and the development of mitigation measures through consultation with RAPs. Cultural knowledge has been integrated into environmental management strategies relating to landform, waterways and riparian corridors.	Yes
PO4 Aboriginal culture is celebrated and embedded within building design.	- For development where the Guidelines apply or that is located within or intersects areas identified as having moderate to high Aboriginal heritage sensitivity in the Aerotropolis Precinct Plan, culturally sensitive design must be incorporated. . - Development proposals must outline how cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate) have informed the design outcomes. Where previous cultural values research (including overarching master plans and neighbouring sites) has been undertaken, the development proposal is to respond to the findings	No buildings are proposed under this SSDA. This performance outcome will be addressed as part of future development applications.	N/A
PO5 Development enables appropriate provision of built cultural infrastructure including dedicated spaces for cultural practice, places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community.	- Master Plans and sites of 20 hectares or more, within metropolitan, specialised and local centres (see Centres Hierarchy map in the Precinct Plan), should identify appropriate sites (location and size) for the provision of cultural infrastructure based on identified need (see Section 4.3 Aboriginal Culture and Heritage –Recognising Country in the Aerotropolis Precinct Plan). This includes specialised stand-alone infrastructure such as education, health and community facilities and services, as well as integrated spaces for gathering (see Section 14.4, 15.5 and 15.6 of the Guideline). - When planning for and designing cultural infrastructure the proponent is to engage with relevant Traditional Custodians and other Aboriginal stakeholder types (i.e. Knowledge Holders, LALCs, Service providers and the local Aboriginal and Torres Strait Islander community) where appropriate (Section 2.1.2 of the Guideline).	Not applicable to site preparation works. These matters will be addressed in future stages of development.	N/A
PO6 Cultural narratives are embedded in public art.	Public art should respond to culture and Country, particularly within identified areas of significant Aboriginal heritage and value.	Not applicable to site preparation works. These matters will be addressed in future stages of development.	N/A

	2. Where a development proposal has identified the opportunity to deliver public art that is responsive to culture and Country, an Aboriginal person with a connection to Western Sydney is to be engaged to: a. Provide input into the preparation of the public art brief, and b. Contribute to the design of the public art.	
PO7 Place names incorporate local Aboriginal language to enhance and strengthen the cultural connection to place.	1. Where an existing geographical feature or public place already has a non Aboriginal name, dual naming with the Aboriginal name, should be assigned where appropriate. More information can be found within the NSW Geographical Names Board's Dual Naming – Supporting Cultural Recognition factsheet. 2. New development including suburbs, public spaces, places, roads or administrative areas should give preference to the use of local Aboriginal language for naming purposes. 3. For Aboriginal naming and dual naming, the proponent is required to consult with the NSW Geographical Names Board, Traditional Custodians, local language subject matter experts (and Knowledge Holders where appropriate) (Section 2.1.2 of the Guideline). 4. The proponent is required to seek a statement from Traditional Custodians (and Knowledge Holders where appropriate) in the selection and use of local traditional language.	Not applicable to site preparation works. These matters will be addressed in future stages of development. N/A
PO8 Wayfinding signage incorporates Aboriginal language, knowledge and art to enhance and strengthen the cultural connection to place.	1. Wayfinding signage for development proposals is to be informed by cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate). 2. Wayfinding signage is to consider the inclusion of elements that reflect the history and pronunciation of the associated Aboriginal name(s) in the wayfinding strategy. 3. The proponent is required to seek a statement from Traditional Custodians (and Knowledge Holders where appropriate) in the selection and use of local traditional language.	Not applicable to site preparation works. These matters will be addressed in future stages of development. N/A
2.2 Heritage		
2.2.1 Aboriginal Cultural Heritage		
Objectives	Assessment	Consistent
O1. Ensure adequate protection and appropriate management of archaeological resources.	The proposal is supported by an Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix K), prepared in accordance with the relevant statutory guidelines and consultation requirements. The ACHAR identifies known Aboriginal objects, areas of archaeological sensitivity and potential archaeological deposits within the site. Appropriate management measures have been developed, including avoidance where feasible, archaeological test excavation, salvage excavation, controlled relocation and reburial of artefacts (where required), and the implementation of an Unexpected Finds	Yes

		Procedure. These measures will ensure archaeological resources are appropriately protected and managed throughout the bulk earthworks phase, subject to SSD conditions of consent and ongoing consultation with Registered Aboriginal Parties (RAPs).	
O2. Ensure long-term heritage conservation outcomes are retained or interpreted to reflect the history of the Aerotropolis area.		While the proposal is limited to remediation, quarrying and bulk earthworks and does not include public domain or interpretive infrastructure, the ACHAR establishes a clear framework for the conservation, documentation and appropriate management of Aboriginal cultural heritage values. Where impacts to Aboriginal objects cannot be avoided, controlled salvage and relocation will ensure that cultural heritage values are conserved and recorded for future generations. Opportunities for interpretation and broader heritage outcomes will be considered as part of future development applications, including the Internal Works SSDA, noting that SSD-97711727 is limited to authorising archaeological investigation, salvage, relocation and documentation only, rather than public interpretation or access outcomes.	Yes
O3. Preserve the scenic and cultural heritage connections and values of waterways, riparian lands and ridgelines.		The Visual Impact Assessment (Appendix R) confirms that riparian corridors along Badgerys Creek and South Creek provide substantial visual screening, and that changes to landform associated with the bulk earthworks would have Nil to Low visual impact, with the intrinsic visual character of views retained. No impacts were identified on heritage items, scenic features or documented views associated with waterways or riparian lands, and overall visual impacts are considered low and acceptable.	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 New development adjacent to or within the vicinity of an item or place of Aboriginal heritage significance or cultural value should not impact on that item, or place. Development is to consider visual and physical connections between items and places.	1. New development is appropriately sited to ensure that the curtilage or setting of the Aboriginal item or place of cultural value is retained. 2. The development must consider surrounding landscaping, topography, views and connection with other Aboriginal sites. Possible uses for sites with identified Aboriginal heritage include passive open space, environmental conservation, and riparian corridors.	The proposal has been informed by a detailed Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix K), which identifies Aboriginal sites, areas of archaeological sensitivity and cultural landscape values within the Site and its immediate context. The ACHAR confirms that three AHIMS-registered Aboriginal sites and one area of Potential Archaeological Deposit (PAD) are present within the study area, and assesses the nature and extent of potential impacts associated with the proposed bulk earthworks. The layout and extent of works have been designed to avoid impacts to Aboriginal sites where practicable. Where avoidance is not feasible, the proposal includes project-specific management and mitigation measures in accordance with the ACHAR, including archaeological test excavation, salvage excavation, controlled relocation and reburial of artefacts, and implementation of an Unexpected Finds Procedure, all subject to SSD conditions of consent and ongoing consultation with Registered Aboriginal Parties. Visual and physical relationships between Aboriginal sites, riparian corridors and the broader cultural landscape have been considered through the retention of higher-order waterways and environmentally sensitive land, consistent with the cultural landscape context identified in the ACHAR and the EIS.	Yes
PO2. Heritage items and landscapes shall provide for long-term conservation outcomes	1. Development on sites containing heritage is to provide opportunities for people to engage with heritage and culture. This may include heritage or cultural values interpretation, artwork, signage, and or public access. Any interpretation or signage is to be delivered in consultation with relevant Aboriginal stakeholders, considering the sensitivity of Aboriginal cultural heritage, knowledge and values.	Long-term conservation outcomes for Aboriginal cultural heritage are addressed through the Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix K), which establishes a clear framework for the identification, assessment, management and conservation of Aboriginal objects, sites and cultural values affected by the proposal. Where impacts to Aboriginal sites cannot be avoided, the ACHAR provides for controlled archaeological intervention, including test excavation, salvage excavation, detailed recording, and relocation and reburial of artefacts in consultation with Registered Aboriginal Parties. These measures ensure that cultural and scientific values are	Yes

		conserved and appropriately managed, notwithstanding the enabling nature of the bulk earthworks.	
		SSD-97711727 does not propose public access, interpretation or activation of heritage places, noting that this application is limited to rehabilitation, quarrying and bulk earthworks. Opportunities for longer-term conservation outcomes, cultural interpretation and engagement with heritage landscapes will be considered as part of future development stages, including the Internal Works SSDA, informed by the findings of the ACHAR and ongoing Aboriginal stakeholder engagement.	
	2.	Development proposals for sites containing Aboriginal cultural heritage and cultural values are to be accompanied by a conservation strategy ensuring long-term conservation and restoration (where relevant) outcomes.	Yes
PO3 The archaeological potential of sites is to be determined as part of detailed site investigations. Aboriginal archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	1.	Any land with the potential to contain archaeological remains is to be subject to detailed investigations and assessment to determine the level of archaeological intervention required. Intervention may include the following: - Unexpected finds procedure; - Monitoring during works; or - Formal salvage excavation.	The proposed site preparation works are supported by an Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix K) which provides details on the archaeological potential at the site (AHIMS database search, field survey) and it details the relevant mitigation measures, including a salvage excavation methodology and Unexpected Finds Procedure which are recommended to support the proposed works so that the appropriate archaeological intervention is undertaken when required. These measures aim to ensure that the proposal is able to relocate and conserve the relevant artefacts and items from the site and ensure that Aboriginal resources are preserved for the education and benefit of future generations.
2.2.2 Non-Aboriginal and European Heritage			
Objectives		Assessment	Consistent
O1. Ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item and its setting.		Not relevant, there are not any built heritage items in proximity to or within the site.	N/A
O2. Ensure adequate protection and appropriate management of archaeological resources.		A Historical Archaeological Assessment and Impact Statement (HAAIS) (Appendix T) has been prepared in support of the proposal and concludes there would overall be little to no adverse impacts to significant archaeological remains as a result of the proposal. Notwithstanding, general best practice mitigation measures are recommended including an Unexpected Finds Procedure and heritage induction for staff on-site	Yes
O3. Ensure that as much archaeology of Local, State, and potential National heritage significance is retained on site and interpreted within the new developments.			
O4. Ensure the continued relevance of historic values through long-term heritage conservation outcomes that reflect the history of the Aerotropolis area.			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Inappropriate or unsympathetic alterations and additions of heritage items are removed, and significant missing details and building elements are reinstated.	1. Alterations and additions to existing heritage items do not dominate or detract from the original building in terms of scale, materials, siting, landscaping, and views. 2. Any unsympathetic or inappropriate previous alterations or additions are removed.	The site does not contain any built, existing heritage items.	N/A
PO2 The impact of new development adjacent to or within the vicinity of a heritage item is minimised.	1. Development in the vicinity of a heritage item minimises the impact on the setting of the item by: Providing an adequate area around the building to allow interpretation of the heritage item;	A Historical Archaeological Assessment and Impact Statement (HAAIS) (Appendix T) has been prepared in support of the proposal and concludes there would overall be little to no adverse impacts to significant archaeological remains as a result of the proposal. Notwithstanding, general best practice mitigation measures are recommended including an Unexpected Finds Procedure and heritage induction for staff on-site	Yes

	b. Retaining original or significant landscaping (including plantings with direct links or association with the heritage item); c. Protecting and allowing the interpretation of archaeological features; and d. Retaining and respecting significant views to and from the heritage item.		
	2. Any new development in the vicinity of heritage items should be of a contemporary design that incorporates materials that do not overwhelm any adjacent heritage items.	The proposed development is for site preparation works only, there will be no built elements that could impact or overwhelm any adjacent heritage items.	Yes
	3. Open spaces should be planned around heritage items to ensure it maintains its prominent siting and encourage opportunity for active and passive interaction with the place.	Not relevant, there are not any built heritage items in proximity to or within the site.	N/A
	4. Highly activated urban areas in the vicinity of a heritage item must be carefully and respectfully sited, designed and landscaped to ensure that heritage values associated with the heritage item are protected.	Not relevant, there are not any built heritage items in proximity to or within the site.	N/A
PO3 The subdivision of land on which a heritage building is located does not isolate the building from its setting or context, or adversely affect its amenity or privacy	1. Front and rear setbacks are adequate to ensure the retention of the existing landscape character of the heritage item or conservation area and important landscape features.	Not relevant, there are not any built heritage items in proximity to or within the site.	N/A
	2. Any significant historical pattern of subdivision and lot sizes is to be retained.	Not relevant, there are not any historical lot or subdivision patterns at the site with heritage significance.	N/A
	3. Subdivision or site amalgamation involving heritage items or contributory buildings do not compromise the setting or curtilage of buildings on or adjoining the site.	Not relevant, there are not any historical lot or subdivision patterns at the site with heritage significance.	N/A
PO4 Archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	1. Any works that may impact a known, or potential, archaeological site must have an archaeological assessment undertaken to determine the archaeological significance of the site and appropriate management procedures.	A Historical Archaeological Assessment and Impact Statement (HAAIS) (Appendix T) has been prepared in support of the proposal and concludes there would overall be little to no adverse impacts to significant archaeological remains as a result of the proposal. Notwithstanding, general best practice mitigation measures are recommended including an Unexpected Finds Procedure and heritage induction for staff on-site	Yes
2.3 Stormwater, Water Sensitive Urban Design and Integrated Water Management			
2.3.1 Waterway Health and Riparian Corridors			
Objectives		Assessment	Consistent
O1. Protect and restore native and riparian vegetation to improve the connectivity, ecological condition, and function of ecosystems.		Both the Badgerys Creek and South Creek riparian corridors will be retained. Construction-phase protection and stabilisation measures are addressed through the Riparian Lands Assessment and Surface Water Impact Assessment, with long-term rehabilitation and enhancement to be delivered through a Vegetation Management Plan to be approved under the Internal Works SSDA, consistent with the EIS.	Yes
O2. Ensure that development does not adversely affect aquatic fauna.		The development should not adversely affect aquatic fauna. A Dam Dewatering Plan has been prepared for the project that guides the dewatering of all waterbodies so that native aquatic fauna will be relocated safely.	Yes

		Two mapped drainage features are proposed to be removed as part of the project; however, as confirmed in the Riparian Lands Assessment, these features do not meet the definition of a river or watercourse under the Water Management Act 2000 and provide low-value, artificial or highly degraded habitat, and no impacts to threatened aquatic species are anticipated.	
O3. Effectively manage indirect and ongoing impacts of development adjacent to waterways to ensure vegetation in the riparian area, aquatic fauna, water quality and quantity is protected and maintained.		A number of management plans have been prepared for the project that guide the protection of riparian areas and aquatic fauna, including a Dam Dewatering Plan and Riparian Lands Assessment for SSD-97711727, with any Vegetation Management Plan to be prepared, approved and implemented under the separate Internal Works SSDA (SSD-97688711). If the controls listed in the above management plans are followed, the project is unlikely to have an adverse impact on riparian areas, aquatic fauna, water quality or quantity. Long-term waterway outcomes will be addressed as part of the Internal Works SSDA.	Yes
O4. Reinstate more natural conditions in highly modified waterways and riparian land while not increasing flood risk.		The proposal supports construction-phase protection and stabilisation of degraded drainage features and riparian land, with flood behaviour assessed and managed through the Flood Impact and Risk Assessment. Reinstatement and long-term rehabilitation of riparian and waterway conditions will be addressed under the separate Internal Works SSDA (SSD-97688711).	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Development retains and restores native vegetation and riparian corridors	1. Development maintains and protects waterways in accordance with the following guidelines: a. Strahler Order 1 watercourses with a catchment area of less than 15 hectares can be re-constructed and /or piped, providing stormwater modelling demonstrates the pipe and street network is capable of accommodating flows up to and including the 100 year AEP storm event. b. Naturalised trunk drainage paths are to be provided when the contributing catchment exceeds 15 hectares or when 1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019. c. Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian areas and habitat, such as fallen debris. d. Where a development is associated with, or will affect, a waterway of Strahler Order	Section 4.1.1 of the Riparian Lands Assessment (Appendix BB) confirms that two of the four mapped drainage features meet the definition of a river under the Water Management Act 2000, both of which are Strahler Order 2 watercourses. These watercourses will be retained and subject to protection, stabilisation and long-term rehabilitation through future Vegetation Management and riparian restoration measures, consistent with the EIS. Section 4.1.1 of the Riparian Lands Assessment (Appendix BB) provides evidence that only two of the four Strahler Order watercourses conform to the definition of a river under the WM Act. Both of these watercourses will be subject to maintenance and restoration through a Vegetation Management Plan to be prepared and approved under the Internal Works SSDA (SSD-97688711), noting that SSD-97711727 is limited to construction-phase protection and stabilisation measures only.	Yes
	2. Retain areas of the Proteaceae shrubs for the Eastern Pygmy Possum <i>Cercartetus nanus</i> along or adjacent to riparian areas to improve and maintain habitat connectivity.	No Proteaceae shrubs are proposed to be removed as part of the project.	Yes
	3. Weeds from creeks, streams and riparian areas are removed and replaced with appropriate native planting.	Weed management and replacement planting within retained riparian corridors will be undertaken in accordance with a Vegetation Management Plan to be approved under the Internal Works SSDA (SSD-97688711), and do not form part of the scope of SSD-97711727.	Yes

	4. Locate stormwater infrastructure including pipelines and detention basins wholly on certified-urban capable land consistent with the Plan's biodiversity certification approvals. Stormwater infrastructure is not to be located within land identified as avoided or land managed as a reserve.	Temporary construction-phase sediment basins and drainage measures associated with SSD-97711727 are located within certified land or previously disturbed areas, where practicable, as assessed in the EIS. SSD-97711727 does not include or approve permanent stormwater infrastructure. Permanent stormwater infrastructure, including pipelines and detention basins, will be located in accordance with biodiversity certification requirements and assessed under the separate Internal Works SSDA (SSD-97688711).	Yes
PO2 Protect key aquatic habitat where it occurs.	1. Where aquatic habitat exists, proposed development responds to Policy and Guidelines for Fish Habitat Conservation and Management by the Department of Primary Industries and other relevant guidelines.	Retained waterways will be protected from direct disturbance during bulk earthworks through construction-phase avoidance and mitigation measures assessed in the EIS. Dewatering of artificial waterbodies will be undertaken in accordance with the Dam Dewatering Plan under ecological supervision. SSD-97711727 does not include in-stream works or permanent modification of natural waterways.	Yes
	2. Aquatic fauna habitat is rehabilitated in streams of Strahler Order 2 and higher.	SSD-97711727 does not include rehabilitation or enhancement of aquatic habitat within Strahler Order 2 or higher waterways. Retained waterways will be protected during construction. Any rehabilitation or enhancement of aquatic habitat will be assessed, where relevant, under the separate Internal Works SSDA (SSD-97688711).	Yes
	3. Existing habitat, such as fallen debris, is retained in streams of Strahler Order 2 and higher.	Instream habitat within retained Strahler Order 2 and higher waterways will be protected through avoidance of direct disturbance, with no in-stream works proposed under SSD-97711727. The EIS confirms that higher-order waterways are retained and that construction-phase erosion and sediment control measures are implemented to prevent indirect impacts such as sedimentation or water quality degradation. No removal of instream features, including fallen debris or natural channel elements, is proposed under this SSDA.	Yes
PO3 Development provides increased connectedness to high quality passive open space and the blue-green grid.	1. Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian areas and species movements in accordance with NSW Department of Primary Industries' requirements to maintain fish passage.	No permanent road crossings are proposed as part of this SSDA. Any future crossings will be designed to maintain riparian and aquatic connectivity and assessed under the Internal Works SSDA.	N/A
PO4. Riparian streets shown on the Aerotropolis Precinct Plan are delivered as part of subdivision and civil works and riparian corridors are integrated with the public domain and active transport connections.	1. Riparian streets are to be designed generally in accordance with the indicative cross sections at Figure 2 and Figure 3 and Guidelines for Controlled Activities on Waterfront Land—Riparian Corridors Published by NSW Department of Industry in May 2018.	Riparian streets and public domain works are not included in the scope of this SSDA as it is for bulk earthworks, rehabilitation and quarrying . These aspects will be addressed as part of the Internal Works SSDA.	N/A
	2. The outer 50% of the riparian zone can accommodate pedestrian and cycle paths (or shared paths) street furniture (including lights and seating), landscaped verges and water sensitive urban design elements that are normally part of the street verge.	Not applicable to this SSDA. To be addressed under future development stages.	N/A
	3. On the side of the riparian corridor that is not adjacent to a public road, the outer 50% of the riparian corridor can form part of the front setback of development lots, provided the part of the setback that is within the riparian corridor is used for landscaped area and paths only (with permeable or semi-permeable surfaces).	Not applicable to this SSDA as it is for bulk earthworks, rehabilitation and quarrying. To be addressed in the internal works SSDA .	N/A
	4. Despite any other provision of this DCP, for lots in the Mixed Use zone with development that includes active ground floor uses: a. If fronting a riparian corridor or street, development may have a zero lot setback to the boundary fronting the riparian corridor or street; or	N/A – not located in the Mixed Use zone.	N/A

b. If there is no street between the riparian corridor, the lot may encroach into the outer 50% of the riparian corridor. Buildings and hard surfaces on the lot must be outside the riparian corridor.			
5.	Within the Enterprise zone, development that includes office, retail or other active uses that create an active façade with surveillance to the riparian corridor or street may have a zero lot setback to the boundary fronting the street or riparian corridor. Where there is no street between the riparian corridor and the lot boundary, the lot may encroach into the outer 50% of the riparian corridor providing buildings and hard surfaces are set back at least to the outer boundary of the riparian corridor.	Built form and active uses are not proposed under this SSDA. To be addressed under the Internal Works SSDA.	N/A
6.	Vehicular access to lots that directly adjoin the riparian zone, or where there is a zero lot setback to the street is to be from the side or rear property boundary (i.e. opposite to the boundary fronting the riparian corridor).	Not applicable to site preparation works. To be addressed under future development stages.	N/A
	Maintenance access for the stormwater drainage manager must be accommodated in the design of riparian streets. Further details on access requirements for maintenance is provided in Section 2.3.3 of the DCP. <i>Note 1: All street cross-sections show the minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.</i> <i>Note 2: Further guidance on the width of the riparian element of riparian streets, including the identification of the Strahler order of all riparian streets, is contained in Appendix C.</i>	Permanent maintenance access arrangements are not proposed under this SSDA and will be addressed under the Internal Works SSDA in consultation with the stormwater drainage manager.	N/A

