

Environmental Review

Project:	Sydney Metro Western Sydney Airport (SMWSA)
Title and number of the assessment:	ER-WSA-001 Aerotropolis Core: temporary construction power works https://icentral.tdocs.transport.nsw.gov.au/otcs/cs.exe/app/nodes/168991548
Prepared by:	Sydney Metro
Applicable to:	Sydney Metro and ASP1 contractors
Type of assessment:	Assessment under: EP&A Act 1979, Division 5.2.
Planning approval number (where relevant):	SSI_10051 Infrastructure approval (NSW)
iCentral number:	SM-22-00012510

1. Proposed works and justification

An environmental review is applicable to design changes which are consistent with the conditions of approval and would have no additional impacts on the community and/or the environment. This environmental review is required to demonstrate compliance with the conditions of approval and Sydney Metro Western Sydney Airport (SMWSA) Environmental Impact Statement (EIS) and Submissions Report. A description of activities is listed in Table 1 and an assessment provided in Section 2.

Table 1 Description of proposed works

Description	Overview
Location of works	Greendale Road, the Northern Road and Badgerys Creek Road in Bringelly The location of the works is shown in Figure 1 below.
Scope of works	<p>To provide a temporary construction power route from the Bringelly Zone substation on Greendale Road in Bringelly to the Aerotropolis Core construction site using a combination of existing conduits and new works. Scope of works includes:</p> <ul style="list-style-type: none"> • Installation of approximately 350 metres of underground cable along Greendale Road, between the substation and The Northern Road using existing conduits • Installation of approximately 380 metres of underground cable along The Northern Road between Greendale Road and Wentworth Road. The proposed works would be completed with open trenches • Installation of approximately 750 metres of underground cable along The Northern Road, between Wentworth Road and Badgerys Creek Road using existing conduits • Installation of approximately 1.5 kilometres of underground cable along Badgerys Creek Road between The Northern Road and the Aerotropolis Core access road. The proposed works would be completed with open trenches with some horizontal directional drilling used to cross Badgerys Creek Road or avoid gullies or vegetation.

(Uncontrolled when printed)

<p>Justification for works</p>	<p>The SMWSA EIS outlined the approach that would be taken to identifying and selecting additional construction related elements of the project, including utility works.</p> <p>The utility works in Bringelly are required to connect the Bringelly Zone substation on Greendale Road to the Aerotropolis Core construction site to provide temporary power to the Aerotropolis Core construction site.</p>
<p>Timeframe for works</p>	<p>Q1 2022</p>
<p>Work hours, workforce and equipment / machinery</p>	<p>The works are expected to be completed during both standard construction hours and as out of hours works.</p> <p>Up to 20 workers could be working onsite at any one time.</p> <p>Equipment required would include:</p> <ul style="list-style-type: none"> • Excavators (8-13t) • Horizontal directional drilling rigs and mud recycling • Bed bore machine • Utes including utes with a canopy box • 8-13t tipper • Hand tools • Traffic control vehicles.

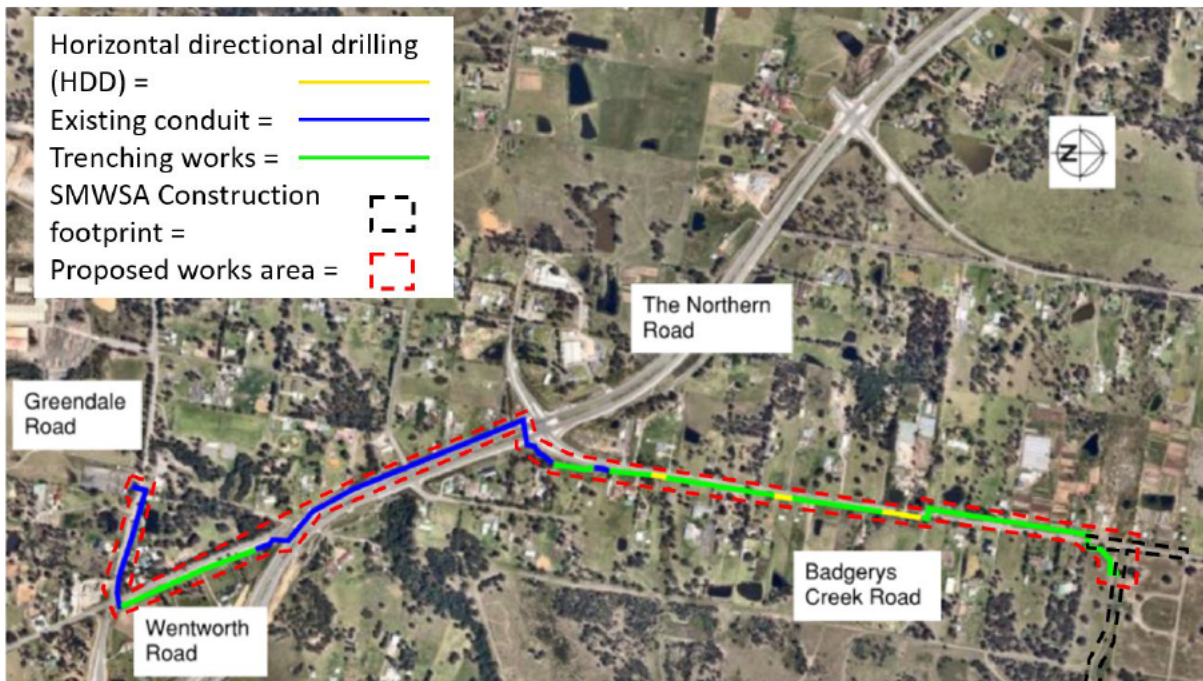


Figure 1 Location of works area

2. Conditions of Approval

The following table outlines whether the proposed changes would be consistent with the relevant Conditions of Approval.

Table 2 Comparison of the proposed change with relevant elements of the Approved Project

Relevant elements of the Approved Project	Proposed Change
<p>Section 8.11.5 of the EIS allows for additional utility works that are required outside of the construction footprint for the project provided the works are consistent with the following performance criteria:</p> <ul style="list-style-type: none"> the works connect to the construction footprint or to a point adjacent to the construction footprint the works have no direct impact on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts assessed in the Environmental Impact Statement the works can be carried out and managed consistent with the performance outcomes identified in Chapter 27 (Synthesis) or as revised. 	<p>Construction footprint</p> <p>The works connect to the construction footprint from Badgerys Creek Road near the Aerotropolis Core access road, shown in Figure 1.</p> <p>Non-Aboriginal heritage</p> <p>A search of the State Heritage Register (SHR), Section 170 Heritage and Conservation Registers and Liverpool Local Environmental Plan (LEP) 2008 on 14 February 2022 identified several non-Aboriginal heritage items in the vicinity of the works</p> <ul style="list-style-type: none"> Bringelly Public School Group, including schoolhouse and former headmaster's residence <ul style="list-style-type: none"> Local significance – item number 17 under the Liverpool LEP Section 170 listed – item 5064554 under Department of Educations' section 170 heritage register Kelvin Park Group – local significance, item number 18 under the Liverpool LEP and 13 under SEPP (Western Sydney Aerotropolis 2020). Note: The State heritage listed 'Kelvin' site is located around one kilometre east of the proposed works. No works would occur within or near the state heritage curtilage. Two water tanks (former water supply to Overseas Telecommunications Commission (OTC) staff) – local significance, item number 14 under the Liverpool LEP <p>The SMWSA EIS also identified a potential heritage item</p> <ul style="list-style-type: none"> Bringelly Royal Australian Air Force (RAAF) Base – located on Lot 10 DP1235662 <p>The works along Greendale Road would use existing conduits, therefore there would be no direct impact to Bringelly Public School.</p> <p>No works would occur within the heritage curtilage of Kelvin Park Group or Two water tanks, therefore there would be no direct impact to these heritage items. As the works are underground there would be no permanent indirect impacts.</p> <p>The proposed works would extend into the lot containing potential heritage item Bringelly RAAF Base, however the main heritage buildings are located approximately 800 metres from the works. These buildings are being demolished under the approved SMWSA project. The SMWSA EIS identified no non-Aboriginal archaeological potential associated with the item. Given the buildings are being demolished as part of the project there is no additional impact to this item from the proposed works beyond the impacts assessed in the SMWSA EIS.</p>

