



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Change in location of Aerotropolis Core Station site
Prepared by:	[REDACTED]
Prepared for:	Sydney Metro, SBT and SSTOM contractors
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI_10051 Infrastructure approval – applies to this assessment

EPBC 2020/8687 - does not apply to this assessment as the proposal will be undertaken outside of the area between St Marys to Elizabeth Drive.

Western Sydney Airport: Airport Plan (as varied September 2021) - does not apply to this assessment as the proposal will be undertaken outside of the Western Sydney Airport site.

Date of determination:

SSI_10051 Infrastructure approval dated 23 July 2021

EPBC 2020/8687 Approval dated 3 June 2021

Western Sydney Airport: Airport Plan as varied 15 September 2021

Type of planning approval:

SSI_10051: Critical State Significant Infrastructure (SSI_10051) under *Environmental Planning and Assessment Act 1979* (NSW)

EPBC 2020/8687: construct and operate a rail link from St Marys to Elizabeth Drive as a controlled action under *Environment Protection and Biodiversity Conservation Act 1999* (Cth)

Western Sydney Airport: Airport Plan (as varied September 2021): Variation to the Airport Plan under the *Airports Act 1996* (Cth)

Description of existing approved project you are assessing for consistency:

The construction and operation of the Aerotropolis Core Station site has been assessed within the Sydney Metro Western Sydney Airport (SMWSA) Environmental Impact Statement (EIS) and Submissions Report.

Environmental Impact Statement

Construction

As discussed in Section 8.7.13 of the SMWSA EIS, the Aerotropolis Core construction site would be located to the east of Badgerys Creek Road. The existing site consists of partially cleared land. A range of construction activities would be carried out at the site to support tunnel boring machine (TBM) retrieval, cut-and-cover station construction and mined excavation of the stub tunnel.

Key construction works at the Aerotropolis Core construction site would include:

- construction of the new station box, station structures and finishes
- construction of the crossover
- construction of stub tunnels
- spoil handling, storage and transport
- temporary TBM retrieval shaft excavation
- TBM retrieval
- station precinct works.

Operation

As discussed in Section 7.4.6 of the SMWSA EIS, the Aerotropolis Core Station would consist of an underground structure (cut-and-cover station typology). The metro station would provide an island platform configuration in a generally north–south orientation. The station would be divided into three main levels, consisting of:

- a ground floor concourse area providing access to the station in addition to the main station services and ancillary infrastructure
- a mezzanine level area, generally providing vertical transport between the ground floor concourse and the platform level. This level would also provide a possible transfer point to a future east-west metro service
- a platform level, consisting of two side platforms with a centrally located track alignment.

Customer access to the station would be provided at the northern end of the metro station via a new station plaza and concourse area. This plaza would be accessed by a new road network to be provided as part of the Aerotropolis Core precinct development. Access to the platforms would be provided via lifts and escalators. Areas for station services and utilities would also be provided at both ends of the station (at ground level).

Submission Report

Construction

As a result of design development and construction planning and to allow greater flexibility in use of the site during construction, the proposed construction footprint at the Aerotropolis Core precinct was changed as discussed in Section 6.7 of the SMWSA Submissions Report. The proposed change, is shown in Figure 1 of Appendix A and includes:

- a revised construction footprint that retains some of the footprint proposed in the EIS and extends this predominantly to the east
- realignment of a section of the construction access road connecting the construction site to Badgerys Creek Road to minimise impact on mature trees
- inclusion of the proposed permanent access road within the construction footprint. This access road runs parallel to and immediately west of the rail alignment
- change to the indicative construction site layout as shown in the EIS. This revised layout is indicative only and would be subject to further design development, construction planning and ongoing consultation with the Western Parkland City Authority (WPCA).

These changes were informed through ongoing consultation with the WPCA and would help facilitate movement of materials and equipment during construction as well as minimise conflicts between the delivery programs of the broader Aerotropolis precinct works and the project. There is no change proposed to the construction activities to be undertaken at the site as described in Section 8.7.13 of the EIS and replicated above.

Operation

The proposed operational changes for the Aerotropolis Core Station site are shown in Figure 2 of Appendix A and include:

- construction of an additional road for operational access to the Aerotropolis Core Station
- revised location of the indicative operational layout and key design elements. This revised layout retains the same elements as assessed within the EIS.