2.3.2 Stormwater Management and Water Sensitive Urban Design

Objectives	Assessment	Consistent	
O1. Manage indirect and ongoing impacts of development on waterways to ensure that Wianamatta–South Creek Catchment water quality and flow objectives in the Aerotropolis Precinct Plan are achieved and maintained.	Construction-phase stormwater impacts will be managed through erosion and sediment control measures designed to meet Wianamatta–South Creek construction targets and EPL discharge requirements. Operational stormwater outcomes will be addressed under the Internal Works SSDA.	Yes	
O2. Ensure development is integrated with water cycle management to meet the Wianamatta–South Creek Catchment stormwater management targets.	Interim, construction-phase water management measures are provided for bulk earthworks. Integration with the regional stormwater system and operational water cycle management will be addressed in future development stages.	Yes	
O3. Utilise stormwater for passive irrigation of street trees to promote healthy trees, optimise canopy cover and contribute to streetscape, urban cooling and amenity.	Passive irrigation of street trees is not proposed under this SSDA and will be addressed as part of the Internal Works SSDA.	N/A	
O4. Ensure overland flows are conveyed in a safe manner to the trunk drainage system.	Overland flow paths and flood behaviour have been assessed through the Flood Impact and Risk Assessment and will be managed to safely convey flows during bulk earthworks.	Yes	
Performance Outcome	Benchmark Solution	Assessment	Consistent

PO1 Development applications must demonstrate compliance with the stormwater quality targets at all times through interim stormwater management measures incorporated within the development, or by connection to the regional stormwater system once operational.	1. Compliance with the water quality targets below are satisfied where development applications demonstrate: a. To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system; and b. The requirements of PO4 in Section 2.3.2 are met	The regional stormwater system is not relied upon for this SSDA. Construction-phase stormwater will be managed through on-site erosion and sediment controls and controlled discharge under EPL 684. This construction-phase approach has been confirmed through consultation with Sydney Water and the Department of Climate Change, Energy, the Environment and Water (CPHR), as documented in the EIS.	N/A																				
	2. Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. Interim stormwater management measures are to be designed to achieve the stormwater quality targets listed in the table below: Note: A proponent may opt to undertake works-in-kind to deliver the regional stormwater system in accordance with the Stormwater Management Authority’s requirements. <table><tr><th>Parameter</th><th>Stormwater Quality Target – Operational Phase</th></tr><tr><td>Option 1: Annual Load Reduction</td><td></td></tr><tr><td>Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)</td><td>90%</td></tr><tr><td>Total Suspended Solids (TSS)</td><td>90%</td></tr><tr><td>Total Phosphorus (TP)</td><td>80%</td></tr><tr><td>Total Nitrogen (TN)</td><td>65%</td></tr><tr><td>Option 2: Allowable Loads</td><td></td></tr><tr><td>Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)</td><td>< 16 kg/ha/y</td></tr><tr><td>Total Suspended Solids (TSS)</td><td>< 80 kg/ha/y</td></tr><tr><td>Text Total Phosphorus (TP)</td><td>< 0.3 kg/ha/y</td></tr></table>	Parameter	Stormwater Quality Target – Operational Phase	Option 1: Annual Load Reduction		Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)	90%	Total Suspended Solids (TSS)	90%	Total Phosphorus (TP)	80%	Total Nitrogen (TN)	65%	Option 2: Allowable Loads		Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)	< 16 kg/ha/y	Total Suspended Solids (TSS)	< 80 kg/ha/y	Text Total Phosphorus (TP)	< 0.3 kg/ha/y	SSD-97711727 is limited to rehabilitation, quarrying and bulk earthworks and does not include operational development. Interim construction-phase stormwater management measures are provided for this SSDA and are assessed in the EIS. Operational stormwater quality targets set out in the Aerotropolis Precinct Plan will be addressed, where relevant, under the separate Internal Works SSDA (SSD-97688711). Interim construction-phase stormwater management measures, including Type D sediment basins and chemical dosing where required, are designed to achieve a minimum of 80 per cent hydrological effectiveness and a discharge quality of ≤50 mg/L Total Suspended Solids (TSS) and pH 6.5–8.5, consistent with the Wianamatta–South Creek construction-phase stormwater management targets, as assessed in the EIS. This approach, which applies construction-phase water quality targets rather than operational MARV targets, has been confirmed through consultation with Sydney Water and CPHR. Operational stormwater quality and flow targets will be addressed, where relevant, under the separate Internal Works SSDA (SSD-97688711).	N/A
	Parameter	Stormwater Quality Target – Operational Phase																					
	Option 1: Annual Load Reduction																						
Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)	90%																						
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Total Suspended Solids (TSS)	< 80 kg/ha/y																						
Text Total Phosphorus (TP)	< 0.3 kg/ha/y																						
3.																							
PO2 Development applications must demonstrate compliance with the stormwater flow targets at all times through interim stormwater management measures incorporated within the development, or by connection to	1. Compliance with the stormwater flow targets below are satisfied where development applications demonstrate: a. To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system, and b. The requirements of PO4 Section 2.3.2 are met.	The regional stormwater system is not relied upon for this SSDA. Stormwater flows during bulk earthworks will be managed to avoid adverse impacts on downstream waterways.	N/A																				

the regional stormwater system once operational.

2. Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. Interim stormwater management measures to be designed to achieve the following stormwater flow targets:

Parameter	Stormwater Flow Target – Operational Phase
Option 1: Mean Annual Runoff	
Mean Annual Runoff Volume (MARV)	≤ 2 ML/ha/year at the point of discharge to the local waterway
90%ile flow	1,000 to 5,000 L/ha/day at the point of discharge to the local waterway
50%ile flow	5 to 100 L/ha/day at the point of discharge to the local waterway
10%ile flow	0 L/ha/day at the point of discharge to the local waterway
Option 2: Flow Duration Curve Approach	
95%ile flow	3,000 to 15,000 L/ha/day at the point of discharge to the local waterway
90%ile flow	1,000 to 5,000 L/ha/day at the point of discharge to the local waterway
75%ile flow	100 to 1,000 L/ha/day at the point of discharge to the local waterway
50%ile flow	5 to 100 L/ha/day at the point of discharge to the local waterway
Cease to flow	Cease to flow to be between 10% to 30% of the time

Stormwater flows during construction will be managed through staged earthworks, sediment basins and controlled discharge arrangements. Operational flow targets will be addressed under the Internal Works SSDA.

N/A

PO3 Development applications must include a Water Management Strategy (WMS)

3. 1. The WMS is to provide details of:
- a. The approach to WSUD (including conceptual design details of the stormwater drainage, WSUD systems and on site detention) and how the approach will be implemented, including detail of ongoing management and maintenance responsibilities. This includes if the system is to be fenced, landscaped and maintained for the entirety of the operation of the system.
 - b. Where required under PO1 and PO2, how the approach to WSUD complies with the water quality and flow objectives and targets consistent with the

A construction-phase water management approach is documented in the EIS, including erosion and sediment control, temporary basins, staged earthworks and controlled discharge under EPL 684. A detailed operational Water Management Strategy will be provided under the Internal Works SSDA.

Yes

Technical guidance for achieving Wianamatta–South Creek stormwater management targets (DPE, 2022).			
PO4 The regional stormwater system includes requirements for on lot as well as streetscape measures to ensure the Targets in PO1 and PO2 are met.	1. Development includes the following stormwater management measures within each lot created by the development: - Minimum pervious areas to meet the requirements of PO8. - Gross pollutant traps (GPTs) designed in accordance the Regional Stormwater Authority technical guidance. - Passively irrigated street trees are provided in accordance with the provisions of clause 2.4.5 of this DCP.	Lot-based WSUD measures and streetscape treatments are not proposed under this SSDA and will be addressed in future development stages.	N/A
PO6 Development must not increase existing urban salinity or result in increased salt loads in waterways, wetlands, drainage line or soils	1. A salinity and or sodicity hazard assessment is required to ensure no impacts to both the waterways and built infrastructure.	The EIS confirms that the site is not identified as having acid sulfate soils and groundwater interactions will be managed to avoid salinity impacts during bulk earthworks	Yes
	2. All WSUD systems must incorporate an impervious liner, unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).	Permanent WSUD systems are not proposed under this SSDA. Any future WSUD infrastructure will be designed to address salinity risks and assessed under the Internal Works SSDA.	N/A
PO7 Drainage is designed to safely convey overland flows	1. Designs shall ensure that flows are safely conveyed to avoid unsafe conditions for pedestrians and vehicles and to meet the requirements of Australian Rainfall & Runoff Guidelines 2019.	Overland flow paths and drainage arrangements have been assessed through flood modelling and will safely convey flows during construction in accordance with ARR 2019 principles.	Yes
	2. Trunk drainage capable of conveying 1% AEP flow shall be designed as naturalised channels connecting to the existing stream system.	Permanent trunk drainage is not proposed under this SSDA and will be addressed as part of future development stages.	N/A
	3. Trunk drainage is to be located through natural creek lines or constructed natural drainage channels to help detain flows and contribute to biodiversity, public amenity and safety.	Not applicable to this SSDA. To be addressed under the Internal Works SSDA.	N/A
	4. Naturalised trunk drainage channels will commence when 15 ha of catchment contribute runoff flows.	Not applicable to this SSDA. To be addressed under the Internal Works SSDA.	N/A
PO8 Lots achieve minimum perviousness to meet stormwater drainage manager requirements and green and cooling objectives	1. Development is to demonstrate that the perviousness rates identified below are achieved. Development in the Mixed Use Zone: - Mixed Use Centre (over 2:1 FSR) – 30% - Mixed Use Centre (up to 2:1 FSR) – 35% Development in the Enterprise and Agribusiness Zone: - Employment – business, commercial, light industrial (three storeys and above) – 30% - Employment – Large format industrial and light industrial (up to two storeys) – 15% <i>Note 1: If there is more than 1 building on a lot, the number of storeys for the purposes of this clause must be determined in accordance with the Business Zone Design Guide dated December 2021 and published on the NSW planning portal (see Figure 4).</i>	Minimum perviousness requirements relate to operational development and are not applicable to site preparation works.	N/A

Note 2: Where an application includes the delivery of streets, streets are to be included in the pervious surface area calculations.

2. The site area pervious requirement is to be calculated in accordance with the following index:
 - Deep soil (one metre or more in depth, connected subsoil) – 100%
 - Shallow soil (less than one metre in depth, not connected to subsoil) – 75%
 - Permeable pavement – 50% Hardstand – 0%

Note: as an example of application of the above ratios:

- i. Site area (comprising development lots and streets) is 1,000 square metres in a large format industrial area (up to 2 storeys)
- ii. 150 square metres of pervious area would be required if it is 100% deep soil
- iii. 300 square metres of pervious area would be required if it is 100% permeable pavement
- iv. areas of deep soil, shallow soil and permeable pavement can be used in combination to achieve the equivalent required pervious area.

2.3.3 Management and access to Regional Stormwater Infrastructure and Waterways

Performance Outcome	Benchmark Solution	Assessment	Consistent
P01 Regional infrastructure Stormwater assets (including land and infrastructure) are managed and maintained by the stormwater drainage manager.	1. Where land for regional infrastructure stormwater assets (including open drainage corridors as a part of riparian streets) are not identified for acquisition on the Land Reservation Acquisition Map in State Environmental Planning Policy (Precincts – Western City) 2021 development is to: a. Provide an allocation of sufficient, suitably located land area to allow for stormwater assets in agreement with the stormwater drainage manager. b. Where stormwater assets are not dedicated to Sydney Water, appropriate legal access rights are required for ongoing management and maintenance. The legal right of access must be undertaken in consultation with the Regional Stormwater Authority, Sydney Water. c. All costs associated with the value of land and easement creation are to be borne by the developer.	SSD-97711727 does not propose or approve regional stormwater infrastructure, open drainage corridors, riparian streets or assets intended to be managed by the stormwater drainage manager. The proposal is limited to rehabilitation, quarrying and bulk earthworks, with construction-phase surface water managed through temporary erosion and sediment control measures. Allocation of land for regional stormwater infrastructure, dedication of assets, provision of legal access rights and associated easements will be addressed, where relevant, under separate approvals, including the Internal Works SSDA (SSD-97688711), as outlined in the EIS.	N/A
P02 Development provides management access to the stormwater drainage manager.	1. The design of development shall ensure where a riparian zone is identified in the Riparian Plan or Drainage Scheme Plan the landowner is to provide a legal right of access for the stormwater drainage manager to undertake required revegetation, management, and maintenance works.	SSD-97711727 does not propose permanent stormwater infrastructure, riparian streets or assets requiring ongoing management by the stormwater drainage manager. Accordingly, provision of legal access for long-term revegetation, management or maintenance is not required under this SSDA. These matters will be addressed, where relevant, under separate approvals for permanent development.	N/A
	2. The maximum area of land to be designated for access for this purpose is the vegetated riparian zone or the 1% AEP, whichever the greater, for all waterways. All costs associated with the value of land and easement creation are to be borne by the developer.	As SSD-97711727 does not establish permanent stormwater or riparian infrastructure, designation of land for stormwater access, easements or ongoing maintenance is not applicable to the scope of this SSDA.	N/A

Note: The stormwater drainage manager will only be responsible for undertaking defined waterway, stormwater, and riparian zone management activities on this land.

2.4 Vegetation and Biodiversity

2.4.1 Deep Soil and Tree Canopy

Objectives	Assessment	Consistent
O1. Provision of de-compacted deep soil zones to provide sufficient space for sustainable tree growth to increase the canopy cover across the Aerotropolis.	Any landscaping works associated with deep soil provision, tree canopy targets and urban cooling outcomes will be sought as part of the separate, Internal Works SSDA (SSD-97688711).	N/A

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1. Consolidate areas of deep soil and tree canopy and provide minimum dimensions which allow for sufficient tree planting.	1. Tree canopy and deep soil is provided in accordance with Table 2. Applicants must also have regard for the site coverage and relevant pervious surface targets outlined in this DCP.	Not applicable. SSD-97711727 is limited to rehabilitation, quarrying and bulk earthworks and does not include buildings, open space, landscaping or tree planting. Deep soil provision, tree canopy targets and landscaping requirements will be addressed, where relevant, under the separate Internal Works SSDA (SSD-97688711).	N/A
	2. Deep soil areas are to be a minimum 3m by 3m in dimension.		
	3. Consolidate deep soil areas by establishing them right up to abutting boundary walls and fence lines.		
	4. Consolidate deep soil in setback areas and locate with adjoining deep soil areas in adjoining properties.		
	5. Other than Urban Parks available under the Aerotropolis Precinct Plan, a minimum tree canopy of 45% for open space is to be achieved. Where open spaces include sports courts or fields, the 45% tree canopy shall be provided outside the spaces identified for the court or field area.		
	6. Deep soil planting areas are to be de-compacted before planting with no services to be installed within these zones.		

Table 2 Tree Canopy, Deep Soil and Tree Planting Requirements

Recommended Guidance	Minimum tree Canopy Target (% of site area)	Minimum deep soil (% of site area)	Minimum Tree Planting Rates*
Attached dwellings – separate lots (or appearance of), separate driveway/parking, all dwellings face a public road.			
Less than 150m ²	15%	15%	At least one small tree is to be planted in the deep soil area.
150m ² – 300 m ²	20%	20%	For every 200m ² of site area, or part thereof at least one small tree is to be planted in the deep soil area.

Greater than 300m ²	25%	25%	For every 225m ² of site area, or part thereof at least one medium tree is to be planted in the deep soil area.
Multi dwelling housing – strata/community lots, ground floor access, shared driveway parking, not all dwellings face public road.			
Less than 1,000m ²	20%	20%	For every 300m ² of site area, or part thereof at least one medium tree is to be planted in the deep soil area.
1,000m ² – 3,000 m ²	25%	25%	For every 200m ² of site area, or part thereof at least one medium tree is to be planted in the deep soil area.
Greater than 3,000m ²	30%	30%	For every 350m ² of site area, or part thereof at least two medium trees or one large tree is to be planted in the deep soil area.
Apartments – (refer to requirements in the Apartment Design Guide)			
Commercial			
All lots	35%	25%	For every 300m ² of site area, at least two medium trees or one large tree is to be planted in the deep soil area.
Large format industrial and light industrial			
All lots	25%	15%	For every 400m ² of site area or part thereof, at least two medium trees or one large tree is to be planted in the deep soil area.