	<p>Aboriginal Heritage</p> <p>A search of the Aboriginal Heritage Information Management System (AHIMS) on 28 January 2022 identified six sites in the vicinity of the works: [REDACTED]</p> <p>[REDACTED].</p> <p>Sydney Metro completed utilities investigation works in 2021 which included the preparation of a heritage memo (See Attachment A). The heritage memo identified the following sites in the vicinity of the works:</p> <ul style="list-style-type: none"> • 45-5-4145 an isolated artefact • 45-5-4932 a PAD within the Thompsons Creek riparian area • 45-5-5257 a modified tree • 45-5-3895 an isolated artefact. <p>The works along [REDACTED] (between Wentworth Road and Badgerys Creek Road) would use existing conduits and would not impact Aboriginal heritage sites including the PAD within the Thompsons Creek riparian area (45-5-4932).</p> <p>The trenching works on [REDACTED] would not impact AHIMS sites 45-5-3895, 45-5-5257, 45-5-4145 as no works are proposed within the site extents and would be contained to the road reserve which is considered disturbed land.</p> <p>Biodiversity</p> <p>A search of the SEED Portal undertaken on 14 February 2022 identified areas of PCT849 (Grey Box Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin), PCT 850 (Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion) and PCT835 (Forest Red Gum - Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion) along the alignment.</p> <p>The project team have confirmed that impact on vegetation would be minimal, with under boring used to avoid vegetation removal. As no vegetation removal is required the works are consistent with the direct impacts described in the EIS.</p> <p>The proposed works may increase noise, dust, erosion and sedimentation, and cause the introduction of weeds. This is consistent with the indirect impacts described in the EIS.</p> <p>Performance Outcomes</p> <p>The works can be managed consistent with the performance outcomes (POs) as revised in the SMWSA Submissions Report including:</p> <ul style="list-style-type: none"> • Safe and efficient routes are provided for pedestrians, cyclists and road users at/near construction sites • Construction noise and vibration impacts on local communities (including airborne noise and ground borne noise and vibration) are managed in accordance with the Construction Noise and Vibration Standard and the Interim Construction Noise Guideline
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Relevant elements of the Approved Project	Proposed Change
	<ul style="list-style-type: none"> Minimise or where possible avoid impacts on threatened flora and fauna species, and ecological communities listed under the Biodiversity Conservation Act 2016 (NSW) and <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth) Impacts on non-Aboriginal heritage items and archaeology are minimised or where possible avoided The heritage significance of Aboriginal objects and places are protected, conserved and/or managed in order to ensure the project does not diminish the story and cultural understanding associated with the objects and places of Aboriginal people in NSW.
<p>SSI CoA A1 – The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the:</p> <p>(a) Sydney Metro – Western Sydney Airport Environmental Impact Statement dated 21 October 2020; and</p> <p>(b) Sydney Metro – Western Sydney Airport Submissions Report submitted April 2021.</p>	<p>The proposed works would be carried out generally in accordance with the SMWSA EIS (s8.11.5).</p>
<p>SSI CoA E2 – Minimising clearing of native vegetation</p>	<p>No vegetation removal would be required. Under boring would be used to avoid vegetation removal.</p>
<p>SSI CoA E36 – The Unexpected Heritage Finds and Human Remains Procedure must be implemented</p>	<p>The proposed works would be subject to the Sydney Metro Unexpected Heritage Finds and Human Remains Procedure</p>
<p>SSI CoA E42 – Out-of-Hours Work (OOHW) Protocol</p>	<p>An OOHW protocol for the project has been approved by Department of Planning Industry and Environment. Where OOHW are required additional assessment and approval processes would be followed, in accordance with the OOHW Protocol.</p>
<p>SSI CoA E120 – Minimising impacts to utilities infrastructure and disruptions of services.</p>	<p>Sydney Metro are responsible for advising local residents and businesses that may be affected before any planned disruption of services.</p> <p>The design has been reviewed and approved for construction by Endeavour Energy and would be completed by an accredited services provider.</p>
<p>SSI CoA E128 – Erosion and sediment controls must be implemented and maintained consistent with the Blue Book</p>	<p>Erosion and Sediment Control Plans (ESCPs) would be developed for all active worksites in accordance with the Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) (known as the 'Blue Book'). These would be progressively updated to reflect current site conditions.</p>
<p>EPBC 2020/8687</p>	<p>Not considered further as the works would not impact protected matters or extend into or affect Commonwealth Land.</p>

3. Environmental review

The following table provides a risk review of the potential environmental impacts of the proposed changes.

Table 3 Environmental review


Environmental review	Yes / No	Description of impacts (including consideration of safeguards required by the Approved Project)
Is the proposal to take place outside of the Approved Project footprint	Y	The majority of proposed works would take place adjacent to the construction footprint of the project, however, the SMWSA EIS considers such works as discussed above. Impacts would be consistent with those assessed in the EIS, are anticipated to be localised, and can be managed appropriately by the existing conditions of approval, revised environmental mitigation measures (REMMs) and performance outcomes.
Is the location of works within the existing EPL premise boundary	N	There is no EPL proposed for the Advanced and Enabling Works (A&EW) scope.
Will the works take longer than 2 weeks to complete.	Y	The proposed works are expected to take approximately five months.
Does the work require OOHW approval	Y	OOHW will be required. Where OOHW are required additional assessment and approval processes would be followed, in accordance with the OOHW Protocol for the project.
Will the works impact an EEC or threatened species	N	No vegetation removal will be required. Under boring will be used to avoid vegetation removal.
Will works impact on native vegetation	N	No vegetation removal will be required. Under boring will be used to avoid vegetation removal.
Will the works impact on habitat trees	N	No vegetation removal will be required. Under boring will be used to avoid vegetation removal.
Will clearing of non-EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	N	No clearing is required.
Will the works result in medium / high noise or vibration impacts Will noise and vibration impacts on sensitive receivers be greater than that predicted in the EIA	Y	The nearest residential receiver is approximately 25 metres from the proposed works. The proposed works would take place during standard construction hours and as OOHW. The EIS has considered both scenarios at Bringelly. Noise and vibration generating activities will occur during trenching works but are not expected to be greater than that predicted in the SMWSA EIS. Additionally the works will occur progressively limiting a particular receiver's exposure to noise and vibration at any one time. Impacts would be managed in accordance with the Construction Noise and Vibration Standard and OOHW approval will be required for works outside of standard construction hours.
Will the works result in Medium/ High air quality impacts	N	The works would involve open trenches within the road reserve and non-destructive digging across roads and near vegetated area. Open trenching but would occur

Environmental review	Yes / No	Description of impacts (including consideration of safeguards required by the Approved Project)
		progressively so the area of impact would be limited at any one time.
Will the activity be located adjacent to or in close proximity to sensitive receivers	Y	Residential receivers are located along Greendale Road, The Northern Road, and Badgerys Creek Road adjacent to the works. Bringelly Public School is also located adjacent to the works. The school and residential receivers would be notified of the upcoming works. Further community notification requirements would also be completed for OOHV.
Will works impact on an Aboriginal / European heritage site different to that predicted in the EIA	N	The works would be largely contained within existing conduits or in the road reserve. The works would extend into a lot containing a potential heritage item (Bringelly RAAF base identified in the SMWSA EIS). The works are located approximately 800 metres from potential heritage structures which will be demolished under the approved SMWSA project. The area where the proposed works would occur has experience previous disturbance through road construction and is considered to be of low archaeological potential. The works would not cause additional impacts to this potential heritage item. Several AHIMS sites are located within the vicinity of the works but no works would occur within the site extents.
Are works within 10m of a watercourse	Y	The works would cross Thompsons Creek and Moore Gully. The works along the Northern Road (between Wentworth Road and Badgerys Creek Road) would use existing conduits and would not impact Thompsons Creek. Trenchless construction methods (i.e. under bore) would be used to cross Moore Gully reducing erosion and sediment control risks.
Are works in an area of known contamination	N	The proposed works are not within an area of known contamination.
Will the works result in temporary or long-term traffic impacts	Y	Construction activities would result in potential traffic impacts caused by: <ul style="list-style-type: none"> • traffic control measures including reduced speed limits, single lane closures and contraflow arrangements • a small increase in construction traffic on the local road network. There are no anticipated long-term traffic impacts and access to properties would be maintained at all times. A detailed Traffic Management Plan is required for the proposed works.
Will the works result in visual impacts to sensitive receivers	Y	Similar to the visual impacts predicted in the SMWSA EIS, there would be minor visual impacts associated with construction works, disturbed areas, plant and equipment and temporary safety measures such as road covers, if required. The works would occur progressively so the area of impact would be limited at any one time, and the area of disturbance would be stabilised before moving to the next section. Construction lighting would be designed and located to minimise light spill outside the construction site during night works.