The proposed operational changes are indicative only and would be subject to further design development and consultation with WPCA to ensure integration with the WPCA master plan for the site.

Sydney Metro would continue to consult with relevant key stakeholders and affected landowners during detailed design of the stations, interchanges and precincts. A new mitigation measure (OLU2) commits to this consultation being undertaken.

Relevant background information (including EIS, Submissions Report, MCoA):

- Sydney Metro – Western Sydney Airport Environmental Impact Statement, including accompanying technical papers (SMWSA EIS) (October 2020)
- Sydney Metro – Western Sydney Airport Submissions Report (April 2021)
- Instrument of Approval (SSI_10051) (dated 23 July 2021)

The above documents are available on the NSW planning portal here: www.planningportal.nsw.gov.au/major-projects/project/35016

The proposal identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions Report and the conditions of approval.

2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

Description of proposal (change in location of Aerotropolis Core Station site)

The Aerotropolis Core Station construction site boundary is proposed to move up to 20 metres to the north and up to 20 metres to the west to accommodate a move of the station box within the site by approximately 75 metres to the north. The revised location of the site is shown in Figure 3 of Appendix A.

The assessment of the proposal assumes that:

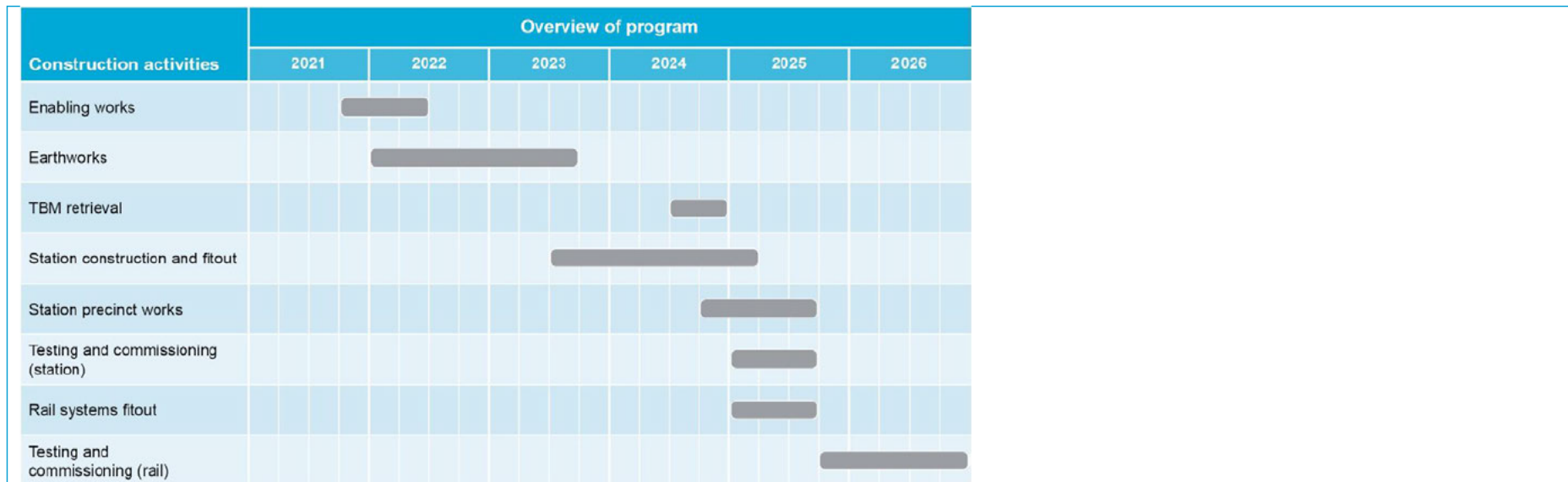
- The general layout of construction activities within the construction site would remain unchanged other than the construction site boundary moving up to 20 metres to the north and up to 20 metres to the west
- The indicative layout and key design elements for the operational station precinct would remain unchanged other than the station box would move around 75 metres to the north.

The proposal does not require any changes to the construction method or operation of the Aerotropolis Core Station site as identified within the EIS and Submissions Report.

3. Timeframe

When will the proposed change take place? For how long?