2.4.2 Protection of Biodiversity

Objectives	Assessment	Consistent
O1. Ensure consistency with the requirements of the relevant biodiversity certification for the subject land where applicable.	The majority of the Site is located within land that is biodiversity-certified under the Sydney Region Growth Centres Strategic Assessment. In accordance with the Biodiversity Conservation Act 2016 and the Growth Centres Biodiversity Certification Order, biodiversity impacts within certified land are excluded from further assessment and offsetting. Biodiversity impacts associated with the non-certified portion of the Site (approximately 6.97 ha) have been assessed through the Biodiversity Development Assessment Report (BDAR) prepared for SSD-97711727, consistent with the EIS.	Yes
O2. Ensure construction and operational works avoid and minimise impacts to native vegetation and ecological communities.	The proposed bulk earthworks, rehabilitation and quarrying works have been designed to avoid and minimise impacts to native vegetation where practicable, including by confining works largely to previously disturbed and biodiversity-certified land. Impacts to native vegetation are limited to the non-certified portion of the Site, which has been assessed through the BDAR. Construction-phase mitigation measures, including vegetation demarcation, pre-clearance surveys and ecological supervision, will be implemented under SSD-97711727. Long-term rehabilitation and enhancement measures will be addressed under the separate Internal Works SSDA (SSD-97688711), consistent with the EIS.	Yes

O3. Retain and protect native vegetation areas, particularly those with Aboriginal cultural value, and provide for areas with a size and configuration that will allow for the survival and improvement of the native vegetation communities.		Native vegetation within higher-order riparian corridors and ENZ-zoned land will be retained and protected from direct disturbance during bulk earthworks, with construction-phase protection measures implemented under SSD-97711727. Aboriginal cultural values associated with waterways and riparian landscapes have been identified through the ACHAR and informed the avoidance of impacts where practicable. The long-term survival, enhancement and configuration of retained vegetation communities will be delivered through a Vegetation Management Plan to be prepared and approved under the Internal Works SSDA (SSD-97688711).	Yes
O4. Implement the Sydney Region Growth Centres Biodiversity Certification Order where applicable		The majority of the Site is located within land that is biodiversity-certified under the Sydney Region Growth Centres Strategic Assessment. In accordance with the Biodiversity Conservation Act 2016 and the terms of the Biodiversity Certification Order, biodiversity impacts within certified land are excluded from further assessment and offsetting. Biodiversity impacts associated with the non-certified portion of the Site (approximately 6.97 ha) have been assessed through the Biodiversity Development Assessment Report prepared for SSD-97711727, consistent with the EIS.	Yes
O5. Implement the Cumberland Plain Conservation Plan (CPCP) where applicable.		The Site is not located within land subject to the Cumberland Plain Conservation Plan. Accordingly, CPCP-specific requirements do not apply to SSD-97711727, as confirmed in the EIS.	N/A
O6. Manage fire risk by regimes that protect biodiversity and habitats in the long term.		The proposal is limited to rehabilitation, quarrying and bulk earthworks and does not introduce buildings, habitable uses or ongoing occupation. Long-term fire management regimes relevant to future development and occupation will be addressed under the Internal Works SSDA (SSD-97688711), consistent with the EIS.	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO2 Populations of threatened species are retained, and the condition of suitable habitat improves within areas of the Cumberland subregion most likely to support long-term viability.	1. Mitigation to be undertaken in accordance with the following best practice guidelines for threatened ecological communities (TEC): a. Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW Department of Environment and Climate Change, 2008) within and adjacent to the TEC; and b. Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW Department of Environment and Climate Change, 2005).	Historic land use and quarrying activities have resulted in extensive modification of the study area, with biodiversity values largely confined to non-certified land assessed under the Biodiversity Development Assessment Report (Appendix J). Biodiversity impacts have been assessed in accordance with the Biodiversity Assessment Method, with avoidance and minimisation prioritised where feasible and residual impacts addressed through the retirement of the required ecosystem credits. Long-term rehabilitation, revegetation and enhancement outcomes will be delivered under future approvals and do not form part of SSD-97711727.	Yes
	2. Fencing is to be constructed where required to protect threatened species habitat. Site design allows access to fencing for ongoing maintenance.	Due to the nature of the development, almost all native vegetation within the non-certified portion of the Site (approximately 6.97 ha) will be removed as part of SSD-97711727. Higher-order riparian vegetation and ENZ-zoned land will be retained and protected during construction, with long-term enhancement and rehabilitation to be delivered through a Vegetation Management Plan to be approved under the Internal Works SSDA (SSD-97688711). Temporary construction-phase fencing and exclusion measures will be implemented under SSD-97711727 to protect retained vegetation.	Yes
	3. Temporary protective fencing to be erected around areas identified for conservation on or immediately adjoining the site prior to construction commencing.	Temporary fencing and other construction-phase protection measures will be implemented under SSD-97711727 to protect retained vegetation during bulk earthworks.	
	4. Allow public access to temporary fencing to ensure ongoing maintenance throughout construction.	Temporary fencing will be installed around all areas of native vegetation that is to be retained in the study area, and access will be prohibited to non-essential personnel during the longevity of the VMP.	
	5. Protect integrity of temporary fencing during construction.		

	6. Implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).	The Cumberland Plain Land Snail has not been recorded within the subject land or study area. SSD-97711727 does not include or approve road infrastructure works.	N/A
	7. Locate Asset Protection Zones (APZs) for bushfire protection wholly within certified land. The appropriate APZ distance is determined by Planning for Bush Fire Protection 2019 and Rural Fire Service Standards for Asset Protection based on vegetation type, slope and development type.	The proposal does not include any buildings, habitable uses or operational development and therefore does not require the establishment of Asset Protection Zones at this stage, with APZ location and dimensions to be determined in accordance with Planning for Bush Fire Protection 2019 as part of the subsequent Internal Works SSDA when built form is proposed.	N/A
	8. Contain domestic cats and dogs within certified-urban capable land, consistent with relevant council guidelines as permitted and appropriate.	SSD-97711727 does not include residential, commercial or operational land uses and does not introduce domestic animals. This control is therefore not applicable to the scope of the proposed rehabilitation, quarrying and bulk earthworks.	N/A
	9. Provide for the reuse of native plants (including but not limited to seed collection) and	Where possible, hollows will be salvaged for re-use within the study area. Furthermore, seed is proposed to be collected and propagated for rehabilitation within retained parts of the study area.	Yes
	10. topsoil from development sites that contain known or potential native seed bank.	Topsoil stripping and handling associated with SSD-97711727 will be undertaken as part of bulk earthworks in accordance with the Earthworks Specification and construction-phase erosion and sediment control requirements. The EIS does not identify or rely upon the preservation or reuse of a native seed bank under this SSDA.	N/A
PO3 Development facilitates the connected movement of native animals through the landscape.	1. Avoid impacts to habitat features which provide essential habitat for native fauna including ground cover and shrub layers, emerging trees, mature trees, dead trees capable of providing habitat, natural drainage lines and rock outcrops and avoid impacts to soil within the Tree Protection Zone (TPZ) of the retained trees and the subject and neighbouring sites.	The safe movement of key fauna across the study area has been accounted for through rigorous research, simulation, and site design. Input from site custodians cross-referenced with research into the movement behaviour and preferences of local fauna helped define key species groups for consideration. These groups included slow moving amphibian species, small ground- foraging mammals, larger macropods, and foraging microbats.	N/A
	2. Movement of fauna is facilitated within and through wildlife corridors by: a. Ensuring that development, services and landscaping associated activities do not create barriers to the movement of fauna along and within wildlife corridors. b. Protect fauna from potential construction hazards during pre-construction and construction. c. Prepare a pre-clearance native fauna survey immediately prior to clearing of native vegetation to ensure that arboreal mammals, roosting and hollow-using birds, bats and reptiles are stopped from accessing any vegetation to be cleared and are translocated prior to clearing. Translocation may require a licence from NSW Environment, Energy and Science under the Translocation Operational Policy. d. Adopt and implement open structure design for roads adjacent to known populations of the Cumberland Plain Land Snail in accordance with actions under the NSW Government's Saving Our Species program.	This SSDA does not seek approval for permanent fauna corridors or fauna underpasses, noting that these elements form part of the future internal road and infrastructure works to be assessed under SSD-97688711. Construction-phase fauna protection measures, including pre-clearance surveys and ecological supervision, are addressed through the BDAR and associated mitigation measures.	
PO4 Within land subject to the Cumberland Plain Conservation Plan only, development adjoining conservation areas provides	1. The following threatened species require setbacks: Grey-headed flying fox: i. Grey-headed flying fox camp requires 100m setback to any buildings and development;	Not applicable – subject land is not subject to the Cumberland Plain Conservation Plan.	N/A

ecological setbacks to threatened species.	ii. The setback area should be maintained free of flying fox roosting habitat; \ iii. A flying fox management plan should be provided to demonstrate management and mitigation measures. Raptors: i. Raptor nests require a 500m circular setback from where nests are in extensive undisturbed bushland; and ii. Where nests are located closer to existing developments, a minimum circular setback distance of 250m should be maintained along with an undisturbed corridor at least 100m wide extending from the nest to the nearest foraging grounds.	
PO5 Noise and light adjacent, and near, conservation areas does not result in any disturbance to wildlife.	1. High intensity lighting including industrial or commercial lighting, sports field lighting, lighting within carparking areas and associated with any industrial or commercial-scale retail development shall be designed to avoid light spill into adjoining parks and biodiversity areas (AS 4282 Control of the Obtrusive Effects of Outdoor Lighting, or updates to that standard, are to be considered as a minimum).	The proposal seeks consent for site preparation works only. The project does not include any conservation areas, however the ENZ-zoned land will be rehabilitated and enhanced through a Vegetation Management Plan to be prepared and approved under the Internal Works SSDA (SSD-97688711). Construction-phase noise and lighting impacts associated with SSD-97711727 are addressed through the relevant construction management plans.
	2. Install warm coloured LED street lighting where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies to deter insects.	
	3. Manage light spill and noise producing activities where wildlife impacts are likely to arise from the proposed development and where development is adjacent to avoided land. Measures shall include appropriate noise treatment barriers along major roads and other light and noise attenuation mitigation measures.	SSD-97711727 is limited to rehabilitation, quarrying and bulk earthworks and does not include permanent lighting, road infrastructure or operational land uses. Construction-phase noise and lighting are addressed through the Noise and Vibration Impact Assessment and Construction Noise and Vibration Management Plan referenced in the EIS. No noise treatment barriers or permanent attenuation measures are proposed or approved under this SSDA.
	4. Ensure that any residual noise impacts on wildlife arising from development are appropriately mitigated.	The EIS does not identify residual noise impacts on wildlife requiring specific mitigation under SSD-97711727. Construction-phase noise impacts are assessed with respect to human receivers and managed through standard construction-phase controls.
PO6 Bushfire risk is minimised.	1. Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones.	The proposal is limited to rehabilitation, quarrying and bulk earthworks only and does not involve any buildings, habitable uses or ongoing occupation. As confirmed by the Bushfire Advice prepared by Blackash Bushfire Consulting (Appendix O), the works do not introduce or modify bushfire hazards, do not alter public access or evacuation arrangements, and do not require changes to existing fire management regimes. Existing vegetation within riparian corridors and retained areas will continue to be managed in accordance with relevant environmental management plans, including vegetation management, erosion and sediment control measures implemented during construction. Detailed fire management regimes and hazard reduction measures relevant to future development and occupation will be addressed as part of the subsequent Internal Works SSDA, when built form and land use are proposed.
PO7 Retain and protect koala populations and their habitats through mitigating indirect and ongoing impacts from development.	1. For all certified-urban capable land adjacent to koala habitat, the following controls apply: a. Design subdivision layout, including perimeter roads and asset protection zones to reduce impacts to, and protect areas of, adjacent koala habitat.	No Koala populations, or evidence of historical Koala populations, have been recorded in the subject land or study area, however there are Koala Feed Trees (KFTs) and Koala Use Trees present. The trees to be removed as part of the project are either totally isolated (the single tree in the north and single tree in the south), or on the edge of a degraded patch, and so even if

- b. Signpost areas adjoining koala habitat to identify koalas in the area and associated penalties for non-compliance.
 - c. Exclude planting tree species in open space, recreation areas and urban streets that are koala feed tree species set out below by Schedule 2 – Central and Southern Tablelands and Central Coast Koala Use Tree Species of the State Environmental Planning Policy (Koala Habitat Protection) 2021.
 - d. An ecologist shall be present through the duration of any pre-clearance koala surveys and vegetation clearing works to maintain oversight and responsibility of the activities and koala translocation.
2. Where a koala exclusion fence is not installed between koala habitat and certified-urban capable land, the following development controls apply:
- a. Prepare a pre-clearance koala survey immediately prior to the removal of native vegetation to ensure minimal disturbance to koala habitat. Implement a translocation plan if koalas are found. Translocation may require a licence from NSW Environment, Energy and Science (EES) under the [Translocation Operational Policy](#).
 - b. Implement a tree-felling protocol to avoid impacts to koalas in trees to be cleared.
 - c. Enforce vehicle wash-down points for machinery, equipment and tyres prior to entering and leaving the construction site to control the spread of vegetation pathogens known to affect koala feed trees.

Pre-construction Temporary Fencing

- a. Erect temporary protective fencing designed for koala protection to protect adjacent koala habitat on or immediately adjoining the site prior to construction to ensure koala protection.

Vehicle Strike

- g. Implement traffic calming measures for all development
 - h. Implement 40km/hr speed limit restrictions on local roads adjacent to koala habitat.
 - ii. Install koala information signposts on perimeter roads and roads adjacent to wildlife habitat areas in accordance with Austroads, Roads and Maritime Services (RMS) technical guidelines, Council Guidelines and relevant Australian Standards.
 - iii. Install traffic calming devices such as speed humps and audible surfacing along perimeter roads adjacent to koala habitat.
2. Install koala-friendly road design structures, such as underpasses, fauna bridges and overpasses as required. Reference to the RMS Biodiversity Guidelines is to be made.

Koalas were present, they would be unlikely to utilise these trees, especially as there are much higher quality areas available immediately to the east.

The project proposes to apply a VMP to the ENZ-zoned areas within the study area, that will enhance and rehabilitate the native vegetation that currently exists. This includes the planting of canopy trees, a number of which are KFTs, and so the vegetation to be removed will be replaced locally, resulting in no long-term net loss of potential Koala habitat.

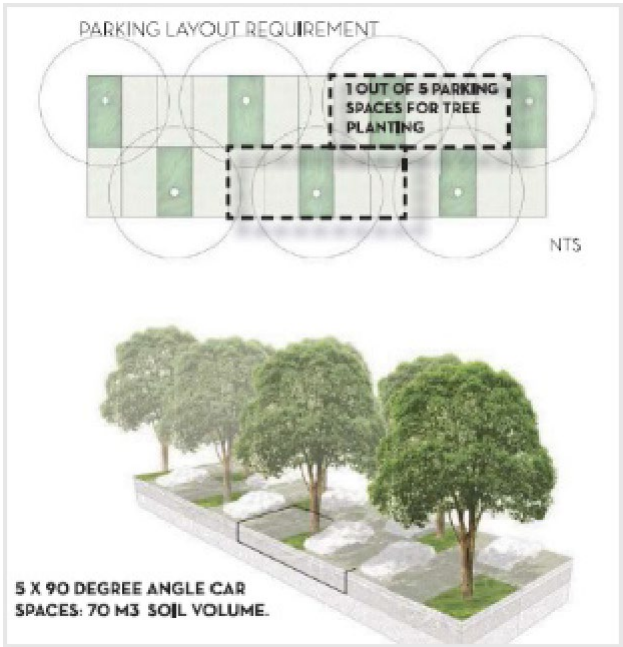
2.4.3 Protection of Trees and Vegetation			
Objectives		Assessment	Consistent
O1. Conserve and manage existing vegetation and contribute to the increase of habitat and tree canopy cover within the Aerotropolis.		Due to the nature of the development, all native vegetation within the non-biodiversity-certified portion of the Site (approximately 6.97 ha) will be removed. Higher-order riparian vegetation and Environment and Recreation (ENZ)-zoned land will be retained and protected from direct disturbance during bulk earthworks. Long-term enhancement, rehabilitation and management of retained vegetation will be delivered through a Vegetation Management Plan to be prepared and approved under the separate Internal Works SSDA (SSD-97688711), noting that SSD-97711727 is limited to construction-phase mitigation, protection and offsetting measures only. Construction-phase biodiversity measures under SSD-97711727 include pre-clearance surveys, delineation of retained vegetation and salvage of suitable habitat features where practicable. Detailed revegetation, canopy enhancement and planting design do not form part of this SSDA.	Yes
O2. Retain and preserve significant trees and other vegetation to contribute to the Western City Parkland vision, vegetated ridgelines, and urban cooling and to mitigate effects of climate change.		The subject land has been located to largely avoid impacts to canopy trees, with only 0.7 ha of wooded vegetation to be removed as part of the project. Works within Tree Protection Zones (TPZs) will be undertaken in the presence of the project arborist and in accordance with <i>Recovering Bushland on the Cumberland Plain: Best Practice Guidelines</i> .	Yes
O3. Protect and enhance native vegetation communities, threatened ecological communities, significant tree habitat and canopy, while appropriately mitigating risks from natural hazards.		Retained native vegetation will be enhanced and rehabilitated under the Vegetation Management Plan to be prepared and approved under the separate Internal Works SSDA (SSD-97688711). SSD-97711727 is limited to construction-phase protection and mitigation measures only. Detailed rewilding strategies, planting optimisation tools and landscape modelling do not form part of this SSDA.	Yes
O4. Mitigate impacts of development and associated works on threatened ecological communities to improve and enhance ecological condition over the long term.		Construction-phase mitigation under SSD-97711727 includes the salvage of suitable habitat features where practicable. Rehabilitation of retained areas, including the use of salvaged hollows and collected seed, will be delivered through a Vegetation Management Plan under the separate Internal Works SSDA (SSD-97688711).	Yes
O5. Prioritise development on land clear of vegetation and avoid locating development on steep and densely vegetated land.		The development footprint has been located to largely avoid canopy trees, with unavoidable vegetation removal due to zoning and precinct plan requirements. Retained vegetation will be rehabilitated under the VMP, consistent with prioritising development on less vegetated land.	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Existing trees and vegetation are retained, protected, enhanced, and incorporated into the development, wherever possible.	1. Development is designed to minimise impacts on trees, except for invasive species and/or noxious weeds.	Due to the nature of the development, all native vegetation within the non-biodiversity-certified portion of the Site (approximately 6.97 ha) will be removed as part of SSD-97711727, as assessed in the Biodiversity Development Assessment Report. Native vegetation within retained riparian corridors and ENZ-zoned land will be protected from direct disturbance during construction through delineation, exclusion zones and construction-phase mitigation measures implemented under this SSDA. SSD-97711727 does not include or approve long-term vegetation enhancement, rehabilitation or revegetation works, and no Vegetation Management Plan is prepared or implemented under this application. Long-term rehabilitation and enhancement of	Yes
	2. Development is designed to minimise removal of trees (includes vehicular access, utility installations and ancillary development). <i>Note: Applications involving the removal of trees must refer to the Liverpool Council Tree Management Policy or the Penrith Council Guidance for Tree Removal and pruning available on the respective Council's website.</i>		

		retained vegetation will be addressed, where relevant, under the separate Internal Works SSDA (SSD-97688711).	
PO2 Minimise threats to the long-term survival of existing trees through tree preservation zones and pruning techniques.	- Works and construction activities are excluded within the Tree Protection Zone (TPZ) of trees unless a qualified arborist has assessed the tree and provided guidelines as to how the work can be carried out with minimal risk to the long-term survival of the tree and this has been included in an approved Tree Protection Plan (Drawing and Specification) - Any pruning or tree removal works that may impact threatened ecological communities are to adhere to the following best practice guidelines: <i>Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest</i> (Department of Environment and Climate Change NSW, 2008) within and adjacent to the threatened ecological community; and <i>Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland</i> (Department of Environment and Climate Change NSW, 2005). - Development is designed to avoid impacts on trees, except for priority weeds in accordance with the Council's weed policy. - Existing trees have appropriate soil volumes and setbacks from buildings, footpath, road/kerb and gutter and services to provide sufficient space for root and canopy development to ensure the tree reaches its identified mature height and spread.	All works on canopy trees or within the tree protection zones (TPZs) will be in the presence of the project arborist, and will follow the guidelines described in <i>Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland</i> (Department of Environment and Climate Change NSW, 2005). The subject land has been located to largely avoid impacts to canopy trees, with only 0.7 ha of wooded vegetation to be removed as part of the project. These impacts are unavoidable, due to the requirements of the ENT-zoning and the Western Sydney Precinct Plan, however, where possible, hollows will be salvaged and seed collected for use during rehabilitation of the study area.	Yes
		The proposal is for site preparation works only.	N/A
PO3 Where hollow-bearing tree cannot be retained and are removed, they shall be replaced with nesting boxes, as close as possible to where the removed tree was located.	- The removal of the hollow bearing trees shall be offset by the installation of nesting boxes. The size of the nest box is to reflect the size and dimensions of the hollow removed. Alternatively, the tree hollow could be appropriately mounted on one of the retained trees in a manner where it will not pose a risk to life or property. - All nesting boxes and hollows shall be mounted at least 5m above the ground. - Requirement for 60% of nest boxes (replacement habitat) to be in place prior to clearing of hollow-bearing trees.	A Vegetation Management Plan containing a Hollow Offset Replacement Strategy and Nest Box Management Plan will be prepared and approved under the Internal Works SSDA (SSD-97688711). For SSD-97711727, hollow-bearing trees will be managed through pre-clearance surveys, salvage protocols and interim mitigation measures in accordance with the BDAR and SSD conditions of consent.	Yes
2.4.4 On Lot and Streetscape Landscaping and Preferred Plant Species			
Objectives		Assessment	Consistent
O1. Enhance the streetscape and promote a scale and density of planting that softens the visual impact of buildings.		Not relevant, the proposal is for site preparation works only and does not include open space or landscaping works as relevant to this DCP section. Any landscaping works relate to the establishment of the VMP and mitigation to biodiversity values, to which this section of the DCP does not relate Landscaping works, as it relates to the provision of on lot and streetscape landscaping, will be sought and assessed as part of the separate, Internal Works SSDA.	N/A
O2. Provide a mix of canopy trees, shrubs, and groundcover to manage effects of urban heat and support environmentally sensitive design.			
O3. Landscaping and green (vegetation) assets are effectively managed, maintained and consistent with airport safeguarding requirements.			