Environmental review	Yes / No	Description of impacts (including consideration of safeguards required by the Approved Project)
		It is expected that visual impacts can be managed appropriately by the existing conditions of approval, REMMs and performance outcomes.
Will the works involve significant earthworks	N	The works would involve open trenches within the road reserve and non-destructive digging across roads and near vegetated area. Open trenching but would occur progressively so the area of impact would be limited at any one time.

4. Recommendation

Based on the above assessment, and with reference to the SMWSA EIS and Submissions Report, including the conditions of approval and associated CEMP and plans, it is recommended that:

	The proposed change is consistent with the Approved Project as described in the SMWSA EIS and Submissions Report including the conditions of approval, has negligible impacts on the community and environment and no further assessment is required.
	The proposed change is likely to be consistent with the Approved Project as described in the SMWSA EIS and Submissions Report, however more than a negligible impact on the community and environment may result and further assessment in the form of a Planning Approval Consistency Assessment form is required to be completed and submitted to the Planning team for the proposed design/ construction change.
	The proposed change is not consistent with or substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered

5. Certification

The above information provides a true and fair review of the proposed works.

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6. Endorsement

I have reviewed the above review and provide the following endorsement:

✓	The proposed design/construction change is consistent with the SMWSA EIS and Submissions Report, has negligible impacts on the community and environment and no further assessment or modification of the planning approval is required.
	The proposed design/construction change is likely to be consistent with the SMWSA EIS and Submissions Report, however more than negligible impacts are expected on the community and environment and further assessment is required.
	The proposed design/construction change constitutes a project modification and requires further assessment and approval.

This endorsement is conditional on the following:

1. All works will be carried out in accordance with the SMWSA EIS and Submissions Report and the Project Conditions of Approval.
2. All works will be carried out in accordance with the approved Construction Environmental Management Plan and any relevant sub plans.
3. All works will be carried out in accordance with any additional management measures identified in the Environmental Review, unless otherwise noted by this endorsement.

Comments (if any):	
Signed:	
Endorsed by:	
Date:	24/02/2022

Appendix A – Heritage Assessments

Our ref: PR145906-25

Level 13, 255 Pitt Street
Sydney NSW 2000
T +61 2 8099 3200

Date: 23 April 2021

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED],

Sydney Metro Western Sydney Airport utilities investigation – Aerotropolis

I respond to your enquiry regarding the proposed utility investigation works at Aerotropolis. It is understood that RPS is currently undertaking utility investigation works on behalf of Sydney Metro prior to commencement of physical works associated with the proposed Sydney Metro – Western Sydney Airport.

These utility investigation works were not addressed in the previously prepared *Sydney Metro – Western Sydney Airport Environmental Impact Statement (2020)* (EIS) because investigation works are being undertaken as exempt development as defined by the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) under the *Environmental Planning and Assessment Act 1979*. As such, an Aboriginal and non-Aboriginal preliminary heritage advice is required prior to investigation works proceeding.

This brief letter:

- outlines the known and potential Aboriginal and non-Aboriginal heritage values on an Environmental Control Map (ECM),
- highlights the requirements of the *National Parks & Wildlife Act 1974* and the *Heritage Act 1977* and
- provides an assessment of the impact that the proposed works may have on heritage values.

This heritage assessment is limited to a desktop assessment. No site inspection of the proposed investigation area was undertaken. This advice has been prepared with reference to:

- Sydney Metro - Western Sydney Airport Environmental Impact Statement (2020)
- Sydney Metro – Western Sydney Airport Technical Paper 4 – Non-Aboriginal heritage (Artefact 2020)
- Sydney Metro - Western Sydney Airport Technical Paper 5 – Aboriginal heritage (2020)
- Sydney Metro – Western Sydney Airport Aboriginal heritage and non-Aboriginal heritage fieldwork investigation data supplied by Sydney Metro

Proposed works

The proposed utility investigation works at Aerotropolis requires the excavation of fifteen (15) trenches using a vacuum truck. The proposed investigation works would be undertaken entirely within existing road reserves of Badgerys Creek Road, The Northern Road and Wentworth Road (formerly The Northern Road) in Bringelly. The investigation trenches would be approximately 150 millimetres wide and extend to the depth that services are identified and/or to a maximum depth of 1.8 metres.

Aboriginal archaeology

Aboriginal Heritage Information Management System (AHIMS)

A search of the AHIMS revealed **no previously registered Aboriginal sites** to be present within the proposed investigation area. One Aboriginal site, AHIMS 45-5-4145, an isolated artefact, is located around [REDACTED] from AE7 (Figure 1).

Sydney Metro – Western Sydney Airport Aboriginal heritage fieldwork investigation data

A review of *Sydney Metro's Western Sydney Airport Aboriginal heritage fieldwork investigation data* (Figure 1) was consistent with the AHIMS search and indicated **no previously registered Aboriginal sites** to be present within the proposed Aerotropolis investigation area.

The majority of the Aerotropolis investigation area was not assessed in the EIS or the *Sydney Metro – Western Sydney Airport Technical Paper 4 – Non-Aboriginal heritage* (Artefact 2020). However, Trench AE12 is located within an area subject to Sydney Metro (2020) *Unexpected Heritage Finds Procedure* (see Recommendation 2).

Impact assessment

AHIMS 45-5-4145

AHIMS site 45-5-4145 appears to be an isolated artefact located north of the intersection between Badgerys Creek Road and The Northern Road, [REDACTED] west of Trench AE7. No investigation works would occur at the location of this Aboriginal site, therefore there would be no direct impact to this Aboriginal object.

Note: the site card for AHIM 45-5-4145 has not been viewed. This information has been interpreted from the AHIMS search data obtained in conjunction with Aboriginal heritage site prediction models for the area.

Non-Aboriginal heritage

This preliminary non-Aboriginal heritage advice has been prepared with reference to the *Environmental Protection and Biodiversity Act 1999* (EPBC Act), the *Heritage Act 1977* and relevant policies of Heritage NSW including NSW Heritage Manual *Assessing Heritage Significance* and the Heritage Council's *Assessing Significance for Historical Archaeological Sites and 'Relics'*.

Where relevant, existing statements of heritage significance have been utilised, updated significance assessments have not been prepared.

Statutory heritage listings

A search of the following heritage registers was undertaken:

- World Heritage List
- National Heritage List
- Commonwealth Heritage List
- State Heritage Register
- Liverpool Local Environmental Plan 2008
- State Environmental Planning Policy (Western Sydney Aerotropolis) 2020

Two items of heritage significance were identified within the immediate vicinity of the proposed Aerotropolis investigation area (Table 1 and Figure 2):

Table 1: Non-Aboriginal heritage items adjacent to investigation area

Item Name	ID	Register	Significance	Archaeological potential	Location
Bringelly Public School Group, including schoolhouse and former headmaster's residence	7	Liverpool LEP 2008	Local	Unknown	Immediately adjacent (<5 metres) to AE1
Bringelly Public School – Buildings B00E-B00H	5064554	Department of Education (DOE) Section 170			
Kelvin	I3	SEPP (Western Sydney Aerotropolis) 2020	State	Unknown	Adjacent (<25 metres) to AE12

It should be noted that the main Kelvin site is located around one kilometre east of investigation area AE12, is also listed on the SHR (Item No.0046) and the Liverpool LEP 2008 (Item No. 8), and is considered to be of high archaeological potential. The Kelvin (Item No. I3) site listed on the SEPP (Western Sydney Aerotropolis) 2020 covers the entire parcel of land known as Lot2714 DP18906, whereas the SHR and LEP only include part of this lot at the eastern end near the main Kelvin site (Figure 2).