There are no proposed changes to the construction program as outlined in the EIS.



Extract from Figure 8-35 of the SMWSA EIS (M2A, 2020)

4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The proposal would continue be located entirely within Lot 10 DP 1235662. The location of the proposal is shown on Figure 3 of Appendix A.

The Aerotropolis Core Station site was identified as Commonwealth land within the SMWSA EIS and Submissions Report. Following project approval, the Aerotropolis Core Station site ownership was transferred to WPCA and is therefore no longer considered Commonwealth land. Access to this site will be managed in accordance with agreements executed between WPCA and Sydney Metro.

5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The site of the proposed Aerotropolis Core Station currently comprises a large, rural site adjacent to a series of rural residential properties. The land on which the proposal is located appears largely cleared with small remnant patches of native vegetation that intersect with the proposed construction access routes. The proposal is located to the east of Badgerys Creek Road and 250 metres north-west of Thompsons Creek. No natural waterways are located within the proposed Aerotropolis Core Station construction footprint.

Previous assessments undertaken across this region have identified the presence of surface and subsurface Aboriginal artefacts. These are commonly artefact sites and have generally been found near water sources and areas that have been subject to low levels of past disturbance. Consultation with Registered Aboriginal Parties has identified that cultural values are present within the study area in association with the previously identified sites within the study areas. These values can be interpreted as physical markers indicating the long-term presence of Aboriginal people in this region, and the waterways which connect the larger features of the landscape and the sites across it.

The proposal is located entirely within the Liverpool Local Government Area. The land on which the proposal is located is currently zoned as mixed use and enterprise under the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020*.

Land to the south of Western Sydney International, including the Aerotropolis Core Station site, is covered by the approved South West Growth Centre Strategic Assessment. Impacts on matters of national environmental significance (MNES) and Commonwealth land protected by the Environmental Protection and Biodiversity Conservation Act (EPBC Act) have already been assessed and approved under that strategic assessment. This means that the potential impacts of this proposal on biodiversity within the off-airport land south of Western Sydney International do not require further State or Commonwealth approval and are therefore not subject to further assessment.

6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

Mitigation measure (OLU2) requires Sydney Metro to continue to consult with key stakeholders during design development of the station interchanges and precincts. The proposal is required to better align the Aerotropolis Core Station site location with the WPCA master plan. Sydney Metro and WPCA have been working together to better integrate the station with the recent WPCA master plan including preferred street layouts and land uses.

Eleven options were developed for the Aerotropolis Core Station site and compared to the approved project location. The proposal (Option C1) which requires a move of the station box approximately 75 m north was identified as the preferred option. The movement of the station box requires an associated move of the Aerotropolis Core Station site as a whole by up to 20 metres to the north and up to 20 metres west.

The proposal overcomes issues identified between the approved project location and the WPCA master plan, including:

- poor mid-block station address with obscured sightline to entry
- station entry remote from proposed East-West (EW) road and transport interchange facilities
- service building clash with proposed EW road
- service building in proposed Innovation Park.

The benefits of the proposal include:

- aligns with WPCA master plan
- station address on proposed EW street
- transport integration requirements for the station can be met

7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

The primary benefit of the proposal is better alignment with the WPCA master plan which may provide enhanced outcomes for the community and customers. The proposal would also provide enhanced transport integration outcomes for the project.

8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Contactor specific Construction Environmental Management Plans (CEMPs) would be completed for the Station Boxes and Tunnelling (SBT) and Stations, Systems, Trains, Operations and Maintenance (SSTOM) works. The works would be undertaken in accordance with relevant project environmental performance outcomes and mitigation measures (Chapter 7 of the Submissions Report), as well as relevant CSSI conditions of approval.