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Plant species are provided in accordance with the preferred species identified for the Aerotropolis.	1. Landscaping in development is to incorporate a diverse range plant species, as per the Aerotropolis DCP preferred Species List provided at Appendix B of this DCP. Prioritise use of Cumberland species, followed by other species that are suitable for the purpose and the microclimatic conditions of the site.	Not relevant, the proposal is for site preparation works only and does not include open space or landscaping works. Any landscaping works relate to the establishment of the VMP and mitigation to biodiversity values, to which this section of the DCP does not relate. Landscaping works will be sought as part of the separate, Internal Works SSDA.	N/A
PO2 Landscape design reflects the cultural landscape and is integrated with the design intent of the architecture and built form.	1. Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines. 2. Size and scale of landscaping is responsive to the bulk and scale of the development.		
PO3 Landscaping complements the views to and from the public domain, as well as to and from public and private open spaces within the site.	1. Use appropriate species to screen side (where sufficient width permits) and rear boundaries and enhance visually obtrusive land uses or building elements (e.g. waste enclosures).		
PO4 Trees are planted in locations and distances apart to support their ongoing growth without causing conflict, including with the Obstacle Limitation Surface and utility services.	1. Trees are planted in unobstructed spaces where they have a minimum of 3 x mature trunk diameter space to grow and to limit upheaval of pavements and infrastructure. 2. Trees are not to penetrate operational airspace and tree heights should encourage wildlife movements below the OLS, where practical. 3. Demonstrate that species have been selected to ensure that at maturity, heights and root systems will achieve adequate clearance from streetlights and underground services such as stormwater pits. 4. If required, trees can be planted in underground engineered tree pits to provide sufficient underground space to sustain the tree to maturity and beyond. 5. Trees are planted and spaced to ensure the locations and spacings permit the trees to establish and reach maturity with their canopy and trunk being unimpeded.		
PO5 Landscaping design promotes safety and surveillance.	1. Within high use areas (e.g., car parking areas, children's play areas and walkways), trees at maturity have clean trunks to a height of 1.8m around facilities. 2. Medium height shrubs (0.6m – 1.8m) are avoided along paths and close to windows and doors to maintain sight lines and allow for passive surveillance 3. Landscaping in the vicinity of a driveway entrance does not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.		

PO6 Landscaping is integrated with vehicular access and car parking areas on development lots to soften their visual impact, provide protection from glare, and reduce heat island effect.

- 1. Provide 1 medium tree for every 5 at grade car spaces, and maximise shading (as listed and shown in the image below) by:
 - a. Orienting the tree parallel to the parking space;
 - b. Staggering the configuration rather than linear;
 - c. Selecting a tree with a Leaf Area Index of >4; and
 - d. Using structurally engineered pits or vaults and WSUD design principles to provide appropriate space for tree root development.



- 2. Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road.
- 3. Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.5m is provided above the basement, measured from the top of the slab, and including the required drainage. This will not be calculated as part of the deep soil zone nor included as part of the urban typology (site coverage) for the site

2.4.5 Street Tree Planting Requirements

Objectives	Assessment	Consistent
O1. Utilise stormwater for passive irrigation of street trees to promote healthy trees, optimise canopy cover and contribute to streetscape and amenity.	Not relevant, the proposal is for site preparation works only and does not include open space or landscaping works. Landscaping works will be sought as part of the separate, Internal Works SSDA.	N/A
O2. Facilitate canopy street tree planting that reaches a mature height that is commensurate with the width of the street and the height of development fronting that street, to enhance the amenity and identity of the street		
O3. In preparation for planting the site is to be de-compacted to ensure that a growing environment capable of supporting the sustainable growth of a tree is provided		

2. Provide kerb extension trees as indicated below:



Street tree planting in kerb extension, Nagurra Place, Rozelle.
credit: ASPECT Studios

3. Provide carriageway trees as indicated below:



Street trees in the carriageway on Pennyroyal Boulevard, Denham Court.
credit: ASPECT Studios

Source: *Western Sydney Street Design Guidelines*

3. Provide median street trees as indicated below:



Retrofitting median street trees in Primrose Avenue, Rosebery.
credit: ASPECT Studios

Source: *Western Sydney Street Design Guidelines*

	4. Retain and supplement trees along all proposed streets so that they provide green linkages across Aerotropolis.
PO3 Streets trees mitigate urban heat.	1. Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day.
	2. Provide 80% of east-west oriented streets with shade for active transit users during the hottest times of the day.
	3. Provide for deep soil planting within the streetscape, to enable trees to reach mature heights and contribute to canopy cover.
	4. Provide landscaping within at grade car parking areas.

2.5 Flooding and Environmental Resilience Management		
2.5.1 Flood Management		
Objectives	Assessment	Consistent
O1. Ensure development in the floodplain is consistent with the NSW Flood Prone Land Policy and the principles of the NSW Floodplain Development Manual.	The proposal is supported by a Flood Impact and Risk Assessment (FIRA) (Appendix P) which details the guidelines reviewed and that modelling and assessment undertaken in line with NSW Flood Risk Management Manual (2023) and policy principles.	Yes
O2. Embed Aboriginal cultural knowledge and caring for Country practices to minimise the impact of development on flood behaviour and function of the floodplain and avoid adverse impacts to the existing flora, fauna and community.	Aboriginal cultural values associated with waterways and floodplain landscapes have been considered through the ACHAR and Recognise Country Response Template. The proposed landform and flood management approach retains and protects major creek corridors, avoids unnecessary modification of floodplain function, and aligns with Country-led principles by maintaining natural drainage patterns where practicable, consistent with the EIS.	Yes
O3. Minimise the flood risk to life and property, including to uses downstream, associated with the use of land considering the full range of flooding.	The proposal is supported by a FIRA which provides hydraulic modelling for full range of events (4EY to PMF) with climate change considerations; afflux mapping; no concludes the proposal will not result in adverse offsite impacts.	Yes
O4. Enable key community services and infrastructure that respond to flood threats to function during flooding.	Not relevant, the proposal is for site preparation works only, matters relating to community/infrastructure responses to flood threats will be addressed as part of the separate, Internal Works SSDA.	N/A
O5. Allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change.	The proposal is supported by a FIRA which provides hydraulic modelling for full range of events (4EY to PMF) with climate change considerations; afflux mapping; no concludes the proposal will not result in adverse offsite impacts. The consideration of the development of the land for future uses and their compatibility with the flood behaviour of the land will be addressed as part of the separate, Internal Works SSDA.	Yes
O6. Consider areas within the floodplain for amenity and recreation use where compatible with flood function and flood risk.		
O7. Development is not intensified in a floodway or flood storage area.		
O8. Avoid adverse or cumulative impacts on flood behaviour and the environment.		
O9. Enable the safe occupation and efficient evacuation of people in the event of a flood.		

Performance Outcome	1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) <i>Unsuitable for urban land uses</i>	Assessment	Consistent
PO1 Conveyance and storage of floodwaters through the floodplain is managed. The siting and layout of development considers flood constraints, including risks to personal safety during the full range of floods. The site layout and built form of the development is compatible with flood constraints and potential risk.	- Except for concessional development, development is not permissible in this area – refer to clause 4.24 of the Parkland City SEPP. - For concessional development, the applicant is to demonstrate that the structure can be undertaken in accordance with a Flood Impact and Risk Assessment (FIRA). - The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: - Flooding on the development; - The development on flooding; - Flooding and the development on property and the existing and future community; and - Climate change consistent with the objectives of this DCP. - The FIRA has considered the impacts on flooding due to encroachment of structures and the associated collection of debris and potential for blockage. - The FIRA assesses flood constraints for both pre and post development cases to ensure there are no significant detrimental impacts on flood behaviour or the community within and outside the development site.	The proposal is for site preparation works only. The proposal does not seek consent for specific urban land uses, or critical and sensitive land uses. Any such uses will be proposed as part of a separate, Internal Works SSDA. As such, the specific performance outcomes and benchmark solutions for different areas of flood affectation and for the relevant to development structures and land uses, are generally not applicable at this stage and will be addressed as part of the separate, Internal Works SSDA. Notwithstanding, as it relates to the proposed site preparation works, a FIRA has been prepared (Appendix P) which has: - Been prepared by a suitably qualified engineer [the FIRA has been prepared by Colliers Engineering & Design (NSW)] - Assesses the impacts of flooding on the works and the works on flooding, including hydrologic and hydraulic modelling for pre/post-development outcomes as well as afflux mapping. - Models climate change scenario. - Concludes that subject to detailed 1% AEP flood modelling for the Site demonstrates that there are no material adverse offsite impacts due to the development of the site. Changes in flood behaviour within the site are due to the changed terrain which was designed to contain flooding within designated overland flow paths. The flood impacts have been managed through appropriate interventions such as infrastructure upgrades and detention systems.	Yes
PO2 Development has minimal impact on flood behaviour.	- In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges). - The FIRA demonstrates that the structure will not increase flood affectation to existing and proposed development within and outside the development site. - The FIRA considers the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control. - The FIRA demonstrates that the peak flow at the downstream hydraulic control is maintained with development and that the shape of the flood hydrograph is generally maintained for events up to and including the 1% AEP flood event.		
PO3 Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.	- In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges). - In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges).		

	All structures are of flood-compatible building components below or at the flood planning level.		
	An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris and buoyancy up to and including the flood planning level (based on the 1% AEP flood plus 500mm freeboard).		
PO4 All fill ensures the long-term stability of the development site and is not affected by erosion.	The FIRA demonstrates that any fill as a result of the development will not be impacted by erosion and will have long term stability.		
PO5 The safety of users of developed areas located on the floodplain for the full range of flooding is ensured.	- Applicant demonstrates that evacuation of the proposed development can be undertaken in accordance with the Local Flood Plan or SES flood emergency management strategy for the area. - The FIRA demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.		
PO6 Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	No external storage of materials which may cause pollution or be potentially hazardous during any flood.		
PO7 Fencing is designed and constructed so that it does not impede and/or direct the flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land.	- Use open type fencing. - Fencing is not permissible unless it can be shown, through a FIRA, not to impact on flood conveyance or behaviour.		
PO8 Earthworks including cut and fill do not impact flood storage areas.	The FIRA demonstrates earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.		
Performance Outcome	Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses	Assessment	Consistent
PO1 Conveyance and storage of floodwaters through the floodplain is managed. The siting and layout of development considers flood constraints, including risks to personal safety during the full range of floods. The site layout and built form of the development is compatible with flood constraints and potential risk.	- Applicant to demonstrate that development as a consequence of a subdivision or development proposal, can be undertaken in accordance with a FIRA. - The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: - Flooding on the development; - The development on flooding; - Flooding and the development on property and the existing and future community; and	The proposal is for site preparation works only. The proposal does not seek consent for specific urban land uses, or critical and sensitive land uses. Any such uses will be proposed as part of a separate, Internal Works SSDA. As such, the specific performance outcomes and benchmark solutions for different areas of flood affectation and for the relevant to development structures and land uses, are generally not applicable at this stage and will be addressed as part of the separate, Internal Works SSDA. Notwithstanding, as it relates to the proposed site preparation works, a FIRA has been prepared (Appendix P) which has:	Yes

	d. Climate change consistent with the objectives of this DCP.	▪ Been prepared by a suitably qualified engineer [the FIRA has been prepared by Colliers Engineering & Design (NSW)] ▪ Assesses the impacts of flooding on the works and the works on flooding, including hydrologic and hydraulic modelling for pre/post-development outcomes as well as afflux mapping. ▪ Models climate change scenario. ▪ Concludes that subject to detailed 1% AEP flood modelling for Project Maverick demonstrates that there are no material adverse offsite impacts due to the development of the site. Changes in flood behaviour within the site are due to the changed terrain which was designed to contain flooding within designated overland flow paths. The flood impacts have been managed through appropriate interventions such as infrastructure upgrades and detention systems.
	3. The FIRA assesses flood constraints for both pre and post development cases with and without climate change to ensure there are no significant detrimental impacts on flood behaviour or to the community upstream, downstream, or adjacent to the site.	
	4. The FIRA considers: a. Car parks; b. The type of car park; c. For open car parks, the restraints used to secure and prevent floating vehicles from leaving the car park; and d. For enclosed carparks, how floodwaters will be stopped from entering the enclosed car park.	
	5. For all zones, any development that includes a residential component has Habitable Floor Levels equal to or greater than the 1% AEP flood level plus 500mm freeboard.	
	6. Building Floor Levels are equal to or greater than the 1% AEP flood level plus 500mm freeboard in the following areas: a. Enterprise Zone; b. Agribusiness Zone; and c. Mixed Use Zone.	
PO2 Development has minimal impact on flood behaviour.	1. The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site.	
	2. The FIRA demonstrates the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.	
	3. The FIRA demonstrates that the peak flow at the downstream hydraulic control is maintained with development and that the shape of the flood hydrograph is generally maintained for events up to and including the 1% AEP flood event.	
PO3 Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.	1. All structures are of flood-compatible building components below or at the flood planning level.	
	2. An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris, immersion, and buoyancy up to and including the flood planning level.	

	The FIRA demonstrates that all new electrical equipment, power points, wiring, fuel lines, sewerage systems or any other service pipes and connections can be waterproofed and/or located above the flood planning level.		
PO4 All fill ensures the long-term stability of the development site and is not affected by erosion.	The FIRA demonstrates that any fill as a result of the development will not be impacted by erosion and will have long term stability.		
PO5 The safety of users of developed areas located on the floodplain for the full range of flooding is ensured.	- Vehicular and pedestrian access ensures access /egress is provided to above the predicted peak level of the PMF. - The FIRA demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.		
PO6 Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	No external storage of materials which may cause pollution or be potentially hazardous during any flood.		
PO7 Fencing is designed and constructed so that it does not impede and/or direct the flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land.	- Fencing is constructed in a manner that does not obstruct the flow of floodwaters. - Fencing of flow paths is limited to permeable open type fences.		
PO8 Earthworks including cut and fill do not impact flood storage areas.	The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events		
Performance Outcome	Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) <i>Unsuitable for Critical Land Uses</i>	Assessment	Consistent
PO1 Conveyance and storage of floodwaters through the floodplain is managed. The siting and layout of development considers flood constraints, including risks to personal safety during the full range of floods. The site layout and built form of the development is compatible with flood constraints and potential risk.	- Applicant to demonstrate that development as a consequence of a subdivision or development proposal, can be undertaken in accordance with a FIRA. - The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: - Flooding on the development; - The development on flooding; - Flooding and the development on property and the existing and future community; and - Climate change consistent with the objectives of this DCP.	The proposal is for site preparation works only. The proposal does not seek consent for specific urban land uses, or critical and sensitive land uses. Any such uses will be proposed as part of a separate, Internal Works SSDA. As such, the specific performance outcomes and benchmark solutions for different areas of flood affectation and for the relevant to development structures and land uses, are generally not applicable at this stage and will be addressed as part of the separate, Internal Works SSDA. Notwithstanding, as it relates to the proposed site preparation works, a FIRA has been prepared (Appendix P) which has: Been prepared by a suitably qualified engineer [the FIRA has been prepared by Colliers Engineering & Design (NSW)]	Yes

	The FIRA assesses flood constraints for both pre and post development cases with and without climate change to ensure there are no detrimental impacts on flood behaviour or to the community upstream, downstream, or adjacent to the site.	- Assesses the impacts of flooding on the works and the works on flooding, including hydrologic and hydraulic modelling for pre/post-development outcomes as well as afflux mapping. - Models climate change scenario. - Concludes that subject to detailed 1% AEP flood modelling for Project Maverick demonstrates that there are no material adverse offsite impacts due to the development of the site. Changes in flood behaviour within the site are due to the changed terrain which was designed to contain flooding within designated overland flow paths. The flood impacts have been managed through appropriate interventions such as infrastructure upgrades and detention systems.
PO2 Development has minimal impact on flood behaviour.	Critical and sensitive land uses are to have floor levels equal to or greater than the PMF level, where intended to be utilised during flooding	
	The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site.	
	Except for single detached dwellings and alterations and additions to existing dwellings, an engineer's report is required to certify that the development will not increase flood affectation to existing and proposed development.	
PO3 Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.	Critical and sensitive land uses are of flood -compatible building components below or at the PMF level, where intended to be utilised during flooding.	
	An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris and buoyancy up to and including the PMF level for sensitive development or essential community facilities intended to be utilised during flooding.	
PO4 All fill ensures the long-term stability of the development site and is not affected by erosion.	The FIRA demonstrates that any fill as a result of the development will not be impacted by erosion and will have long term stability.	
PO5 The safety of users of developed areas located on the floodplain for the full range of flooding is ensured.	Vehicular access to precincts is designed to ensure rising road access/egress is provided to above the predicted peak level of the PMF.	
	FIRA for sensitive and critical development demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.	
PO6 Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	No external storage of materials which may cause pollution or be potentially hazardous during any flood.	
PO7 Fencing is designed and constructed so that it does not impede and/or direct the flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land.	N/A	

PO8 Earthworks including cut and fill do not impact flood storage areas.	1.	The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.		
	2.	Any fill platform associated with development does not create a local site-specific flood island isolating the user from safety during flooding		
*Areas identified in <i>Wianamatta (South) Creek Flood Study – Existing Conditions</i> prepared by Advisian for Infrastructure NSW in November 2020 or subsequent versions of this report by Advisian for Infrastructure NSW and the Department of Planning and Environment. Note: Refer to Appendix A of this DCP for a definition of terms referred to in this section, including definitions for critical and sensitive land uses, as well as concessional development.				
2.5.2 Mitigating Urban Heat Island Effect				
Objectives		Assessment	Consistent	
O1. Design built form, including public and private open spaces with measures that reduce the impact of very strong and extreme heat stress days on residents, workers and visitors.		Not relevant, the proposal is for site preparation works only and does not include the establishment of buildings, hardstand or public landscape / open spaces. The development design considerations and responses to mitigating urban heat island effects will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A	
O2. Manage urban heat island effects to ensure a high level of comfort for workers and residents throughout the year, with a focus on hot days and the summer period.				
Performance Outcome	Benchmark Solution		Assessment	Consistent
PO1 Site layout of development and public domain mitigates urban heat island effect.	1.	Evaporative cooling is enabled through implementation of design initiatives and features, including: a. Misting infrastructure in public places during high and extreme heat days; and b. Irrigation of private open spaces (using harvested stormwater) with 50% of grassed areas and 100% trees irrigated.	Not relevant, the proposal is for site preparation works only and does not include the establishment of buildings, hardstand or public landscape / open spaces. The development design considerations and responses to mitigating urban heat island effects will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2.	Use pavements which are permeable and have high albedo, resulting in less solar absorption. When using permeable pavers, it must be demonstrated that there is no impact on the salinity or sodicity of underlying soils.		
	3.	Public seating has adequate shading.		
PO2 Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.	1.	Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access.		
	2.	Provide western and northern facades with external shading devices to shield the building from hot summer sun, while allowing direct sunlight in winter.		
	3.	Integrate green infrastructure into buildings, including healthy vegetation, green walls, and irrigation in open spaces.		
	4.	A minimum of 50% of non-industrial rooftops are to be either vegetated, light coloured or irrigated using harvested stormwater.		
	5.	Low heat conductive materials, appropriate insulation, wider eaves on northern and western facades reduce passive internal heating of the building.		