Impact assessment

Bringelly Public School (LEP Item No. 7, DOE Section 170 Item No. 5064554)

No investigation works would occur within the heritage curtilage of this item, therefore there would be no direct impact to this heritage item.

Kelvin (SEPP (Western Sydney Aerotropolis) 2020 Item No. I3)

No investigation works would occur within the heritage curtilage of this item, therefore there would be no direct impact to this heritage item.

Conclusion and recommendations

The proposed Aerotropolis investigation works would be contained to the road reserve. Subsurface deposits within the road reserve have likely been disturbed by road construction and potential utility installation.

There is low likelihood for Aboriginal cultural heritage or non-Aboriginal heritage to be present within the proposed investigation area. However, three Trenches (AE1, AE7 and AE12) are located within [REDACTED] of registered heritage items and should be treated as sensitive in nature for the following reasons:

- there is a low potential for non-Aboriginal archaeological deposits associated with *Bringelly Public School* (LEP Item No. 7, DOE Section 170 Item No. 5064554) to be present within investigation area AE1
- there is a low potential for Aboriginal cultural heritage to be present within investigation area AE7, due to the presence of nearby AHIMS site 45-5-4145 and other isolated Aboriginal objects within the surrounding area
- there is low potential for non-Aboriginal heritage associated with *Kelvin* (SEPP (WSA) 2020 Item No. I3) to be present within investigation area AE12.

Works can proceed in relation to heritage matters and no further assessment is required. It is recommended:

Our ref: PR145906-25

Recommendation 1:

Works are to be contained to the road reserve and access and egress is to be contained to publicly accessible areas. No works are to be undertaken within adjacent properties including:

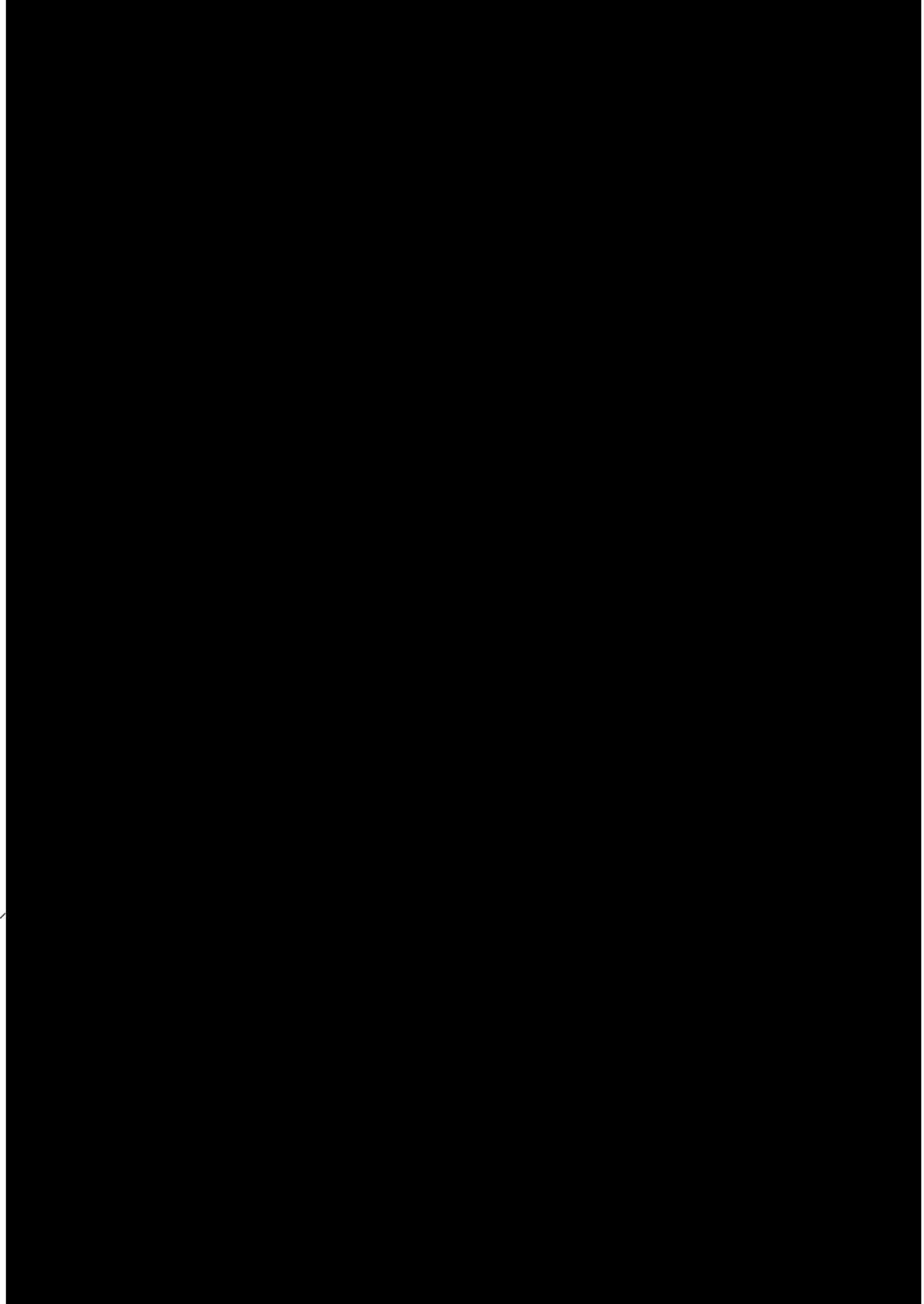
- Bringelly Public School at 1205 The Northern Road, Bringelly (Lot 50 DP746911)
- Lot 2714 DP1128906 on Badgerys Creek Road, Bringelly.

Recommendation 2: Unexpected finds procedure

In the unlikely event that Aboriginal objects or non-Aboriginal heritage are identified during the proposed work, the *Sydney Metro Unexpected Heritage Finds Procedure* (2020) should be followed.