The SSI-10051 conditions of approval most relevant to the proposal include:

- Condition C16 - Groundwater Construction Monitoring Program
- Condition E15 - flood impact criteria
- Condition E31 - implementation of Aboriginal Cultural Heritage Management Plan during salvage activities and construction
- Condition E32 - preparation of Aboriginal Cultural Heritage Excavation Report(s) at completion of salvage
- Condition E38 - construction hours
- Condition E41 - variation to work hours
- Condition E42 - Out-of-Hours Work Protocol
- Condition E47 - preparation of Detailed Noise and Vibration Impact Statements (DNVIS).
- Condition E134 - Groundwater Modelling Report

Revised environmental mitigation measures (REMMs) most relevant to the proposal include:

OLU2 - Sydney Metro would continue to consult with key stakeholders during design development of the station interchanges and precincts

9. Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

A climate change risk assessment was undertaken as part of Chapter 17 of the SMWSA EIS. As discussed in Section 17.4.2, climate change risk would be assessed throughout design development and risk treatments would be progressively incorporated as appropriate. The potential climate change risks identified in Table 17-3 of the EIS were considered to present the most material risks to the operational performance of the project including extreme heat and extreme rainfall and flooding events. The proposal would not require any changes to the climate change risks and risk treatments identified in Table 17-3 of the EIS.

10. Impact Assessment – Construction

The SMWSA EIS assessed the area covered by the change in boundary of up to 20 metres to the west. The area covered by the change in boundary of up to 20 metres to the north is included below. . . The proposal is not predicted to have a material impact to other environmental issues which were assessed in the EIS and as such, are not detailed within the desktop environmental assessment.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	<p>The minor change to the location of the Aerotropolis Core Station construction footprint is covered by the approved South West Growth Centre Strategic Assessment. Impacts on MNES and Commonwealth land protected by the EPBC Act have already been assessed and approved under that strategic assessment. The proposal, including this minor change, is considered to be consistent with the approved actions listed in the approval provided by the Minister.</p> <p>No biodiversity assessment of this potential minor change is required and these potential impacts do not require further State or Commonwealth biodiversity approvals.</p> <p>No change from the approved project.</p>	No additional measures required.	Y	Y	
Water	<p>In respect to the Aerotropolis Core construction site, the EIS noted that:</p> <ul style="list-style-type: none"> • construction site is located outside flood prone land and therefore there would be no flooding impacts • local overland flow paths are located within part of the Aerotropolis Core construction site and in areas adjacent to the construction site • construction activities in and around waterways would potentially have a short-term impact on the hydrology of waterways and overland flow 	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>paths including changes in run-off behaviour and increased sedimentation</p> <ul style="list-style-type: none"> construction activities have the potential to temporarily degrade the water quality of waterways within the study area and areas downstream of the project. <p>The Aerotropolis Core construction site is largely outside the extent of the 5 per cent AEP but intersects a minor overland flow path which forms a tributary of Thompsons Creek. The existing flood behaviour indicates that the area is subject to overland flow generated by heavy rainfall.</p> <p>The proposal would not result in any material change to the impacts assessed above. The minor change does not involve an increase in the area of the construction footprint for the station and as a result is not likely to change the volume of runoff. The revised footprint would not lead to additional construction phase flood impacts. Any flood impact is likely to be minimal and would be managed in accordance with existing measures.</p> <p>There is no change proposed to the construction activities to be undertaken at this site and hence no additional sources of pollutants to impact water quality by comparison to the impacts that were assessed in the EIS and Submissions Report.</p> <p>No change from the approved project.</p>				
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise and vibration	There are low density residential and rural residential properties located to the west along Badgerys Creek Road and low-density residential	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>properties located to the east and south of Thompsons Creek. The nearest residential receiver is approximately 380 metres west from the works.</p> <p>The EIS identified that the Aerotropolis Core construction site and surrounding areas are located within noise catchment area (NCA12). During standard construction hours the most affected residential receivers are predicted to be located along Badgerys Creek Road, Derwent Road and in the area to the east and south of Thompsons Creek with highest impacts predicted to occur during the following construction activities:</p> <ul style="list-style-type: none"> enabling works (Scenario 1) earthworks and excavation (Scenario 4) station construction (Scenario 5) station fitout, precinct and integration works (Scenario 8) <p>During out-of-hours construction the most affected residential receivers are predicted to be located along Badgerys Creek Road, Derwent Road and in the area to the east and south of Thompsons Creek with highest impacts expected to occur during finishing works (Scenario 9).</p> <p>The proposal would move slightly closer to some receivers but would not result in any material change to the potential construction noise and vibration impacts assessed for the approved project. The proposal may marginally increase predicted construction noise impacts for some receivers along Badgerys Creek Road. These impacts would continue to be managed in accordance with the Construction Noise and Vibration Standard.</p>				