6. To minimise energy use, buildings can:
- a. apply green roof and green façade/wall elements to reduce heat loads on internal spaces;

b. Use external shading on north and north west facades;

c. Use sub floor ventilation; and

d. Provide outdoor clothes drying facilities.

2.5.3 Salinity

Objectives		Assessment	Consistent
O1. Manage and mitigate the impacts of development in relation to salinity processes, to prevent any degradation of soils, groundwater or vegetation, where present in the landscape.		The P/DSI confirms the site is not identified as saline and that underlying soils are dominated by low-permeability clay and shale. Bulk earthworks and remediation will be undertaken in a manner that avoids mobilisation of salts and adverse impacts to soils or groundwater.	Yes
O2. Minimise salt movement in the landscape to promote landscape-led design approaches and ensure development will not significantly increase the salt load in existing watercourses.		Surface water and groundwater movement across the site has been characterised, with no evidence of saline groundwater or salinity-related impacts identified. Earthworks staging, erosion and sediment controls and controlled water management will minimise the potential for salt mobilisation to Badgerys Creek or Wianamatta-South Creek.	Yes
O3. Ensure application of water to the landscape and developable areas does not adversely impact the environmental value and the ecological health of waterways, groundwater dependent ecosystems, soil quality, trees, and vegetation.		No irrigation or long-term water application is proposed under this SSDA. Construction-phase water use will be managed in accordance with the EIS and existing EPL requirements to avoid adverse impacts to soil structure, groundwater or waterways.	Yes
O4. Assist government agencies, land management authorities and landholders in developing appropriate salinity management practices.		Salinity risks have been assessed through the P/DSI and supporting hydrogeological assessment. No additional salinity-specific management practices are required for the proposed bulk earthworks.	Yes
O5. To avoid or mitigate the impacts of salinity on development, including damage to buildings and infrastructure and the loss of productive agricultural land.		Given the absence of identified salinity constraints, the proposed earthworks and remediation will not expose infrastructure or land to salinity-related risks.	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 The extent and location of salinity in the landscape and hydrogeologic regimes are accurately identified.	1. Undertake salinity investigations prior to development and prepare a Salinity Management Plan.	The P/DSI and supporting geotechnical and hydrogeological investigations confirm the site is not affected by salinity. A Salinity Management Plan is therefore not required.	Yes
	2. Where required, the Salinity Management Plan considers water application rates, size of the block and timing and management of irrigation to ensure overwatering and salt movement is minimised.	No irrigation or landscape water application is proposed under this SSDA.	Yes
	3. A detailed salinity analysis, to be prepared by a qualified expert, will be required if: a. An initial investigation shows the site as saline or affected by salinity; or b. The site of the proposed development has been identified as being a moderately saline area on the Western Sydney Potential Salinity Map.	The site is not mapped as saline on the Western Sydney Potential Salinity Map and no detailed salinity analysis is required.	Yes

PO2 Development avoids disturbing high-risk saline soils to minimise the movement of salt in the landscape, increase soil health and prevent soil structural decline.	1. Demonstrate that disturbance to the natural hydrological system is minimised by: a. Maintaining effective drainage, or where modification occurs, the modification provides effective drainage systems; b. Reducing waterlogging on the site and the potential for waterlogging via landscape-led design; c. Having minimal impact on the water table; and d. Having minimal impact on the hydrogeologic regime for sub soils, lateral flows, and deep groundwater systems.	Earthworks have been designed to maintain effective drainage, minimise waterlogging, avoid impacts to groundwater levels and maintain the existing hydrogeological regime, consistent with the findings of the P/DSI and EIS. Any remediation and on-site containment of contaminated materials will be undertaken in accordance with the RAP ensuring that soil and groundwater conditions are protected and salinity processes are not exacerbated.	Yes
PO3 Salinity management and codes of practise are adhered to and based on NSW and local government guidelines.	1. Implement the following salinity management guidelines and codes of practise (or updates thereto) for land development (not limited to): a. Western Sydney Salinity Code of Practice (Western Sydney Regional Organisation of Councils, 2003). b. Western Sydney Hydrogeological Landscapes: May 2011 (First Edition) data package. c. Relevant Australian Standards, including AS 2159, AS 2870, AS 3600, AS 3700 and AS 2870; and d. Local Government salinity initiative documents, including: i. Site Investigations for Urban Salinity; ii. Land Use Planning and Urban Salinity; iii. Building in a Saline Environment; and iv. Roads and Salinity.	Salinity-specific guidelines are not triggered as no salinity constraints have been identified at the site.	Yes
	2. Where soil sampling is required to be undertaken as part of salinity investigations, provide the following details: a. Location of investigation soil samples and bores on plan; b. Electrical conductivity (EC) and texture profiling down the soil profile; c. Density of sampling; d. Use of electromagnetic (EM) survey; and e. Preliminary block layout to allow for development plans to address salinity issues.	Not required given the absence of salinity risk.	Yes
PO4 Achieve healthy ecosystems by supporting soil ecology and support water retention in the clay landscape of the Cumberland Plain.	1. Retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors.	Riparian corridors and environmentally sensitive land will be retained and rehabilitated, maintaining undisturbed soil networks where practicable and supporting long-term ecological health.	Yes

2.5.4 Acid Sulfate Soils

Objectives	Assessment	Consistent
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O1. Manage and mitigate the impacts of land development in relation to acid sulfate soils, where present in the landscape.		The P/DSI confirms the site is located within an area mapped as having no known occurrence of acid sulfate soils. No ASS risks are anticipated during the proposed bulk earthworks.	Yes
O2. Ensure the environmental value and ecological health of waterways, soil, trees, and vegetation are appropriately protected from the release of acid water from disturbed acid sulfate soils.		Given the absence of ASS, the proposal will not result in acid generation or impacts to waterways, soils or vegetation.	Yes
O3. Manage and mitigate the impacts on infrastructure within acid sulfate soils and waterways where degradation and accelerated corrosion could occur.		No ASS-related risks to infrastructure have been identified.	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Acid sulfate soils are managed during development to ensure reuse of acid sulfate soil (with treatment) is considered and managed with no adverse impact to the environment, waterways, and infrastructure.	1. An Acid Sulphate Soils Assessment is to be provided with all development applications.	An Acid Sulfate Soils Assessment is not required, as the P/DSI confirms the site is not affected by acid sulfate soils.	Yes
	2. Disposal of any acid sulfate soil as waste during development is undertaken in accordance with guidelines made and approved by the NSW EPA.	Not applicable, as ASS is not present.	Yes
	3. Where acid sulfate soils are present, an Acid Sulfate Soils Management Plan is prepared by a suitably qualified person and demonstrates that development will have no impact on environmental values or the current level of the water table.	Not required given the absence of ASS conditions.	Yes
PO2 Infrastructure and concrete and steel structures placed in acid sulfate soil or within waterways for land development is designed to withstand acid sulfate soil environments.	1. Development is designed in accordance with relevant standards to withstand increased corrosion and durability impacts associated with acid sulfate soil.	Not applicable, as ASS conditions are not present at the site.	Yes
PO3 Land development avoids excavation, dewatering and disturbance of acid sulfate soil.	1. Landscape-led design minimises the potential for environmental and waterway impacts from development on acid sulfate soils.	Bulk earthworks will not disturb acid sulfate soils, as none are present within the site.	Yes
2.5.5 Erosion and Sediment Control			
Objectives		Assessment	Consistent
O1. Protect the health of Wianamatta–South Creek and its tributaries from construction and building runoff and meet the performance criteria for ambient water quality objectives.		Construction-phase surface water runoff will be managed through a staged erosion and sediment control framework designed to meet the Wianamatta–South Creek construction-phase stormwater targets and the water quality limits under Environment Protection Licence 684. Treated runoff will be preferentially reused on site, with any controlled discharge occurring only where reuse capacity is exceeded and in accordance with EPL requirements.	Yes
O2. Encourage vegetation retention, protect vegetation during construction and operation, and facilitate prompt rehabilitation through revegetation strategies.		Vegetation within retained riparian corridors and ENZ-zoned land will be protected during construction through delineation, exclusion zones and construction-phase controls identified in the EIS. Progressive stabilisation of disturbed areas will be undertaken during bulk earthworks, with longer-term revegetation and vegetation management to be addressed under the separate Internal Works SSDA (SSD-97688711).	Yes

O3. Minimise site disturbance during construction, reduce the amount of erosion, and stabilise construction works as quickly as possible following completion.

The bulk earthworks are proposed to be staged to minimise the extent and duration of disturbance at any one time, with completed areas progressively stabilised in accordance with Managing Urban Stormwater – Soils and Construction (the Blue Book), as detailed in the EIS.

Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent								
PO1 Development is to ensure 80% of all flows leaving the construction site achieves total suspended solids of 50mg/L or less and a pH of 6.5–8.5 during the construction and building phases until the site is stabilised and landscaped	1. An Erosion and Sediment Control Plan (ESCP) must be submitted for sites less than 2,500sqm and a Soil and Water Management Plan must be submitted for sites greater than 2,500sqm. These plans must be prepared in accordance with Appendix D.21.	The Site exceeds 2,500 m² and will therefore be managed under a Soil and Water Management Plan prepared in accordance with the Blue Book and relevant DCP requirements. As detailed in the EIS, construction-phase erosion and sediment controls include a network of Type D sediment basins sized to achieve at least 80% hydrological effectiveness, with treated runoff meeting a discharge quality of ≤ 50 mg/L Total Suspended Solids and pH 6.5–8.5 prior to reuse or controlled discharge. The EIS confirms that no release of coarse sediment, oil, litter or waste contaminants is permitted, with spill prevention, waste controls and site housekeeping measures implemented throughout construction. Stabilisation of disturbed surfaces, including batters, stockpiles and drainage lines, will occur progressively and prior to the removal of sediment controls, such that exposed areas do not exhibit ongoing soil loss, rill or gully erosion, or sedimentation of downstream waterways.	Yes								
	2. The ESCP or CPESC must demonstrate compliance with the construction phase targets, outlined in the table below throughout the construction and building phases until the site is stabilised and landscaped.										
	3. The ESCP or CPESC must illustrate that appropriate controls have been planned which will, when implemented, minimise erosion of soil from the site and, accordingly, sedimentation of drainage systems and waterways.										
	<table><tr><th>Parameter</th><th>Construction Phase Target (reduction in mean annual load from unmitigated development)</th></tr><tr><td>Total suspended solids (TSS) and pH</td><td>All exposed areas greater than 2,500m² must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5). No release of coarse sediment is permitted for any construction or building site. Sites less than 2,500m² are required to comply with the requirements of the Blue Book.</td></tr><tr><td>Oil, litter + waste contaminants</td><td>No release of oil, litter or waste contaminants.</td></tr><tr><td>Stabilisation</td><td>Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised including all drainage systems. An effectively stabilised surface is defined as one that does not, or is not likely to result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation and water contamination.</td></tr></table>			Parameter	Construction Phase Target (reduction in mean annual load from unmitigated development)	Total suspended solids (TSS) and pH	All exposed areas greater than 2,500m² must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5). No release of coarse sediment is permitted for any construction or building site. Sites less than 2,500m² are required to comply with the requirements of the Blue Book.	Oil, litter + waste contaminants	No release of oil, litter or waste contaminants.	Stabilisation	Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised including all drainage systems. An effectively stabilised surface is defined as one that does not, or is not likely to result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation and water contamination.
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4.											

2.6 Road design for Arterial and Sub-Arterial Roads			
Objectives		Assessment	Consistent
O1. Design street networks to support the objectives of the NSW Government’s Movement and Place framework.		SSD-97711727 does not propose or approve the design or construction of street networks, arterial roads or sub-arterial roads. The proposal is limited to rehabilitation, quarrying and bulk earthworks. Street network design consistent with the Movement and Place framework will be addressed under separate approvals, including the Internal Works SSDA (SSD-97688711) and relevant Part 5 approvals, as outlined in the EIS.	N/A
O2. Design key regional and state roads consistent with the Precinct Plan.		SSD-97711727 does not include the design or construction of key regional or State roads. The EIS confirms that external road upgrades and regional road delivery will be undertaken under separate approval pathways and are not relied upon for this SSDA. Accordingly, compliance with Precinct Plan road design requirements will be addressed under separate approvals.	N/A
O3. Design street networks to accommodate diverse modes of transport including heavy vehicles, cars, public transport, walking and cycling.		The proposal does not include street or transport network design. SSD-97711727 is limited to site preparation works and construction-phase access only. Transport network design to accommodate multiple modes will be assessed under the Internal Works SSDA (SSD-97688711) and other relevant approvals, consistent with the EIS.	N/A
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 The design, functionality and safety of arterial and sub- arterial roads is consistent across the Aerotropolis Growth Area.	1. Direct vehicle access to properties from the Arterial and Sub-Arterial roads identified in the Precinct Plan is not permitted, except for land uses that require or benefit substantially from access to major roads (for example service stations) and where approval is obtained from the relevant roads authority.	No direct vehicle access to Arterial or Sub-Arterial roads is proposed or required for SSD-97711727. Construction access for the proposed bulk earthworks will continue via Martin Road in accordance with existing approvals under MP10_0014, as confirmed in the EIS.	N/A
	2. Road design for Primary Arterial Roads, Primary Arterial Roads (Rapid Bus), and Sub- arterial Roads as identified on the Precinct Plan are to be consistent with the typical arrangements shown below in Figure 5 to Figure 7 .	SSD-97711727 does not propose or assess the design of Primary Arterial Roads, Rapid Bus routes or Sub-Arterial Roads. No variation to the Precinct Plan road network is sought or approved under this SSDA. Road design matters, including any future alignment considerations, will be addressed under separate approvals as outlined in the EIS.	N/A
	3. Implement fauna-sensitive road design elements to minimise environmental impacts, such as vehicle strike during and after road construction and upgrading. Note: All street cross-sections illustrate minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.	SSD-97711727 does not include or approve road construction or upgrade works. Accordingly, fauna-sensitive road design measures are not proposed or assessed under this SSDA. Any future road infrastructure and associated fauna-sensitive design will be assessed under separate approvals, including the Internal Works SSDA (SSD-97688711), if required.	N/A
PO2 Support temporary site access that is required but not currently available	1. To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: a. The development complies with all other development standards; and b. The consent authority is satisfied the carrying out of the development will not compromise road safety.	Temporary access to arterial or sub-arterial roads is not required for SSD-97711727. Construction access will continue to be achieved via Martin Road using existing approved access arrangements, consistent with the EIS.	N/A

	2. Where the consent authority grants such consent, the temporary access must be constructed to the Council's standards except in the case of a State classified road, which must be designed and constructed to TfNSW's standards. Conditions will also be imposed to limit access to the designated road when alternative access becomes available.	As no temporary access to arterial or sub-arterial roads is proposed under SSD-97711727, this benchmark solution is not applicable.	N/A
2.7 Parking design and access			
Objectives		Assessment	Consistent
O1. Provide functional, safe, and efficient parking areas.		Not relevant, the proposal is for site preparation works only and does not include parking areas outside of temporary, construction car parking to which this section of the DCP does not relate. Any future parking areas will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
O2. Minimise visual and amenity impacts of car parking on the public domain.			
O3. Minimise visual and amenity impacts of loading and servicing on the public domain.			
O4. Ensure adaptability of car parking provision and design where accommodated above ground to accommodate other uses over time.			
O5. Ensure vehicle access arrangements are appropriate and minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees.			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 The design and layout of car parking and vehicular access is safe and functional.	1. Parking is to meet AS 2890 and AS 1428	Not relevant, the proposal is for site preparation works only and does not include parking areas outside of temporary construction car parking to which this section of the DCP does not relate. Any future parking areas will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
PO2 Prioritise use of basement car parking areas in mixed use areas and Centres.	1. A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement.		
	2. Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level.		
PO3 Where required due to flooding or geological constraints preventing the use of basements, at grade and above ground car parking does not detract from public domain or amenity.	1. Parking areas do not significantly interfere with pedestrian through-site links.		
PO4 Above ground car parking is designed to activate the streetscape and not detract from the public domain.	1. Locate vehicle access points on the secondary frontage or via a rear lane.		
	2. Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages.		
	3. Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building.		

PO5 Utilise integrated parking solutions to service multiple development sites.	- Where integrated basement car parking is used, these: - Must provide shared access to the integrated basement car parking area; - Must demonstrate how shared access for adjoining sites, including circulation paths and breakthrough walls, will function and are to be accommodated; - Have basement structures at a depth that adequately accommodates services, stormwater drainage and other infrastructure; and - Ensure that the basement level(s) below the public domain are used for circulation areas, ramps, visitor parking, freight and service vehicle parking, loading areas and waste collection points, not individual strata titled spaces.
PO6 Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements.	- Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes. - At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition. - Separate pedestrian and bicycle access from vehicular circulation areas. - For industrial land uses and warehouse and distribution facilities, heavy vehicles be fully separated from staff and visitor parking and entry/exit points and that safe and separated access from staff and visitor parking be provided to office areas. - Change pavement (colour and/or texture) to: - Provide clear demarcation between pedestrian and vehicle spaces; and - Reduce vehicle speeds at entries or key nodes. - For the egress points of larger developments, install stop signs and lines for motor vehicles crossing pedestrian and bicycle. - Provide separate pedestrian access routes to building entries from the public domain and parking areas. - Pedestrian access routes are direct, with good sightlines, intuitive wayfinding, and easy gradients. - Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas.
PO7 Vehicle access arrangements and queuing areas on a site shall minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees.	- Locate vehicle access points on the secondary frontage or rear lanes with access and egress points provided in a forward direction. - Where a site has frontage to a classified road, provide access to an alternate road. - Ensure that all vehicles can enter and exit in a forward direction.

	- Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements. - Where the entry to a parking space is also the entry to a waste collection area, access should be possible via a PIN pad and code, to avoid the need for waste truck drivers to carry keys or access cards/fobs with them.
PO8 Car parking spaces and associated infrastructure are designed with the potential to transition to other uses	- All car parking spaces at grade, or if provided above the ground floor level within a building, shall demonstrate what infrastructure will be incorporated into the carpark areas of the building to allow for the easy transition to habitable land uses in the future. This includes consideration of: - Retrofitting of utilities and services (water, electricity, and internet); - Building code requirements for a range of uses; - Removable ramps; - Greater reinforcement, such as steel (as residential/commercial spaces are heavier than car parks); and - Flexible approaches for night-time use (see images below). - All at grade or above ground car parking spaces within buildings have a floor to ceiling height of 3.0m to 4.5m (clearance free of mechanical servicing) to allow for adaption to other uses.
PO9 Parking layout, surfacing and drainage design responds to Water Sensitive Urban Design.	- With the exception of heavy vehicle entries, use pervious surfaces for at grade parking and driveway design other than entry for heavy vehicles. - Where appropriate, incorporate a permeable surface in car washing spaces. The use of turfed or gravel surfaces is considered acceptable, provided the water is treated to prevent contaminants from entering the stormwater system.
PO10 Utilise tandem, stacked, and mechanical parking where appropriate.	- Where development includes a mechanical parking installation, such as car stackers, turntables, car lifts or other automated parking systems, a Parking and Access Report is to be provided. - Access to mechanical parking installations is to be designed in accordance with AS 2890. - Tandem or stack parking will only be permitted where: - Each tandem or stacked parking arrangement is limited to a maximum of two spaces; - The maximum parking limit for spaces in the development is not exceeded; - they are used for staff parking only; - They are not used for service vehicle parking; and - The manoeuvring of stacked vehicles is able to occur wholly within the premises.