Yours sincerely,
for RPS Australia East Pty Ltd

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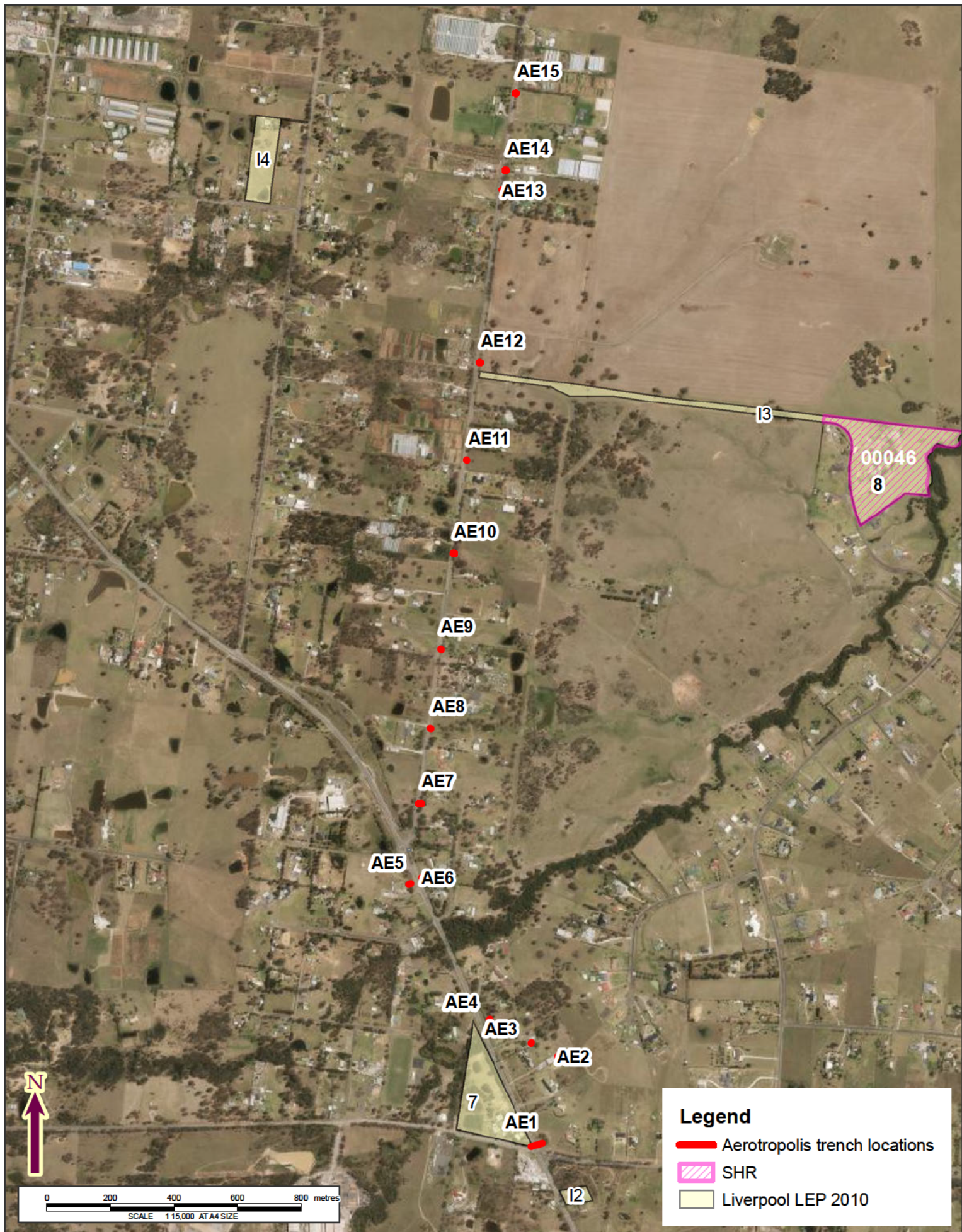


Figure 2: Environmental Control Map - non-Aboriginal heritage

LOCATION:	AEROTROPOLIS	DATUM:	GDA84
JOB NO.:	PR 145906-25	PROJECTION:	MGA Zone 56
Technician:	Sepehr.Sobhani	Date:	22/04/2021
		Data Sources:	RPS, Client Land and Property 2015

Appendix B – Desktop Searches

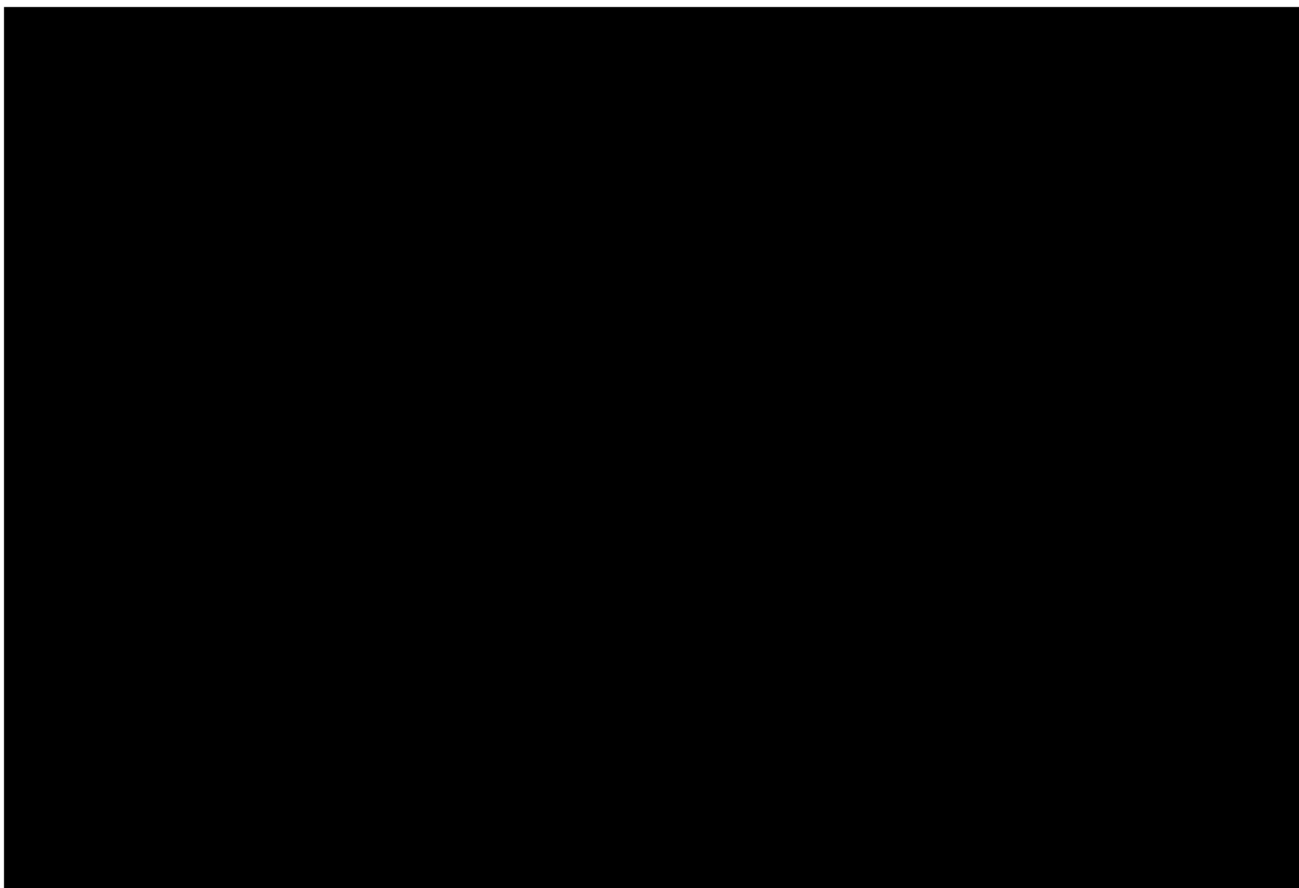


[Redacted]

[Redacted]

[Redacted]

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

1	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

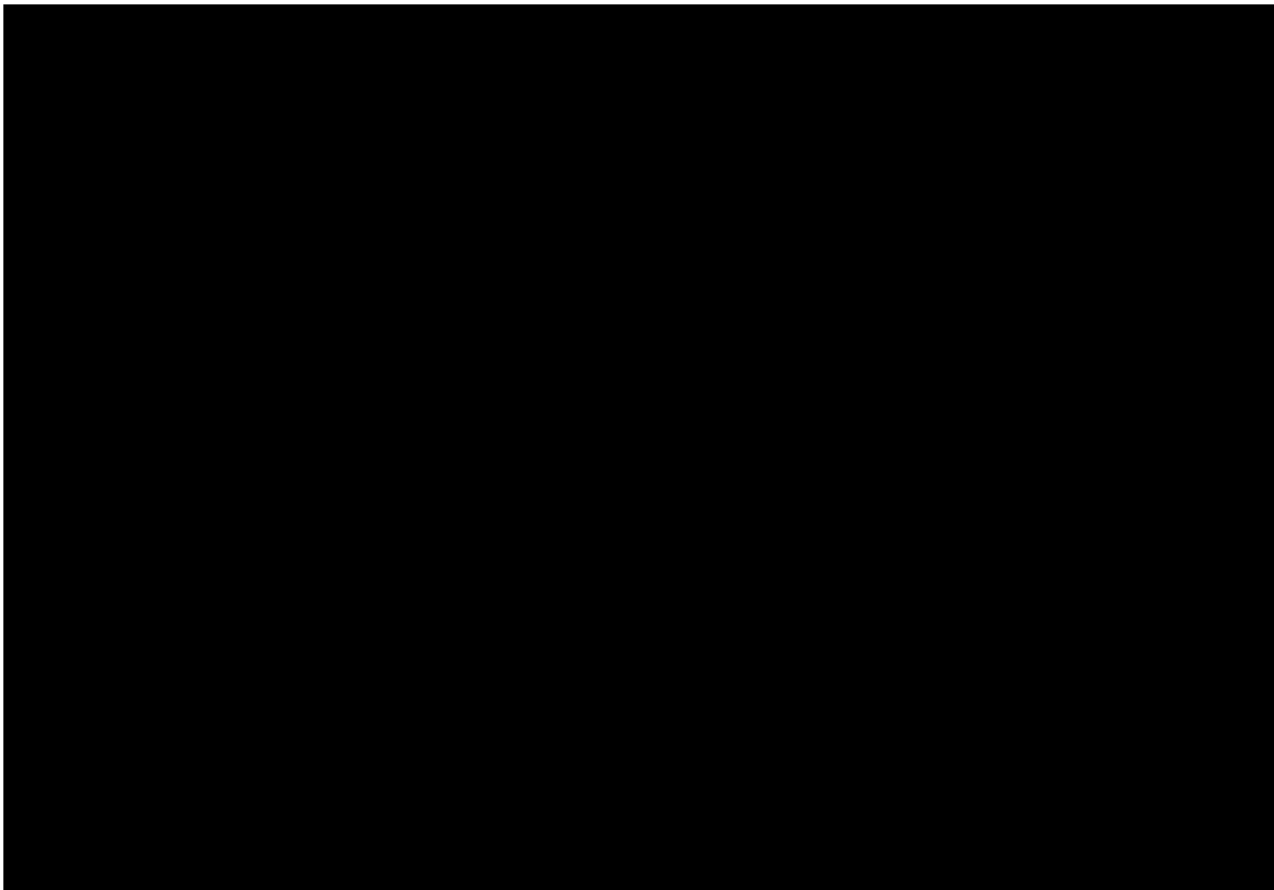
Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.