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	There would be no change from the approved project from a construction ground-borne noise or vibration perspective.				
Aboriginal heritage	<p>The proposal would not result in any change to the impacts assessed for the approved project. The revised footprint does not contain any additional registered AHIMS sites. Furthermore, the northern area of the revised footprint was subject to survey during preparation of the Revised Aboriginal Cultural Heritage Assessment Report and no potential areas of archaeological sensitivity were identified.</p> <p>Any unexpected heritage finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure.</p> <p>No change from the approved project.</p>	No additional measures required.	Y	Y	
Non-Aboriginal heritage	<p>The potential minor change in the location of the Aerotropolis Core Station site would not result in any change to the assessed direct impacts for the Former Overseas Telecommunications Commission Site Group, the two water tanks on the east side of Badgerys Creek Road or the Kelvin/Kelvin Park Group as detailed in the EIS.</p> <p>The proposal would not change the impacts assessed in the EIS for the Bringelly RAAF Base, a potential heritage item. The potential minor change would also not impact on any of the remaining elements of the Bringelly RAAF Base which were identified as having moderate or little heritage significance.</p> <p>Any unexpected heritage finds would be managed as per the Sydney Metro Unexpected Heritage Finds</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	Procedure and Exhumation Management Procedure. No change from the approved project.				
Community and stakeholder	No change from the approved project.	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	No additional measures required.	Y	Y	
Waste	The reduced tunnel length as a result of the Aerotropolis Core station box moving approximately 75 m north may result in a slightly reduced generation of spoil and construction waste volumes.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	There would be no change to land use.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Other – Contamination	The proposal would not result in any change to the location of areas of environmental concern, potential contamination sources and overall risk ratings, compared to the approved project. No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	The relevant project CoA, performance outcomes (PO), and REMMs are appropriate to manage the potential impacts associated with these works. No changes or additions to these CoA, POs and REMMs are required.	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

The SMWSA EIS assessed the area covered by the change in boundary of up to 20 metres to the west. The area covered by the change in boundary of up to 20 metres to the north is included below. . . The proposal is not predicted to have a material impact to other environmental issues which were assessed in the EIS and as such, are not detailed within the desktop environmental assessment.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y	Y	
Water	The proposal would not result in any material change to the impacts assessed for the approved project. The proposal does not involve an increase in the area of the operational footprint for the station and as a result is not likely to change the volume of runoff. No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	The proposal is not considered likely to result in any change to the predicted operational ground-borne noise impacts for metro trains operating in the tunnels, compared to the approved project. Operational noise predictions from mechanical and electrical plant at the revised station location is predicted to remain within relevant noise trigger levels at the closest residential receivers along Badgerys Creek Road. No change from the approved project.	No additional measures required.	Y	Y	
Aboriginal heritage	No change from the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-Aboriginal heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	The primary benefit of the proposal is better alignment with the WPCA master plan which may provide enhanced outcomes for the community and customers. The proposal would also provide enhanced transport integration outcomes for the project.	No additional measures required.	Y	Y	
Traffic	The proposal would provide enhanced transport integration outcomes for the project and better alignment with street layouts identified in the WPCA master plan.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	The proposal would ensure better alignment with the WPCA master plan.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	The relevant project CoA, POs, and REMMs are appropriate to manage the potential impacts associated with these works. No changes or additions to these CoA, POs and REMMs are required.	No additional measures required.	Y	Y	

12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	The proposal would not transform the existing Approved Project. The Approved Project would continue to provide a new metro rail line between St Marys and Aerotropolis Core.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	The proposal would be consistent with the objectives and functions of the Approved Project. Section 7.4.6 of the EIS states the Aerotropolis Core Station is proposed to be integrated with the future Aerotropolis Core precinct. WPCA has prepared a master plan for the Aerotropolis Core precinct to guide development on the site and detail the public domain and development interface with the station buildings. The proposal would ensure better alignment with the WPCA master plan.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. The indicative layout and key design elements within the revised location for the Aerotropolis Core Station site would remain unchanged.
Are there any new environmental impacts as a result of the proposed works/modifications?	There would be no new environmental impacts as a result of the proposal.
Is the project as modified consistent with the conditions of approval?	The proposal would be consistent with the conditions of approval and does not require additional conditions or any existing conditions to be changed.
Are the impacts of the proposed activity/works known and understood?	The impacts of the proposal are known and understood. The general layout of activities and proposed methodologies for construction and operation of the Aerotropolis Core Station site as assessed within the EIS and Submissions Report would remain unchanged.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	The impacts of the proposal would be managed so as to avoid an adverse impact by implementing the project CoA, POs, procedures, and REMMs.