	4. Mechanical parking installations will be considered for developments involving the adaptive reuse of existing buildings where site or building constraints prevent standard parking arrangements.		
	5. Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes.		
	6. The minimum length of a tandem space is 10.8m.		
PO11 Smart technology to be incorporated in large car parks (over 100 spaces) to improve functionality.	1. For development (over 100 spaces), provide technology which tracks real-time car movement such as wireless parking bay sensors and dynamic signage to guide drivers.		
2.8 Travel Demand Management			
Objectives		Assessment	Consistent
01. Implement TDM to align with mode share targets stipulated in the Precinct Plan.		SSD-97711727 does not include residential, commercial or operational land uses and does not generate ongoing travel demand. The proposal is limited to rehabilitation, quarrying and bulk earthworks. Travel Demand Management measures aligned with Precinct Plan mode share targets will be addressed under future development approvals, including the Internal Works SSDA (SSD-97688711), as outlined in the EIS.	N/A
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes.	1. A Travel Plan must be submitted for: a. Any residential developments containing more than 50 residential units; b. Any commercial or industrial developments which accommodates more than 50 employees.	A Travel Plan is not required for SSD-97711727, as the proposal does not include residential, commercial or industrial development, does not accommodate employees in an operational sense, and does not generate ongoing travel demand. The EIS confirms that this SSDA is limited to construction-phase activities only.	N/A
PO2 Where temporary access is required but not currently available, this shall be provided in a way that regards the safety and efficiency of the transport network.	1. To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: a. The development complies with all other development standards; b. Subdivisional roads generally conform with the road pattern shown on the Indicative Layout Plan; and c. The consent authority is satisfied the carrying out of the development will not compromise road safety.	Temporary access across adjoining properties or to arterial or sub-arterial roads is not required for SSD-97711727. Construction access will continue to be achieved via Martin Road using existing approved access arrangements, consistent with the EIS.	N/A
	2. Where the consent authority grants such consent, the temporary access must be constructed to the Council's standards except in the case of a State classified road, which must be designed and constructed to TfNSW's standards. Conditions will also be imposed to limit access to the designated road when alternative access becomes available. Note: Approval from TfNSW will be required for any temporary access to a classified road.	As no temporary access to arterial or sub-arterial roads is proposed under SSD-97711727, this benchmark solution is not applicable.	N/A

2.9 Service and loading design			
Objectives		Assessment	Consistent
O1. To Provide functional, safe, and efficient loading and servicing areas.		Not relevant, the proposal is for site preparation works only and does not include vehicular loading and servicing areas outside of construction vehicle movement to which this section of the DCP does not relate. Any future loading and servicing areas will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
O2. Minimise visual and amenity impacts of loading and servicing on the public domain.			
O3. Ensure that adequate off-street loading, delivery, and servicing facilities are provided.			
O4. Minimise the impacts of loading, deliveries and servicing operations on the safety and efficiency of the surrounding road system and resident/visitor movement.			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Provide on-site loading and servicing that meets the demand generated by the development.	1. Where a waste collection point is provided within a basement, head height clearances and aisle widths on Level 1 of the basement are to be sufficient for the largest loading vehicle (minimum 5m high) to enter the site, unload and exit the site in only one (1) reverse vehicle movement.	Not relevant, the proposal is for site preparation works only and does not include vehicular loading and servicing areas outside of construction vehicle movement to which this section of the DCP does not relate. Any future loading and servicing areas will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2. All servicing, including waste and recycling collection, to be carried out wholly within the site with collection points at convenient locations.		
	3. Where waste and recycling bin rooms and collection points are located within the basement, a floor to ceiling clearance of 6.5m is required to allow for the overhead mechanical loading of bins within the basement by garbage trucks.		
PO2 Loading and unloading facilities are adaptable to future technologies.	1. Loading and unloading facilities are adaptable to technology or other services (e.g., food donation operations, or reverse logistics to return items for reuse or repair).		
PO3 Service vehicle types are appropriate to the scale and requirements of the proposed development.	1. Residential developments containing more than 30 dwellings, but less than 60 must provide at least 1 service delivery space, capable of accommodating at least 1 Medium Rigid Vehicle.		
	2. Residential developments containing more than 60 dwellings provide at least 1 service delivery space, capable of accommodating at least a: a. Medium Rigid Vehicle (MRV); and b. Heavy Rigid Vehicle (HRV).		
	3. Swept turning paths provided for HRV and single articulated vehicles (20m).		
	4. MRVs and HRVs are deemed to be the same as that described in Section 2 of AS 2890.2 – Parking facilities – Part 2: Off-street commercial vehicle facilities.		
	5. Off-street loading and unloading facilities are provided for all commercial and industrial premises. The number and size of loading bays will be determined by the consent authority having regard to the: a. Intended use of the premises;		

	b. Frequency of deliveries/collections; c. Size and bulk of goods to be delivered/collected; d. Size of vehicles to be used; and e. Likely impacts on traffic safety and efficiency on adjoining roads.		
2.10 Airport Safeguarding			
Objectives		Assessment	Consistent
01. Safeguard the future 24-hour operations of the Airport and provide appropriate protections for the surrounding community		The SSD-97711727 as proposed, is in accordance with the WSI safeguarding guidelines .	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Development does not generate turbulent emissions into the protected airspace.	1. Any plumes caused by a development do not: a. Have peak vertical velocities of more than 4.3m/sec; or b. Incorporate flares, unless an aviation impact assessment is completed and determines flares are acceptable.	No plant and equipment generating plumes is proposed.	Yes
PO2 Development does not impact on aviation or the operation of the Airport regarding light emission and reflective surfaces.	1. Development must comply with the provisions of the Civil Aviation Regulations 1988 (Cth) and not cause distraction or confusion to pilots due to its configuration, pattern or intensity or prevent clear reception of aerodrome lights or signals. Significant lighting includes: a. Motorway and freeway lighting; b. Flare plumes from industrial activities; c. Flood lighting from stadiums or outdoor recreation facilities; and d. Construction lighting.	Noted.	Yes
	2. Lighting within the primary light control zones – Zones A, B, C and D: a. Must not exceed the following intensity of light above a 3-degree horizontal: i. Zone A – 0 candela (cd); ii. Zone B – 50 cd; iii. Zone C – 150 cd; and iv. Zone D – 450 cd. OR b. Be fitted with a screen/shroud that prevents the light emission above the horizontal plane.	The bulk earthworks, rehabilitation and quarrying will take place between the hours of 7am and 6pm Monday to Saturday. No work will occur on Sundays and Public Holidays. While no permanent lighting is proposed, any temporary lighting used will comply with the requirements of WSI, the SEPP Section 4.21, and the CASA Part 139 (Aerodromes) Manual of Standards 2019 Section 9.144. The most northwestern portion of the site is within light control zone D. Any lighting in this area has been confirmed to comply with Zone D.	Yes

	3. Proposals within 6km of the Airport: a. Must not include coloured or flashing lights; or b. Where coloured or flashing lights are to be incorporated, the proposal must be referred to the relevant Commonwealth body c. The appearance, material, reflectivity and aesthetics of the roofscapes consider the flight path and flight zone. <i>Note: The relevant consent authority may request a report prepared by a suitably qualified consultant demonstrating compliance with this section of the DCP in support of any development application</i>	See comment above.	Yes
2.10.2 Noise			
Objectives		Assessment	Consistent
O1. Safeguard the future 24-hour operations of the Airport and provide appropriate protections for the surrounding community.		Not relevant, the proposal is for site preparation works only, no residential development is proposed.	N/A
O2. Development does not introduce or intensify noise sensitive uses.			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Development within the ANEC 20 and above contours (including extensions to existing development) is constructed to achieve indoor design sound levels as per the Indoor Design Sound Levels for Determination of Aircraft Noise Reduction in AS 2021 – Acoustics Noise Intrusion – Building Siting and Construction.	1. Residential development is constructed in accordance with Table 3. 2. An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels. Note: Residential development within the ANEC 20 and above contours will only be permitted where provided under clause 4.17(4) of the Parkland City SEPP or existing use rights apply. Development of residential accommodation will have the option of either incorporating the specified construction standards or provide an acoustic report. All other noise sensitive development specified within Table 4 of AS2021 will be required to be accompanied by a report prepared by a suitably qualified and experienced acoustic engineer.	Not relevant, the proposal is for site preparation works only, no residential development is proposed.	N/A
2.10.3 Wildlife Hazards			
Objectives		Assessment	Consistent
O1. Safeguard the Airport from incompatible development that could compromise safe operations.		The Waste Management Plan, prepared by SLR (Appendix V) identifies the relevant DCP requirements for waste management associated with the site preparation works proposed under this SSDA. There are no permanent buildings, structures or operations proposed under this SSDA, any such elements and the associated wildlife risk considerations/management will be addressed under a separate application.	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
	1. All waste bins are designed and installed with fixed lids.		Yes

PO1 Development does not attract wildlife which would create a safety hazard to the operations of the Airport.	2.	Any bulk waste receptacle or communal waste storage area is contained within enclosures that cannot be accessed by birds or flying foxes.	The Waste Management Plan, prepared by SLR (Appendix V) identifies the relevant DCP requirements for waste management associated with the site preparation works proposed under this SSDA. There are no permanent buildings, structures or operations proposed under this SSDA, any such elements and the associated wildlife risk considerations/management will be addressed under a separate application.	
	3.	Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.		
	4.	Buildings and structures are designed to minimise the opportunity for roosting areas		
PO2 Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport.	1.	Refer to Appendix B for a list of suitable landscape species.	The proposal includes site preparation works only. There are no permanent landscaping works proposed under this SSDA, any such elements and the associated wildlife risk considerations/management will be addressed under a separate application.	N/A
	2.	In areas within the 3km wildlife buffer but outside of the Parkland Priority Areas shown in Figure 8, a report prepared by a suitability qualified and experienced ecologist is to be submitted with any application when the landscaping plan:		
	a.	Incorporates alternative landscape species not listed within Appendix B;		
	b.	Incorporates landscape species denoted within the landscape species list;		
	c.	Will result in more than 5 trees being planted in 1 group (group refers to touching mature canopies); and/or		
	d.	Provides a spacing between a group of 5 or more trees that is less than 100m.		
	e.	The ecologist report is to consider building, site, and water body design outcomes and/or landscape maintenance measures that will mitigate bird and flying fox attraction and roosting areas.		
2.11 Services and Utilities				
Objectives			Assessment	Consistent
O1. Ensure the construction of utility services/infrastructure provision occurs in a logical and staged manner, and in sequence with development.			The proposal is limited to remediation, quarrying and bulk earthworks. Utility servicing to support future development will be delivered in a staged manner under separate development approvals, ensuring alignment with the timing of development. The only permanent utility works proposed under this SSDA are the relocation of an existing 300 kPa high-pressure Jemena gas main. The relocation will be undertaken in accordance with Jemena’s design and safety requirements and in consultation with the asset owner. No other permanent utility infrastructure is proposed at this stage.	Yes
O2. Encourage innovative and sustainable utility and servicing across the Aerotropolis to promote effective and efficient delivery of services. Ensure utilities designs and locations consider space for alternative future services.			No permanent utility infrastructure is proposed under this SSDA. Future servicing design will consider innovative, sustainable and future-proofed utility solutions as part of subsequent development applications.	Yes
O3. Design and provide utility infrastructure to integrate with and not negatively impact use of the public realm, liveability, and the environment.			As no permanent utility infrastructure is proposed, there will be no adverse impacts on the public realm. Temporary services required for construction will be managed in accordance with standard environmental controls.	Yes

O4. Infrastructure (new and existing) is protected from the impacts of urban development.		Existing utility infrastructure, including the Jemena gas main, will be protected or relocated in accordance with service authority requirements. The gas main relocation is assessed as part of this SSDA and will be undertaken in consultation with Jemena.	Yes
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Site is serviced with electricity.	1. Meet the design requirements as per the <i>Western Sydney Street Design Guidelines</i> Section C5.4 Electricity.	Permanent electricity servicing is not proposed under this SSDA. Any future electrical servicing will be designed and delivered in accordance with the Western Sydney Street Design Guidelines under subsequent approvals.	N/A
	1. Locate electricity supplies within verge.	Not applicable at the bulk earthworks stage.	N/A
PO2 Services and utilities (hydrants, NBN boxes etc) are designed and located to integrate with building context and the public realm.	1. Infrastructure is designed and located to: a. Integrate with building design and the public domain; b. Not be visible from the public domain unless appropriately screened by landscaping; and c. Make a positive contribution to the public domain.	No permanent utility infrastructure or public-facing services are proposed under this SSDA. Integration with the public realm will be addressed in future development applications.	N/A
	2. New streets integrate utilities within the street reservation, with services located underground and in a manner that facilitates tree planting and consistent with the <i>Western Sydney Street Design Guidelines</i> .	Street construction and permanent utility placement are not proposed under this SSDA.	N/A
	3. Where services must be located on a street, they do not dominate the pedestrian experience and are designed as an integrated component of the facade, as per the <i>Western Sydney Street Design Guidelines</i> .	Not applicable at this stage.	N/A
PO3 Infrastructure is adequately protected from development.	1. Development near a utility service must be in accordance with the relevant service authority's guidelines and requirements and must not adversely affect the function of the service.	The relocation of the Jemena high-pressure gas main will be undertaken in accordance with Jemena's design, construction and safety requirements. Other existing utilities will be protected during bulk earthworks in accordance with service authority requirements.	Yes
	2. Where development is proposed on land containing or adjacent to easements, applicants are to consult with the organisation responsible for the maintenance and management of the easement.	Consultation has been undertaken with Jemena regarding the gas main relocation. Further consultation with utility providers will occur as required for future development stages.	Yes
	3. Development adjacent to any future fuel pipeline is subject to a land use risk safety audit with the relevant buffers provided, subject to the airport authority.	No development adjacent to future fuel pipelines is proposed under this SSDA.	N/A
	4. Locate infrastructure taking into account any future road widening to minimise relocation of assets.	No permanent utility infrastructure is proposed under this SSDA. Future utility layouts will consider potential road widening under subsequent approvals.	N/A
PO4 Shared utility trenches combine multiple utilities within a compact area of the street verge, and futureproof service location within road cross-sections.	1. Refer to the provisions within the <i>Western Sydney Engineering Design Manual</i> for details on shared utility trenching.	Shared utility trenches are not proposed under this SSDA.	N/A
	2. Avoid placement of services within the road carriageway.	Not applicable at this stage.	N/A
	3. Ensure sufficient width in the utility corridor.	Not applicable at this stage.	N/A
	4. Avoid disruptive works across/ under existing carriageways.	Not applicable at this stage.	N/A

	5.	Adopt a ‘dig once’ policy where spare conduits and road crossings are installed in strategic locations to avoid disturbing the road in the future.	Not applicable at this stage.	N/A
PO5 Infrastructure allows for co-location of compatible similar uses.	1.	Allow for the installation of the following within the utility corridor: - Recycled water purple pipes; - Vacuum waste collection system; - Hydrogen district cooling/heating systems; and - Micro-grids for energy sharing.	Co-location of utilities will be considered as part of future servicing design under subsequent approvals.	N/A
PO6 Provide fast, reliable, and high-speed fixed and wireless internet connectivity across the Aerotropolis to the standards listed in the Australia and New Zealand Smart Cities Council’s Code for Smart Communities.	1.	Demonstrate access to the NBN. Where coverage at time of lot registration is not or will not be above minimum network connectivity speeds, demonstrate how and where allowances for future network augmentation have been made.	Telecommunications servicing, including NBN access, is not proposed under this SSDA and will be addressed in future development applications.	N/A
	2.	Follow the design guidance as per the <i>Western Sydney Street Design Guidelines</i> Section C5.6 Telecommunications and Section C6.3 5G Mobile Telecommunications.	Not applicable at this stage.	N/A
PO7 Development is to be serviced by recycled water.	1.	Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: a. Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; b. Bring a purple pipe for recycled water to the boundary of the site; c. Not top up rainwater tanks with recycled water unless approved by Sydney Water; and d. Design recycled water reticulation to standards required by the operator of the recycled water scheme.	No recycled water infrastructure is proposed under this SSDA. Recycled water servicing will be considered as part of future development stages in consultation with Sydney Water.	N/A
2.12 Sustainability				
Objectives		Assessment		Consistent
01. Minimise energy consumption and achieve net zero energy emissions by 2030.		SSD-97711727 does not include buildings, operational land uses or ongoing energy consumption. The proposal is limited to rehabilitation, quarrying and bulk earthworks. Accordingly, energy efficiency and net zero operational emissions targets are not applicable to the scope of this SSDA, as confirmed in the EIS.		N/A
Performance Outcome	Benchmark Solution		Assessment	Consistent
PO1 Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.	1.	All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site.	SSD-97711727 does not propose or approve any buildings or operational development. No renewable energy systems are proposed or required under this SSDA. Matters relating to renewable energy supply for buildings will be addressed under future development applications, where relevant.	N/A
	2.	Where the net zero energy target cannot be accommodated on site, the proponent must provide an offset e.g. with a Power Purchase Agreement.	Net zero operational energy targets and energy offsets are not applicable to SSD-97711727, as the proposal does not include buildings or operational energy demand. No offsets are proposed or required under this SSDA.	N/A

2.13 Smart Places

Objectives

O1. Support the Aerotropolis as a connected, open data digital city and global innovation hub to improve life for individual citizens, future populations, businesses, and communities, in line with the NSW Smart Places Strategy and Smart Western City Program.

O2. Embrace innovative development by installing new and emerging technologies and utility provision.

O3. Support a resilient and sustainable region that uses technology to manage natural resources efficiently and is focused on environmental, air and water quality.

O4. Build on initiatives over time in line with the Australian Digital Inclusion Index.

Assessment

Not relevant, the proposal is for site preparation works only and does not include the establishment of street facilities, including smart technologies and infrastructure. Any future street facilities and/or smart technologies and infrastructure will be proposed and assessed as part of the separate, Internal Works SSDA.

N/A

N/A

Performance Outcome

Benchmark Solution

Assessment

Consistent

PO1 Implement multi-function poles (Smart Poles) where street poles are required that accommodate multiple functions.

1. Potential services which could be incorporated into multi-function poles include:
 - a. RMS signals and signage;
 - b. Street lighting;
 - c. Telecommunications (such as mobile cellular network providers);
 - d. Council digital infrastructure requirements (e.g. CCTV, signage, lighting); and
 - e. Relevant sensing networks, with flexibility to enhance these in the future.

2. Meet the following design requirements:
 - a. Placement is a minimum of 600mm from the face of kerb;
 - b. Placement avoids impacts on existing and future mature street tree canopies;
 - c. Co-locate with other street furniture; and
 - d. Pit and pipe to each light pole is provided to enable the future upgrading to 'intelligent' lights and the installation of 'smart meter' to Council specification at each new lot.

Not relevant, the proposal is for site preparation works only and does not include the establishment of street facilities, including smart technologies and infrastructure. Any future street facilities and/or smart technologies and infrastructure will be proposed and assessed as part of the separate, Internal Works SSDA.

N/A

N/A

PO2 Pit and pipe infrastructure support future requirements to service smart city infrastructure.

1. Where developments are providing pit and pipe infrastructure, specifications in the *Digital Infrastructure Technical Report: Western Parkland City* are met to accommodate future smart city infrastructure.

PO3 Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource management throughout their operational lives

1. Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption.
2. Use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).
3. Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid.