[Redacted text block]

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



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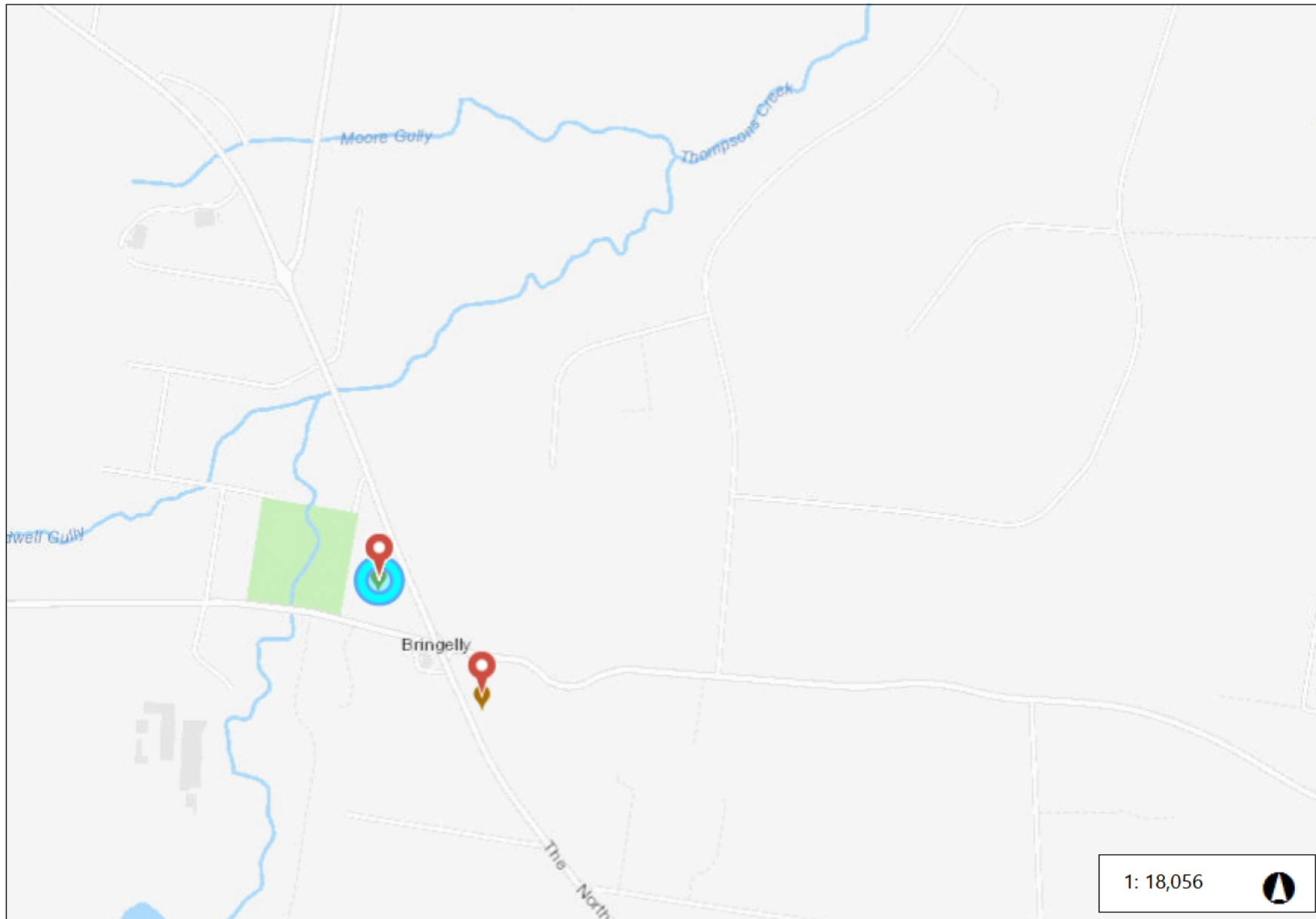
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- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
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- This search can form part of your due diligence and remains valid for 12 months.



Legend

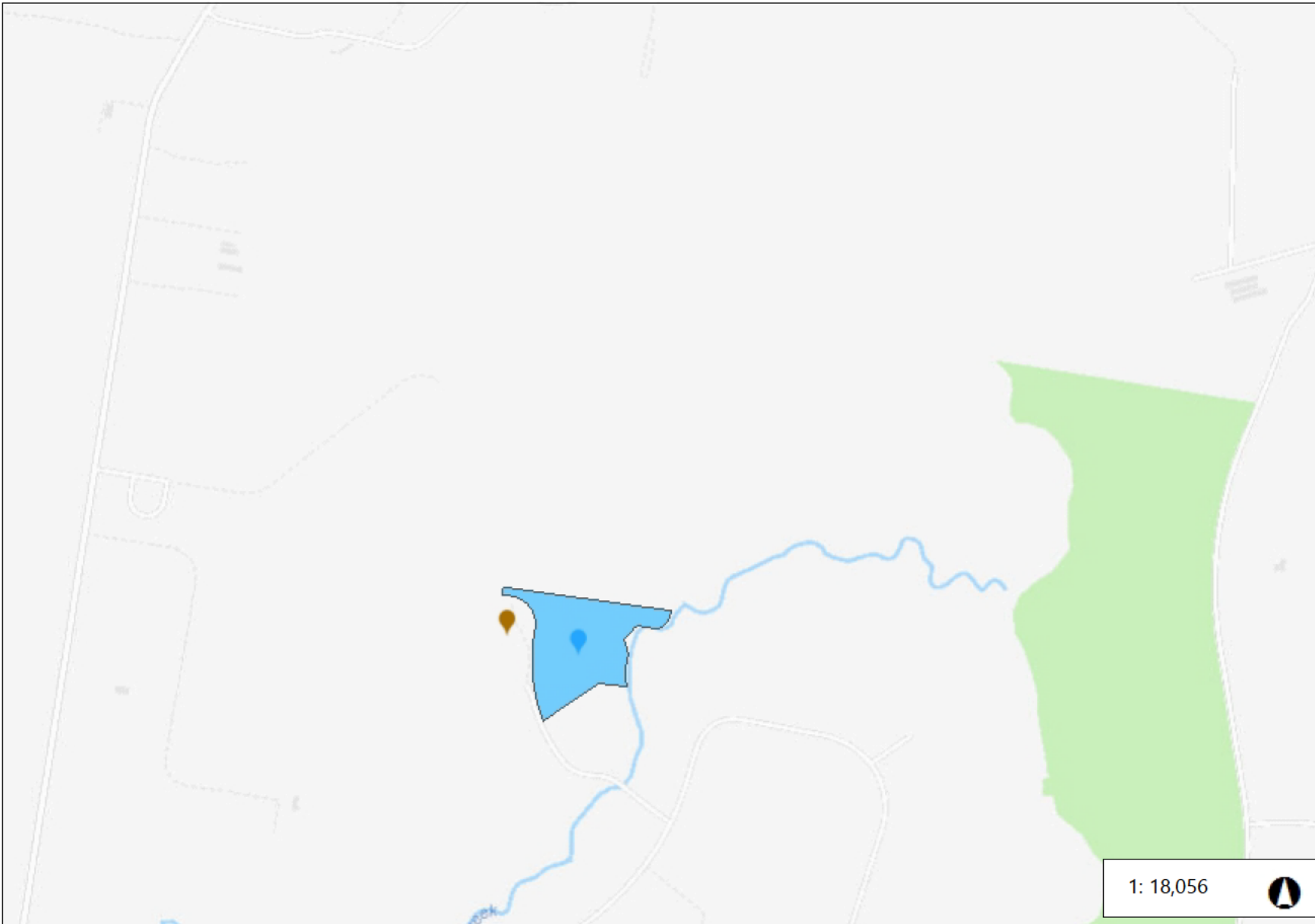
- State Heritage Register
- Aboriginal Place
- Local Environmental Plan
 - Cluster (label denotes number)
- State Heritage Register
 - Cluster (label denotes number)
- Aboriginal Place
 - Cluster (label denotes number)
- Interim Heritage Order
 - Cluster (label denotes number)

1: 18,056



Notes

Notes



Legend

- State Heritage Register
- Aboriginal Place
- Local Environmental Plan
 - Cluster (label denotes number)
- State Heritage Register
 - Cluster (label denotes number)
- Aboriginal Place
 - Cluster (label denotes number)
- Interim Heritage Order
 - Cluster (label denotes number)

1: 18,056






917.2 0 458.62 917.2 Meters

Notes

Notes

Heritage map - sheet HER-004


Heritage

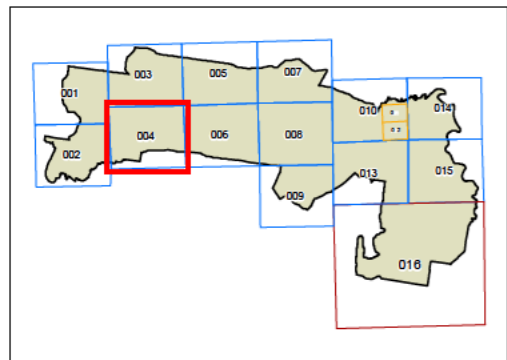
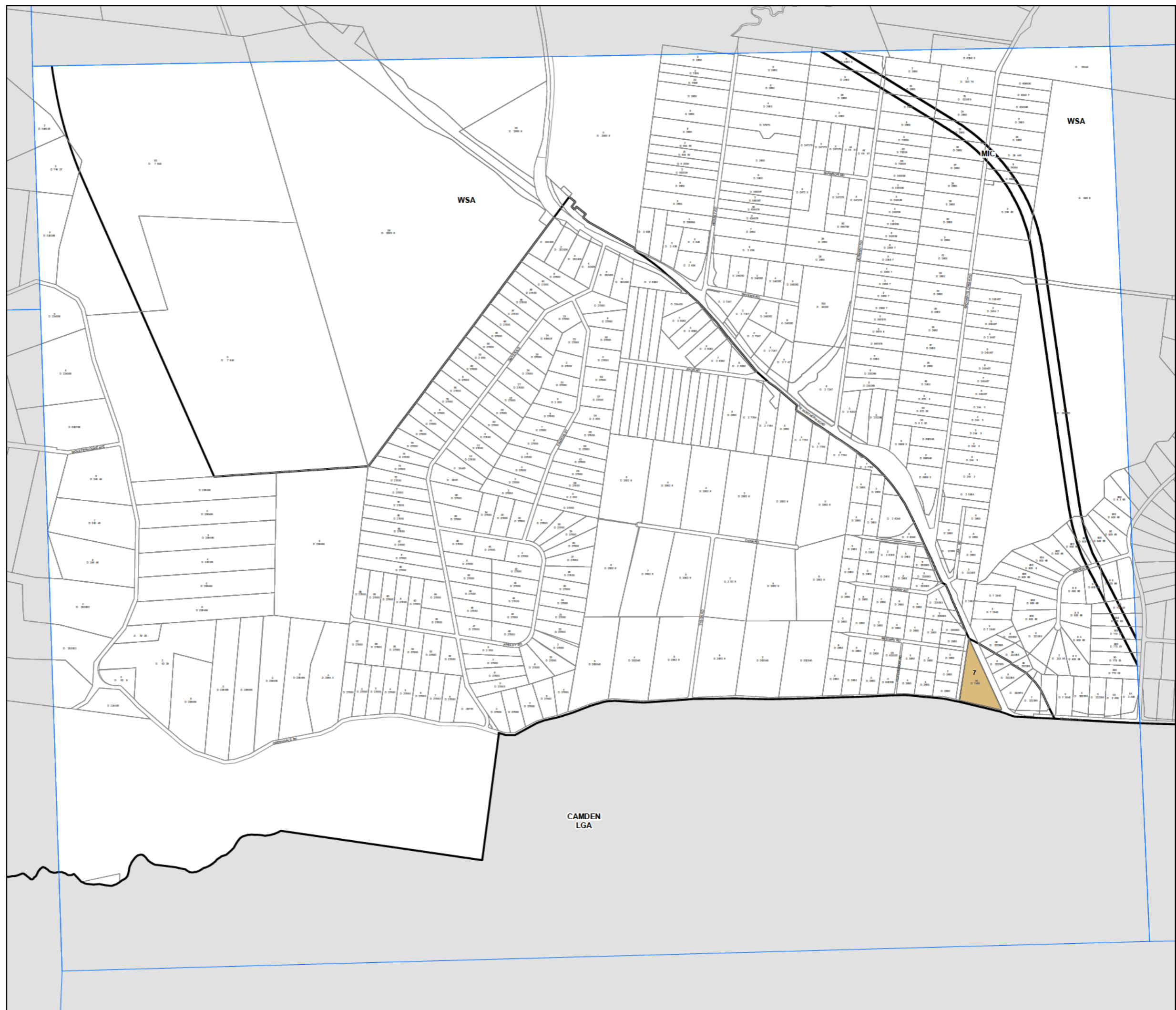
-  Conservation Area - General
-  Item - General
-  Item - Landscape

State Environmental Planning Policies

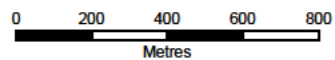
-  SEPP (State Significant Precincts) 2005
-  SEPP (Sydney Region Growth Centres) 2006
-  SEPP (Western Sydney Parklands) 2009
-  SEPP (Major Infrastructure Corridors) 2020
-  SEPP (Western Sydney Aerotropolis) 2020

Cadastre

-  Cadastre 31/08/2020 © Spatial Services



N



Projection: GDA 1994
MGA Zone 56

Scale: 1:20,000 @ A3

Map Identification Number: 4900_COM_HER_004_020_20200831



State Environmental Planning
Policy (Western Sydney
Aerotropolis) 2020
Heritage Map

Sheet HER_001

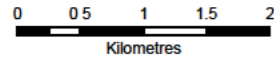
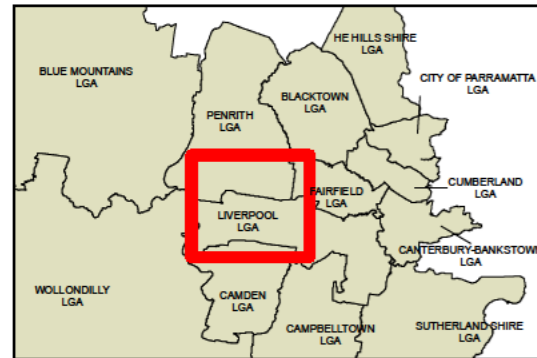
Land Application