	4. Demonstrate alignment to relevant NSW policy, including but not limited to the NSW Internet of Things (IoT) policy, NSW Cyber Security Policy and NSW Smart Infrastructure Policy.		
PO4 Embedding smart technologies enhances experiences in the public domain and creates liveable public open spaces.	1. Install smart monitoring equipment, including for water quality, ambient temperature, tree canopy cover and soil moisture content, cycle, and car movements. Specific monitoring requirements for each development are provided by the consent authority.		
	2. The following smart solutions meet Council’s system interoperability and data source requirements and are to be installed in key locations such as open space and public domain areas: a. Dedicated internet/fibre connection points; b. Public Wi-Fi network that provides sufficient coverage to the whole public space; c. Smart lighting where key locations may be used at night-time for active uses, ensuring lighting is adequate for active and passive uses; d. Security cameras at key locations to ensure coverage within the public space; e. ‘Smart bins’ with capacity rubbish bin sensors; f. ‘Smart park furniture’ with USB-charging capacity and potentially Wi-Fi connectivity; g. Digital display screen, linked to a Council-accessible network to share key community information, data, and activities; h. Weather monitoring network/devices to monitor temperature and weather within the park and have this accessible to the public; and i. Wireless connectivity (e.g. Bluetooth) with free access within the community’s parks, particularly in proximity to the basketball court/youth spaces.		
2.14 Design for Safe Places			
Objectives		Assessment	Consistent
O1. Design in accordance with Crime Prevention Through Environmental Design (CPTED) principles.		Not relevant, the proposal is for site preparation works only and does not include the establishment of buildings, parking areas or public spaces. The safety related to the proposed construction will be managed by the appropriate work health and safety and/or construction management plans to which this section of the DCP does not relate. Any future buildings, parking areas of public spaces will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
O2. Ensure the development contributes to the activity, vibrancy, diversity and safety of streets and the public domain through the day and night.			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Passive surveillance is maximised.	1. Visibility and surveillance are provided in all areas of development.	Not relevant, the proposal is for site preparation works only and does not include the establishment of buildings, parking areas or public spaces. The safety related to the proposed construction will be managed by the appropriate work health and safety	N/A
	2. Adjoining buildings overlook public places.		

	- Building frontages face streets and transport corridors to provide passive surveillance. - Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed) (as indicatively shown in Figure 9).	and/or construction management plans to which this section of the DCP does not relate. Any future buildings, parking areas of public spaces will be proposed and assessed as part of the separate, Internal Works SSDA.
PO2 Access and sightlines promote safe movement. Ensure pedestrian and cycleways are designed in accordance with CPTED to ensure a safe and secure environment that encourages activity, vitality and visibility, enabling a greater level of security.	- Building entrances are accessible, clearly visible, legible and allow users to see into or out of the building before entering / exiting. - Pedestrian paths have well defined routes, clear sight lines and do not channel users into dead ends that are poorly lit or to areas with opportunities for concealment (as indicatively shown in Figure 8) - Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots. - If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance	
PO3 Car parking areas, pathways and other elements of transport network infrastructure are in accordance with Crime Prevention Through Environmental Design (CPTED) principles to enhance public safety by discouraging crime and anti- social behaviour.	- Car parking areas and structures are designed in accordance with CPTED principles. - Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour. - Ground levels of car park structures are sleeved with active uses to support passive surveillance. - Ensure passive surveillance to and from the public domain for at grade car parking areas. - Pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm. - Facade systems (shown below) are designed to integrate safety barriers and systems while also incorporating visual transparency to facilitate passive surveillance from and to the public realm.	
PO4 Safety is ensured via the use of appropriate lighting.	- Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues. - Use public lighting to connect areas between lights and avoid unnecessary areas of darkness. The areas should be lit to the minimum AS 1158. Illuminate public areas, entrances to buildings and concealed corners. - Minimise lighting spillage onto surrounding properties by designing in accordance with AS 4282.	
PO5 Public and private spaces are clearly delineated.	Clearly demonstrate ownership of private and public space in the design of the public realm and built form.	

2. Use landscaping to delineate between public and private spaces rather than building materials (e.g. solid fences).			
2.15 Universal Design and Access			
Objectives		Assessment	Consistent
O1. Provide equitable, safe, and legible access to the public realm and built form for all people.		Not relevant, the proposal is for site preparation works only and does not include the establishment of any built form to which this section of the DCP relate. Any future built form and the relevant accessibility will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Buildings and public places are designed for equity, accessibility and safety.	1. Paths, ramps, steps, and lifts comply with <i>AS 1428–2009 Design for Access and Mobility</i> .	Not relevant, the proposal is for site preparation works only and does not include the establishment of any built form to which this section of the DCP relate. Any future built form and the relevant accessibility will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2. Provide safe, logical, and predicable pathways that consider: a. Sight lines; b. Legibility; c. Weather protection; d. Cultural safety; e. The needs of children, the elderly, and people with disabilities; and f. Access and signage information.		
	3. Built form is stepped with the topography to provide at grade access for all ground floor uses.		
	4. An access report is required where universal access is a requirement of the <i>Disabilities Discrimination Act 1992</i> .		
2.16 Waste Management and Circular Economy			
Objectives		Assessment	Consistent
O1. Incorporate well-designed and innovative waste and recycling facilities in the building design stage.		The proposal is for site preparation works only. The proposal does not seek consent for specific land uses, buildings or the associated waste storage and waste management facilities. Any such, specific land uses and the associated waste management, as relevant to this section of the DCP, would be proposed and assessed as part of a separate, Internal Works SSDA.	Yes
O2. Encourage circular economy infrastructure including but not limited to reuse and repair facilities, sharing and leasing facilities, reverse vending machines and community recycling centres within the Aerotropolis.			
O3. Minimise the amount of waste generated and going to landfill.		Notwithstanding, as it relates to the proposed site preparation works, a Waste Management Plan (WMP) (Appendix V) which details the following: ▪ The waste types, quantities, classifications, and management methods associated with the proposed site preparation works. This includes estimated volumes of waste	
O4. Maximise waste separation and resource recovery.			
O5. Provide innovative and best practice waste management collection systems and technologies for reuse, recycling, organics collection and product stewardship.			

O6. Provide waste and recycling facilities that do not impact on amenity for residents, neighbours and the public, such as visually unpleasant areas, noise, traffic and odours from waste collection services, while also ensuring facilities are accessible, integrated wholly within the built form and easy to use.		types associated with building demolition, hardstand and vegetation areas, as well as details for separate storage and disposal methods for hazardous waste. The WMP recommends the waste storage and servicing design principles to ensure there is adequate ventilation, accessibility, cleaning facilities and flexibility. It also recommends that waste management in support of the proposal considers visual amenity and employs of adequate environmental management controls to prevent off-site migration of waste materials and contamination from the waste.	
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities.	1. Submit a waste management plan to support circular economy activities that also details the quantity and type of waste generated and how this will be managed, reused and recycled. Where possible, incorporate technologies such as vacuum extraction or on-site food processing.	The proposal is for site preparation works only. The proposal does not seek consent for specific land uses, buildings or the associated waste storage and waste management facilities. Any such, specific land uses and the associated waste management, as relevant to this section of the DCP, would be proposed and assessed as part of a separate, Internal Works SSDA. Notwithstanding, as it relates to the proposed site preparation works, a Waste Management Plan (WMP) (Appendix V) which details the following: - The waste types, quantities, classifications, and management methods associated with the proposed site preparation works. This includes estimated volumes of waste types associated with building demolition, hardstand and vegetation areas, as well as details for separate storage and disposal methods for hazardous waste. - The WMP recommends the waste storage and servicing design principles to ensure there is adequate ventilation, accessibility, cleaning facilities and flexibility. It also recommends that waste management in support of the proposal considers visual amenity and employs of adequate environmental management controls to prevent off-site migration of waste materials and contamination from the waste.	Yes
	2. Co-locate and integrate waste infrastructure on sites with multiple uses by providing a single collection point for waste and recycling.		
	3. Demonstrate that organic waste can be managed in the building through measures such as: a. Multiple options for on-site organic waste to maximise recovery (e.g. communal composting, worm farms, individual composting, dehydrators); b. Organics and recycling service to all households; or c. Energy generation from organic waste (anaerobic digestion) at lot and precinct scale.		
PO2 Waste and recycling facilities promote waste separation and reduce contamination. Materials are separated at source to achieve higher value recovery.	1. Collection points (including but not limited to reverse vending machines and e- waste drop-off) must be located with adequate space for servicing, ease of use and to encourage the separation of waste material. Collection points are documented in the waste management plan and are easily accessible.		
	2. Provide separate and enclosed storage for liquid, chemicals, and hazardous waste.		
	3. Where general waste chutes are used, provide for the collection of recycling and organic waste at each level within the building.		
	4. Consolidated organic waste drop off points are designed to minimise any potential odour and vermin risks. This includes the provision of rooms that are temperature controlled and suitably ventilated.		
	1. Provide uniform waste management design and colour coding in accordance with AS 4123 across residential and commercial developments.		

PO3 The location of waste management is clearly indicated for each site and neighbourhood.	2. Waste management systems and rooms are located inside buildings to support a heightened amenity and urban design outcome. Waste must not be left outside (excluding during collection) to avoid attracting animals.
PO4 Waste bins are provided to a level commensurate with waste produced for each development as outlined in Council's waste and recycling service.	1. Waste storage areas are designed to: a. Accommodate the required number and size of waste bins; b. Provide space for the bins to be accessed, rotated and manoeuvred for emptying; c. Allow for future waste separation practices; and d. Account for different uses in mixed use development through the provision of separate and enclosed collection rooms for both residential and commercial uses. 2. Align building design and collection points with Council's waste and recycling services and collection fleets.
PO5 Implement innovative waste management storage systems that are safe, healthy, and efficient.	1. Waste storage areas are to: a. Be well-lit and ventilated; b. Include water and drainage facilities for cleaning the bins and bin storage area; c. Be easily and conveniently accessible for all users and collection contractors; d. Be located so that residents do not have to walk more than 30m for access; and e. Comply with Local Council Policy and contractual service provisions. 2. Collection and loading points are to be: a. Level; b. Free of obstructions; c. Easily accessible from the nominated waste and recycling storage area; d. Be integrated wholly within the built form to support a heightened amenity outcome; e. Be accessible by heavy rigid collection vehicles to permit entry and exit of the site in a forward direction; f. Comply with the Building Code of Australia and Relevant Australian Standards; and g. Comply with Local Council Policy and contractual service provisions. 3. Provide safe and easy access to waste and resource recovery areas for residents, building managers and collection contractors. 4. Ensure waste and recycling areas flexibly adapt to other types of waste and materials storage over time.

	5. Design waste and recycling facilities to prevent litter and contamination of the stormwater drainage system.
PO6 Waste management storage systems minimise negative impacts on the streetscape, public domain, building presentation or amenity of pedestrians, occupants, and neighbouring sites.	- Waste storage and collection areas are to: - Where possible, be integrated wholly within the developments built form; - Not be visible from the street or public domain; - Not adjoin private open space, windows, habitable rooms, or clothes drying areas; - Not be located within front setbacks; and - Comply with Local Council Policy and contractual service provisions. - Collection points and systems are designed to minimise noise for occupants and neighbours during operation and collection.
PO7 Recognise waste types, generation rates and separation needs may change during the useful life of a building.	- Waste and resource recovery facilities are sited to enable possible future expanded floor area. - Design waste and resource recovery facilities to enable installation of new, potentially larger equipment.

2.17 Subdivision design

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To protect biodiversity values and minimise impacts on remnant native vegetation.	1. Land zoned Environment and Recreation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in accordance with a Vegetation Management Plan, including ongoing monitoring and management.	This SSDA does not seek consent for subdivision. No subdivision of land zoned Environment and Recreation (ENZ) is proposed. Biodiversity values within ENZ land will be protected and enhanced in accordance with the in accordance with a Vegetation Management Plan to be prepared and approved under the Internal Works SSDA (SSD-97688711), independent of SSD-97711727. Any future subdivision will be subject to a separate development application and will be assessed against this control at that time.	Yes
PO2 To respond to the natural topography and physical characteristics of the land and minimise the need to cut and fill.	1. Subdivision design shall balance cut and fill as far as practicable. Development proposals must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.	Although subdivision is not proposed under this SSDA, a detailed bulk earthworks and rehabilitation strategy has been prepared and assessed through the EIS. The proposed earthworks optimise cut-and-fill across the site, minimise material import and export, and respond to the site's existing topography and historical quarrying impacts.	Yes
	2. The impact on environmental values of any earthworks proposed are to be mitigated through the construction of physical barriers and sediment controls	Environmental impacts associated with bulk earthworks will be mitigated through comprehensive erosion and sediment control measures, staged earthworks and rehabilitation, and implementation of a Soil and Water Management Plan in accordance with the Blue Book and EPL requirements.	Yes
	3. Where a proposal is for subdivision of land only, benching is limited to road layouts and to within 15m of each newly created or proposed lot.	Subdivision-specific benching controls are not applicable, as subdivision is not proposed under this SSDA. Earthworks and benching are limited to what is required to establish the approved bulk earthworks landform and are assessed through the EIS.	N/A

2.18 Earthworks and retaining walls

Performance Outcome	Benchmark Solution	Assessment	Consistent
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PO1 To ensure site planning considers the stability of land, its topography, geology and soils.	1. Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability. 2. A Geotechnical Report is to be submitted with applications proposing to change site levels. 3. Excavation and fill shall be adequately retained and drained in accordance with the Western Sydney Engineering Design Guidelines.	The proposed bulk earthworks and rehabilitation works have been designed having regard to the existing landform, historical quarrying impacts, site geology and geotechnical constraints identified at the site. The site is predominantly underlain by Bringelly Shale, with alluvial soils present adjacent to Badgerys Creek and Wianamatta–South Creek. These conditions, together with the legacy quarry pits, have informed the earthworks strategy, including controlled over-excavation, benching and engineered fill placement. Geotechnical investigations and specifications prepared by Douglas Partners, together with the Civil Engineering Report prepared by Arcadis, support the proposed changes to site levels and define appropriate excavation, fill placement, compaction and verification requirements. Quarry Pits 1 and 2 will be remediated through over-excavation and re-profiling of pit batters, including the provision of 1(V):3(H) batters beneath future warehouse footprints and 1(V):1(H) batters in other locations, to ensure long-term stability of the final landform. Excavation and fill works will be undertaken in accordance with the Douglas Partners Earthworks Specification and relevant Western Sydney Engineering Design Guidelines, with drainage, benching and keying-in measures implemented to manage groundwater, surface water and erosion risks during construction.	Yes
PO2 To ensure that earthworks and retaining wall construction is suitably designed and landscaped to ameliorate its visual presentation to and from the public domain and adjacent properties.	1. Level transitions must be managed between lots and not at the interface to the public domain. 2. Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level). 3. Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m. 4. The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped. 5. On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs. 6. Retaining wall design and materials shall complement architectural and landscape design.	This SSDA seeks approval for site preparation works only and does not propose the construction of retaining walls, permanent batters exposed to the public domain, or final landscaped interfaces. The bulk earthworks establish interim Bulk Earthworks Levels (BELs) to remediate historical quarrying and create a stable, build-ready landform. Detailed trimming, retaining structures (if required), landscaping and interface treatments will be addressed under subsequent development applications associated with the future industrial development of the site. Notwithstanding this, the earthworks design has been developed to avoid abrupt level transitions, with quarry batters re-profiled to stable slopes and level transitions managed within the site, rather than at public road interfaces. The proposed works do not result in finished ground levels adjoining public roads or public domain areas that would necessitate retaining walls or visual mitigation measures at this stage.	Yes
PO3 To encourage reuse of fill material from within the Aerotropolis Precinct.	1. Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person. 2. Where possible, fill material should be sourced from within the Aerotropolis Precinct.	The bulk earthworks strategy prioritises the reuse of site-won material generated through quarry over-excavation, pit remediation and site stripping, consistent with circular economy principles and the objectives of the Aerotropolis Precinct. Virgin Excavated Natural Material (VENM) and Excavated Natural Material (ENM) generated on site will be progressively assessed for suitability and reused as engineered	Yes

3. Topsoil should be preserved on site and suitably stockpiled and covered for re-use.	fill where compliant with the Douglas Partners Earthworks Specification and EPA requirements. Imported engineered fill will only be required where site-won material is insufficient or unsuitable, and any imported material will be validated in accordance with EPA Waste Classification Guidelines and geotechnical verification procedures. Topsoil stripped during site preparation will be stockpiled, managed and reused where practicable for rehabilitation and stabilisation works, in accordance with the Earthworks Specification and Vegetation Management measures.
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2.19 Public Art

Objectives		Assessment	Consistent
O1. Enrich and enliven the public and private domain with high quality, aesthetic, and functional art.		Not relevant, the proposal is for site preparation works only and does not include any public art.	N/A
O2. Provide public art consistent with Council’s Public Art Policy			
O3. Recognise and celebrate Aboriginal heritage, values and living culture in the public domain.			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 High-quality public art is integrated into the design and function of the development to embellish and enliven the public domain.	1. The strategy should respond to cultural values mapping to deliver a suitable artwork for the development demonstrating that the scale of the public art provided is commensurate to the intensity of use at the site or landscape.	Not relevant, the proposal is for site preparation works only and does not include any public art.	N/A
	2. For such development defined above, a minimum of 1 work of public art is provided within the publicly available and accessible spaces of the development such as: a. Any frontage to the public domain; b. Building entrances; or c. Arcades and through site links.		
	3. Different types of public art may be incorporated into the following aspects of development: a. Murals may form part of the facades of new buildings; b. Sculptures may be multipurpose and be integrated into urban furniture (e.g. shade, seating, water/drinking fountains or play/exercise equipment); c. Light installations may be combined with public lighting to support the needs of pedestrians or active transport after dark; or d. Artworks may form part of landscaping as part of wayfinding or interpretive walking trails.		
PO2 Public art is provided to capture and reflect the qualities and	1. Artwork is the result of collaboration with an artist to deliver a coordinated and cohesive development and public art response		

essence of place, community values and the stories of past and present cultures, places, and people.	2. Public art is created in conjunction with a community consultation process to ensure alignment between public art, cultural/community values, and development. 3. Commissioning and contract processes prioritise artworks which are: a. Created by Aboriginal artists and/or created with direct involvement and collaboration with Aboriginal communities; and/or b. Initiated by the local community (i.e. Unsolicited requests for public art). 4. Public art themes provide a response to elements particular to a place. Considerations include, but are not limited to: a. Aboriginal culture and places of significance; b. Unique place qualities and attributes; c. Natural landscape elements; and/or d. Historical land uses; buildings, persons, and events
PO3 Public art is easy to maintain.	1. Where art is permanent, use materials that are: a. Appropriate to the landscape/environment; b. Resistant to vandalism; c. Safe for the public; and d. Require minimal maintenance. 2. Where art is temporary, develop clear and concise agreements with artists/organisations on expectations and deaccession (the process used to permanently remove an object, artwork, or assemblage). In this case, replacement art is to be provided, so the site has art in perpetuity.