Heritage

Item - General

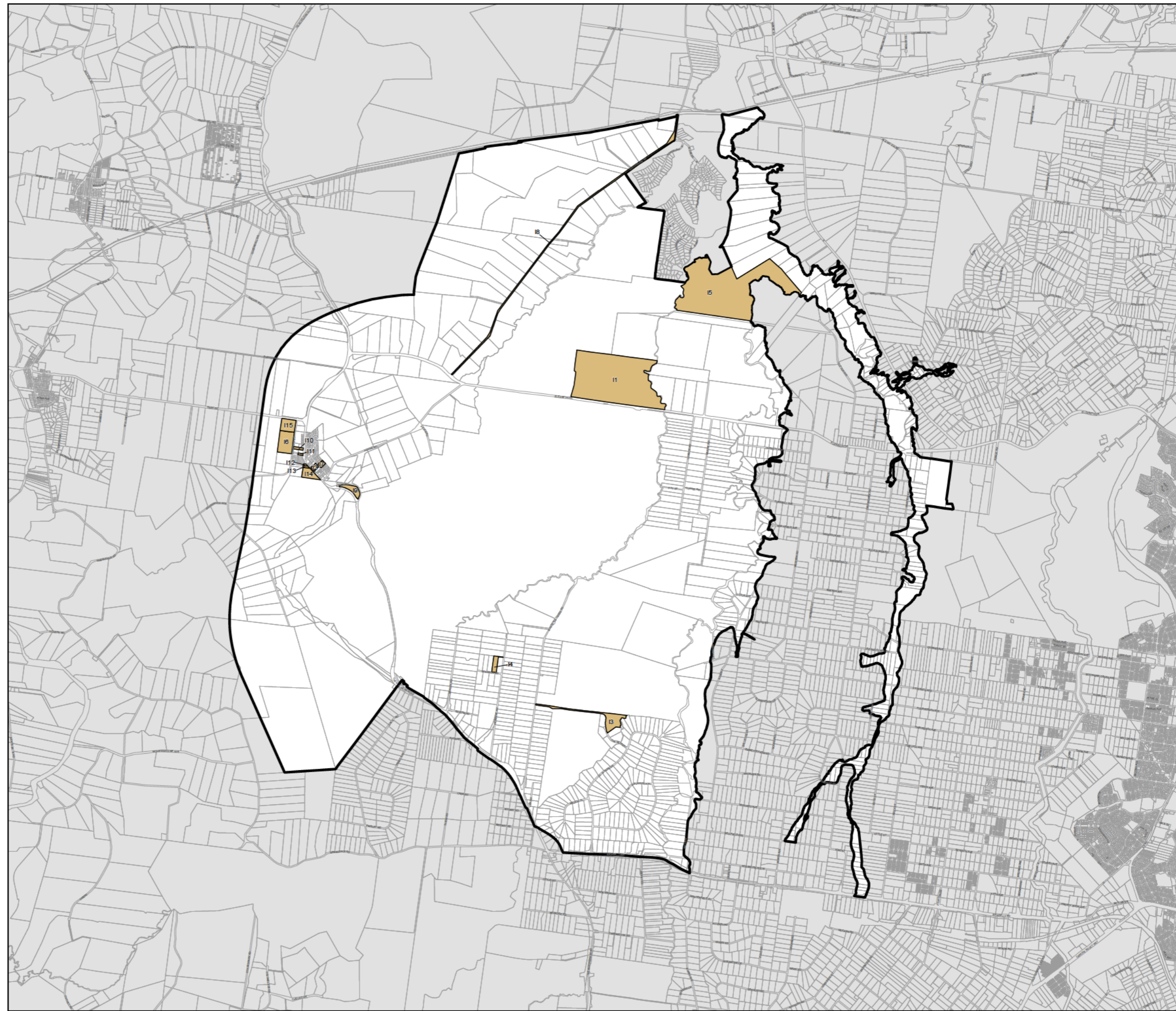
Cadastre

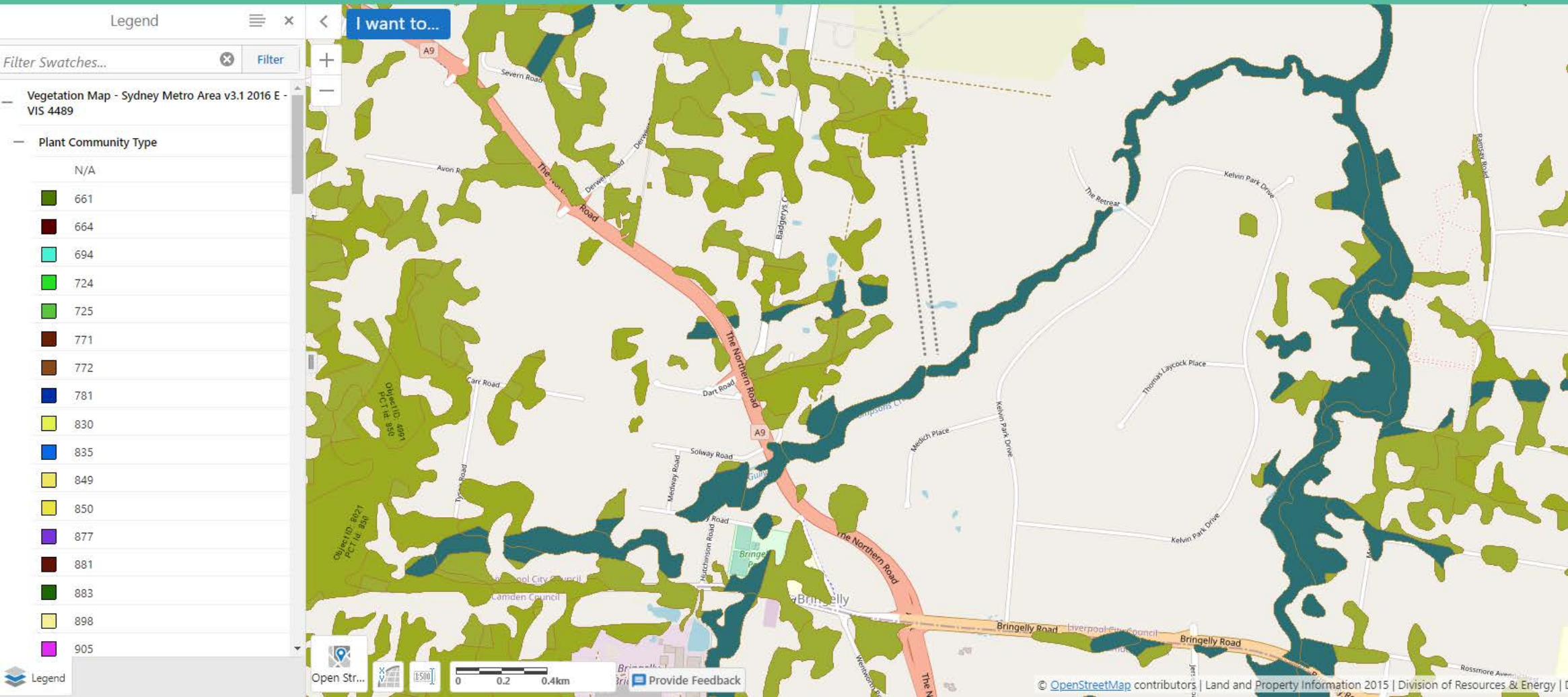
Cadastre 01/09/2020 © Spatial Services



Projection: GDA94
MGA Zone 56

Scale: 1:60,000 @ A3







Legend



I want to...



Plant Community Type

2 of 2



☆ Plant Community Type

PCTName: Forest Red Gum - Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion

PCT_Code: 835

State Form: GW

State Class: Coastal Valley Grassy Woodlands

[Metadata](#)

[Add to Results](#)

[View Additional Details](#)

Filter Swatches...



Filter

Vegetation Map - Sydney Metro Area v3.1 2016 E - VIS 4489

Plant Community Type

N/A

661

664

694

724

725

771

772

781

830

835

849

850

877

881

883

898

905



Open Str...



1:5000

0 0.2 0.4km

Provide Feedback

Legend