1 DCP Part 3 – Development for Enterprise and Industry and Agribusiness

3.1 Local road network and design

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To enable a road network that is safe and efficient for all users and minimises through traffic on minor roads.	1. Road design for local streets, collector streets and park edge streets as identified on the Aerotropolis Precinct Plan are to be consistent with the typical road cross-sections in this Figure 10 to Figure 12 .	SSD-97711727 does not include the design or construction of local streets, collector streets or park edge streets. Compliance with Aerotropolis Precinct Plan road cross-sections will be addressed under future development approvals and does not form part of this SSDA.	N/A
	2. Development applications shall be accompanied by a Traffic and Transport Report. The Report shall assess the impact of projected pedestrian and vehicular traffic associated with the proposal and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system.	A Preliminary Construction Traffic Management Plan (PCTMP) has been prepared by Ason Group (Appendix L) to support SSD-97711727 and assesses construction traffic associated with the proposed rehabilitation, quarrying and bulk earthworks. The PCTMP estimates peak hour and daily construction vehicle movements and includes a conservative cumulative assessment with other potential construction activities within the Estate. The assessment demonstrates that construction traffic can be accommodated within the surrounding road network and is expected to remain within previously approved construction traffic thresholds for the Site. The PCTMP identifies construction access via Martin Road, consistent with existing approved arrangements, and confirms that heavy vehicle movements will occur in a forward direction using on-site turning areas and approved Restricted Access Vehicle (RAV) routes. Traffic management, monitoring and mitigation measures are outlined, with a commitment to prepare a detailed CTMP prior to commencement of works to ensure road safety and network efficiency are maintained.	Yes
	3. Subdivision and development are to consider the coordinated staging and delivery of surrounding road infrastructure. Development consent will only be granted to land serviced by a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).	SSD-97711727 does not seek consent for subdivision or operational development. The EIS confirms that surrounding road infrastructure will be delivered under separate approval pathways and is not relied upon for this SSDA. Construction access will continue to be achieved via existing approved arrangements.	N/A
	4. All parking shall be provided either on site or in centralised off- road locations.	SSD-97711727 does not include parking provision for operational land uses. Any temporary construction parking will be managed in accordance with construction management arrangements outlined in the EIS. Operational parking will be addressed under future development approvals.	N/A
	5. The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.	SSD-97711727 does not propose or approve an internal road network. Internal road layout and connectivity will be addressed under the Internal Works SSDA (SSD-97688711).	N/A
	6. The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles.	Road network design for Performance Based Standards vehicles is not proposed or assessed under SSD-97711727. These matters will be addressed under future development approvals where relevant.	N/A
	7. To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.	Kerb return geometry and detailed road design are not included in the scope of SSD-97711727. These matters will be addressed under subsequent approvals associated with road construction.	N/A

8. Road design shall consider arrangements for broken down vehicles and incident response.

Note: All street cross-sections illustrate minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.

SSD-97711727 does not include road design or operational road use. Incident response and breakdown arrangements relevant to permanent roads will be addressed under future development and road approvals.

N/A

Figure 12 Typical Local Industrial Road

Note: Parking may be accommodated in the kerbside lane where appropriate.

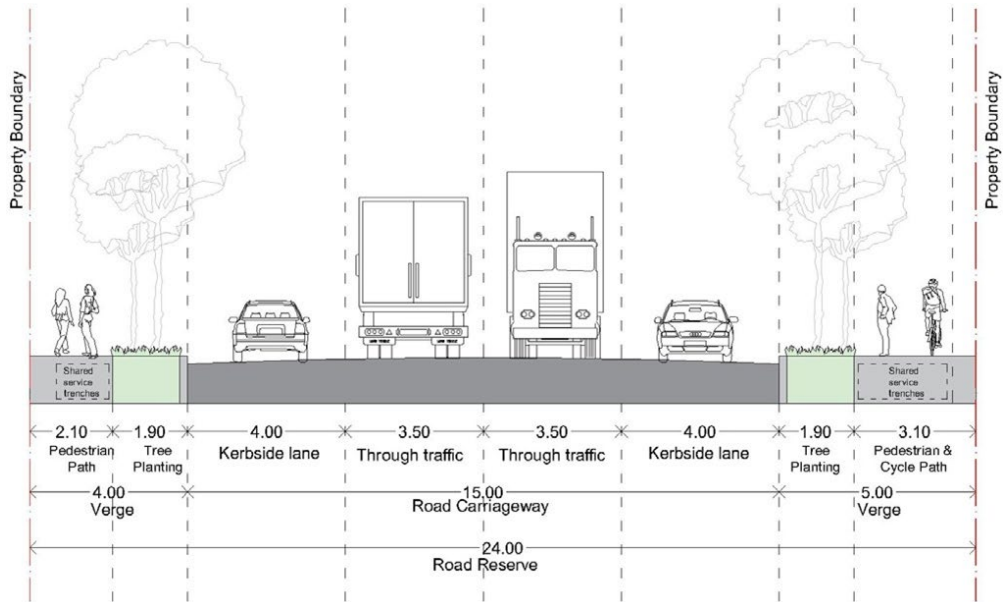


Figure 13 Typical Collector Road

Note: Parking may be accommodated in the kerbside lane where appropriate

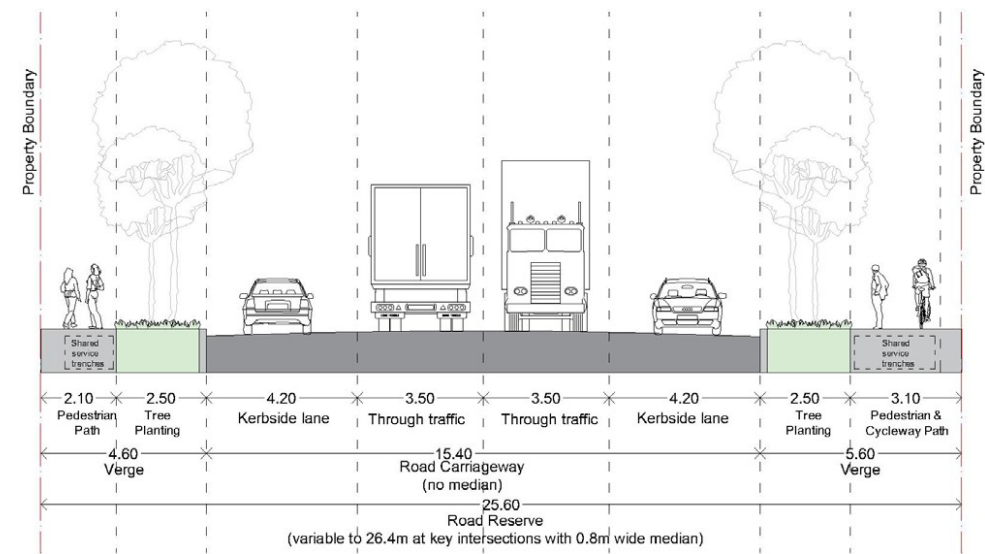
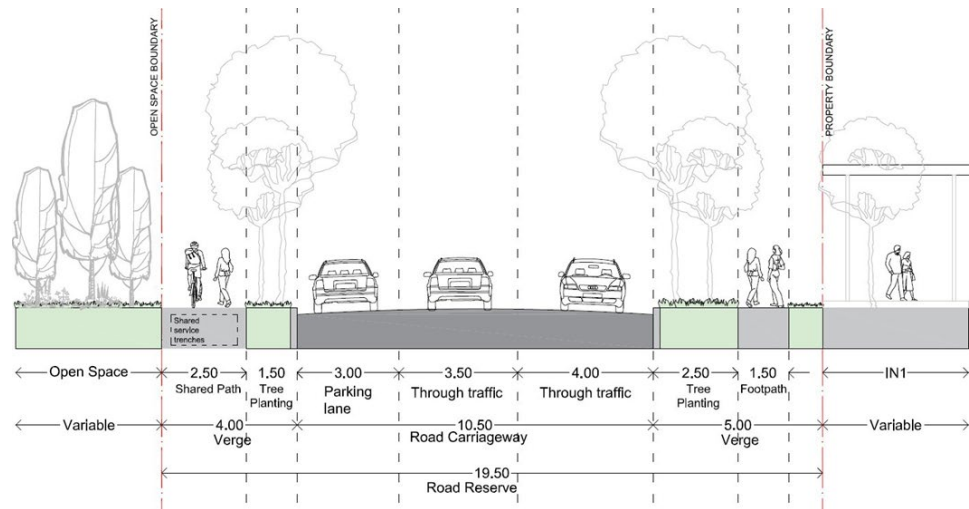


Figure 14 Typical Open Space Edge Road



PO2 To encourage the orderly and economic provision of road and intersection works. To encourage the use of public transport, bicycles and walking.

- Internal road network intersections are to be provided at the following minimum intervals:
 - Local to local industrial road – 40m-60m;
 - Local to collector/distributor road – 100-200m; and
 - Collector/distributor to sub-arterial – 400m-500m

SSD-97711727 does not propose or approve an internal road network or intersections, as the application is limited to rehabilitation, quarrying and bulk earthworks only. Internal road layout, intersection spacing and active transport provision will be addressed under the separate Internal Works SSDA (SSD-97688711).

N/A

3.2 Parking and travel management

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality.	1. On-site car parking is to be provided in accordance with Table 3 .	Not relevant, the proposal is for site preparation works only and does not include parking or loading areas outside of temporary, construction car parking to which this section of the DCP does not relate. The proposal does not include any buildings, or land uses which would require supporting carparking, loading areas, driveways or bicycle parking. Any future parking areas will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2. For activities not identified in Table 3 , the TfNSW' (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide.		
PO2 To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles).	1. Vehicular access and driveways widths must be sweep path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.		
	2. The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.		
	3. Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas.		
	4. Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).		
	5. Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.		

6. All loading and unloading areas are to be:

a. Integrated into the design of developments;

b. Separated from car parking and waste storage and collection areas;

c. Located away from the circulation path of other vehicles; and

d. Located behind the building alignment of any street boundary and where visible from a public place, be provided with appropriate screening.
7. Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.

a. Access, parking, manoeuvring and loading facilities shall be in accordance with Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 4. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments.

PO3 To minimise the impact of vehicle access points on the quality of the public domain and streetscape.

1. Driveways should be:

a. Located considering any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;

b. Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; and

c. For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.

PO4 To support the complementary use and benefit of public and active transport.

1. The following bicycle destination facilities for staff are to be provided:

a. For ancillary office and retail space with a gross floor area over 2,500 sqm, at least 1 shower cubicle with ancillary change rooms;

b. For industrial activities with a gross floor area over 4,000 sqm, at least 1 shower cubicle with ancillary change rooms;

c. Change and shower facilities are to be located close to the bicycle storage areas; and

d. Where the building is strata-titled, the facilities are to be available to all occupants.
2. Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle. Bicycle parking and storage should be near to the entrances and facilities closer to work spaces or other amenities.

Table 4 Car and bicycle parking rates

Activity	Rate	
	Within 800m walking distance of a metro station	Greater than 800m walking distance of a metro station

	Maximum parking rate	Minimum parking rate	Maximum parking rate
Industry	1 space / 200 sqm	1 space / 200 sqm	1 space / 100 sqm
Warehouses or distribution centres	1 space / 250 sqm	1 space / 300 sqm	1 space / 100 sqm
Freight Transport Facilities	1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility.		
Vehicle Body Repair Workshops/ Vehicle Repair Stations	3 spaces per 100m2 of gross floor area or 6 per work bay, whichever is greater		
Ancillary office space	1 space per 40 sqm of gross floor area		
Neighbourhood shops	1 space per 40 sqm of gross leasable area		
Other Uses	In accordance with TfNSW Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This may require the applicant to submit a car parking report from a suitably qualified traffic consultant.		
Accessible Parking	Accessible car spaces should be in accordance with the <i>Access to Premises Standards, Building Code of Australia</i> and AS2890.		
Bicycle Parking	1 space per 600 sqm of gross floor area of office and retail space (over 1200m2 gross floor area) 1 space per 1,000 sqm of gross floor area of industrial activities (over 2000m2 gross floor area)		

Table 5 Minimum design vehicle requirements for Enterprise and Industrial, Industrial and Agribusiness developments	Site Area	Design Vehicle
	Up to 1,500 sqm	Medium Rigid Vehicle (MRV)
	1,500 sqm – 4,000 sqm	Heavy Rigid Vehicle (HRV)
	4,000 sqm – 20,000 sqm	Articulated Vehicle (AV)
	Greater than 20,000 sqm	30m PBS Level 2 Type B

3.3 Built form

3.3.1 Building siting and design

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To encourage building form that responds to the topography of the site and the relative position of the allotment to other allotments and the street.	1. Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural-residential areas, environmental and open space areas, riparian corridors and ridgelines.	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings. Any future buildings and the respective assessment of their built form and designed will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A

To minimise the impact of buildings upon the surrounding public realm, including areas of environmental significance, landscape value and residential uses.

3.3.2 Building setbacks

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To provide a consistent streetscape design and landscaped transition to the public realm.	1. Building setbacks are to be in accordance with Table 5. 2. Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding primary arterial roads): a. Landscaping; b. Maintenance/rehabilitation of biodiversity corridors or areas; c. Utility services installation; d. Cross-overs; e. Fire access roads; f. Approved signage; g. Street furniture; or h. Drainage works. 3. Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved. 4. Setbacks to public roads may also incorporate loading dock manoeuvring areas and associated hardstand and off streetcar parking provided the minimum setbacks in Table 5 are achieved. In addition to the setback requirements in Table 5, setbacks that incorporate an off-street parking area must demonstrate the location of the car parking area: a. Promotes the function and operation of the development; b. Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and c. Does not detract from the streetscape values of the locality. 5. Additional setbacks may be applicable to avoid construction over easements. 6. For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic.	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings. Any future buildings and the respective assessment of their built form and designed will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
To enhance the visual quality of development and the urban landscape.			
To minimise the impact of overshadowing to adjoining buildings and open space.			

3.3.3 Landscape setbacks

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character.	1. Landscaped area is to be provided in accordance with Table 5 . Note control (4) and (7) in PO1 of Section 3.6.2 allows different landscape setbacks to those identified in Table 5 for loading dock manoeuvring areas and on-site car parking.	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings. Any future buildings and the respective assessment of their built form and designed will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2. A Landscape Plan prepared by a Landscape Architect is to be submitted with all development proposals.		
	3. Existing remnant vegetation and paddock trees shall be retained where practical within setback areas and integrated with landscaping plans.		
	4. Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.		
	5. Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shade and assist with cooling.		
	6. Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.		
	7. Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.		
	8. Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.		
	9. Paving, structures and wall materials should complement the architectural style of buildings.		

Table 5– Setbacks

Note: Refer to the Aerotropolis Precinct Plan Section 4.6.2 for relevant road hierarchies.

Location	Building Setback (from site boundary)	Landscape minimum width (from the site boundary)
Lots fronting primary arterial and sub-arterial roads	20m	10m
Lots fronting collector streets	12m	6m
Lots fronting local streets	7.5m	4m

Secondary road frontages (corner lots)	5m	3m
Rear and side boundaries	5m	2.5m No minimum requirement for side boundaries
Lots adjoining land zoned Environment and Recreation	10m boundary adjoining Environment and Recreation land, unless separated by a road (streets setbacks above apply).	5m landscape setback from the edge of the E&R zoned land, unless separated by a road.
Development within defined building setbacks		
Lots fronting a public road with a setback containing loading dock manoeuvring areas and associated hardstand	As per relevant setback for each public road above	Minimum 6m
Lots fronting a public road with a setback containing off street car parking areas	Minimum 13m	Minimum 6m

3.3.4 Building and architectural design

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To ensure buildings achieve a high level of sustainability and environmental performance.	1. Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings. Any future buildings and the respective assessment of their built form and designed will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2. Development proposals shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: a. Building and window orientation; b. Window size and glass type; c. Insulation; d. Natural ventilation and light with generous, all weather openings; e. Utilise extensive roof areas for energy and water collection; f. Air flow, ventilation and building morphology to support cooling; and g. Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.		
PO3 To encourage innovation and a high standard of architectural	1. External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.		

design, utilising quality materials and finishes.	2. Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.
	3. Large expanses of wall or building mass should be relieved using articulation, variation in construction materials, fenestration or alternative architectural enhancements.
	4. Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.
	5. The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.
	6. The design of the main office and administration components shall: a. Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a ‘tack on’ addition; b. Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and c. Incorporate the principles of Universal Design.
	7. Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.
	8. Roof design must provide natural illumination to the interior of the building.

3.3.5 Communal outdoor areas

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To contribute to amenity for employees	1. Each building shall be provided with at least 1 communal outdoor area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings. Any future buildings and the respective assessment of their built form and designed will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2. In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.		
	3. Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water commensurate with the scale of the development, activities, and anticipated number of workers.		
	4. Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.		
	5. Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21 June.		

6. Outdoor communal areas shall immediately adjoin a staffroom/lunchroom with kitchen facilities. Where this is not possible, the outdoor communal area is to be provided with a suitably designed weatherproof outdoor kitchen for the use of staff.

3.4 Signage

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To permit the adequate display of information concerning the identification of premises, the name of the occupier, and the activity conducted on the land.	1. Free standing pylon signage must not exceed 10m in height from finished ground level and 2m width. No signage is permitted in the bottom 2m of the structure.	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings or signage. Any future buildings and any building identification or wayfinding signage will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
	2. Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.		
	3. Sky signs and roof signs that project vertically above the roof of a building are not permitted.		
	4. In the case of multiple occupancy of a building or site: a. Each development should have at least one single directory board listing each occupant of the building or site; b. Only one sign is to be placed on the face of each premises either located on or over the door; and c. Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.		
PO2 To minimise the visual impact of signage. To prevent distraction to motorists and minimise the potential for traffic conflicts.	1. Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level.		
	2. Signs should be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.		
	3. Signs are to be contained fully within the confines of the wall or awning to which they are mounted.		
	4. Illuminated signs are not to detract from the architecture of the building during daylight.		
	5. Illumination (including cabling) of signs is to be either: a. Concealed; b. Integral with the sign; c. Provided by means of carefully designed and located remote or spot lighting.		

	6. A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment.
	7. Up-lighting of signs is prohibited. External lighting of signs is to be downward pointing and focused directly on the sign and is to minimise the escape of light beyond the sign.
	8. A maximum of one illuminated sign is permitted on each elevation of each building.
	9. Illuminated signage shall be oriented away from residential receivers.

3.5 Lighting

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To provide adequate external security lighting for employment activities, whilst minimising adverse impacts on adjoining premises and surrounding rural-residential areas.	- Lighting details shall be provided as part of development proposals. - Lighting is to be designed or directed to not cause light spill onto adjoining sites, sensitive receivers or impact Airport operations. Lighting details shall be provided as part of development proposals	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings or the associated lighting. Any future buildings and the respective lighting will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
PO2 To encourage energy efficient lighting.	Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.		

3.6 Fencing

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To ensure that the design and location of fencing is integrated within the development and is suitable for its purpose and setting.	- Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility. - Palisade fencing is encouraged. - Solid fences above 1 metre in height are not permitted along street frontages.	Not relevant, the proposal is for site preparation works only and does not include the development of new buildings or spaces with any associated fencing, other than temporary construction fencing to which this section of the DCP does not relate. Any future buildings and the respective fencing to which this section of the DCP relates will be proposed and assessed as part of the separate, Internal Works SSDA.	N/A
PO2 To ensure that the security needs of the development are satisfied in a manner which complements the surrounding landscape design and streetscape quality.	- No fencing other than a low ornamental type may be erected at the front or secondary street site boundary. - High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line. The design of the landscape setback should consider site security management.		

3.7 Noise and amenity

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 To ensure noise and vibration do not adversely impact human health and amenity.	1. Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.	The proposal is for site preparation works only. The proposal does not seek consent for specific land uses, buildings or the associated noise generation. Any such, specific land uses and the associated noise impacts and assessment, as relevant to this section of the DCP, would be proposed and assessed as part of a separate, Internal Works SSDA.	Yes
To ensure building design adequately protects workers and surrounding receivers from noise and vibration.	2. Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011). 3. An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods. 4. Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels. 5. The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments. 6. Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography. 7. Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.	Notwithstanding, as it relates to the proposed site preparation works, a Noise and Vibration Impact Assessment has been prepared (Appendix U) which: ▪ Was prepared by qualified acoustical engineers in SLR Consulting Australia, and includes detailed acoustic modelling and predictions of potential noise/vibration impacts generated by the proposal. ▪ assesses construction noise and vibration impacts in accordance with the Interim Construction Noise Guideline (ICNG), Noise Policy for Industry (NPfI) and the Road Noise Policy (RNP); ▪ identifies Noise Catchment Areas and assesses impacts at nearby sensitive receivers; ▪ predicts that residential receivers adjacent to the northern boundary of the site may be Highly Noise Affected (>75 dBA) during some construction scenarios; ▪ assesses construction vibration impacts and identifies where monitoring may be required; and ▪ recommends mitigation, monitoring and management measures, including the preparation and implementation of a Construction Noise and Vibration Management Plan (CNVMP).	