13. Other Environmental Approvals

Identify all other approvals required for the project:	N/A
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Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	██████████	Date:	1/2/2022
Title:	Director ESP, Western Sydney Airport	Comments:	
Signature:	██████████		

Appendix A

Figures

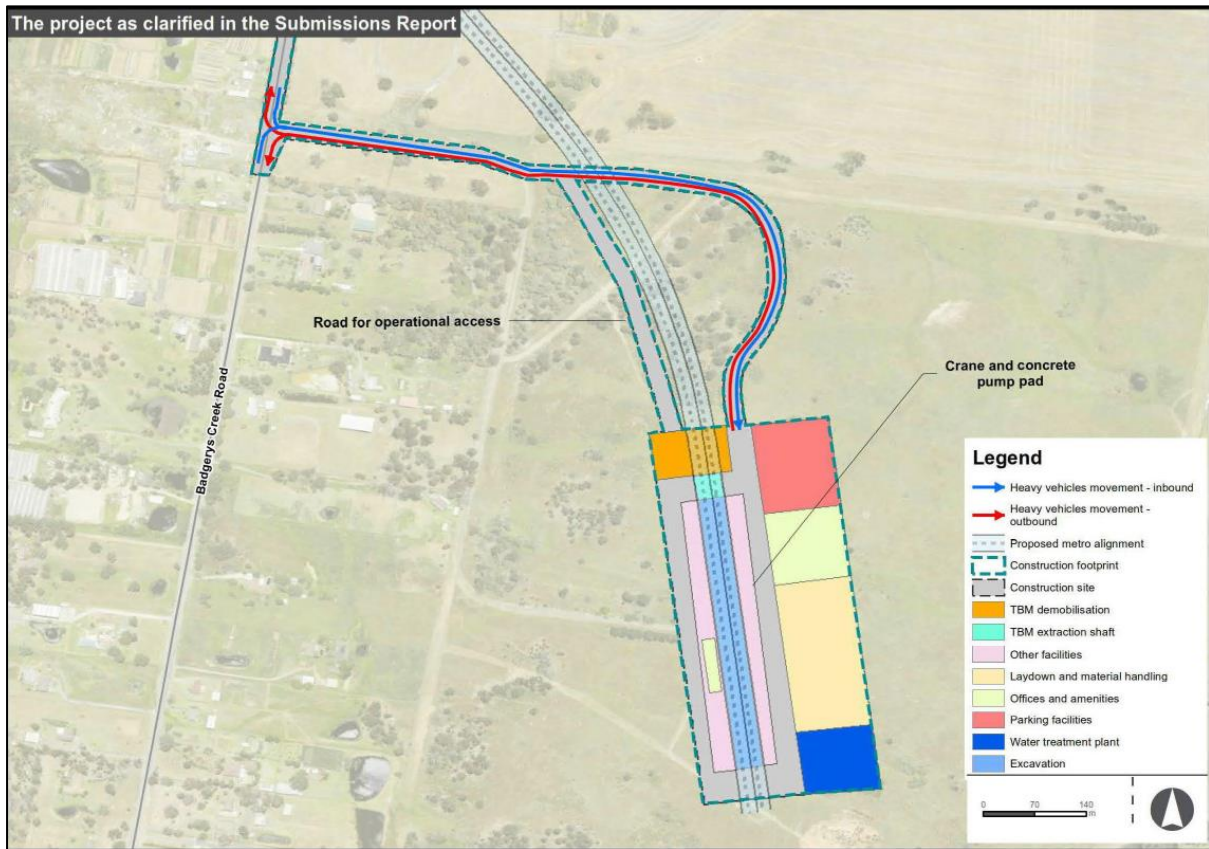


Figure 1: Aerotropolis Core indicative construction site layout –approved project (SMWSA Submissions Report, 2021)

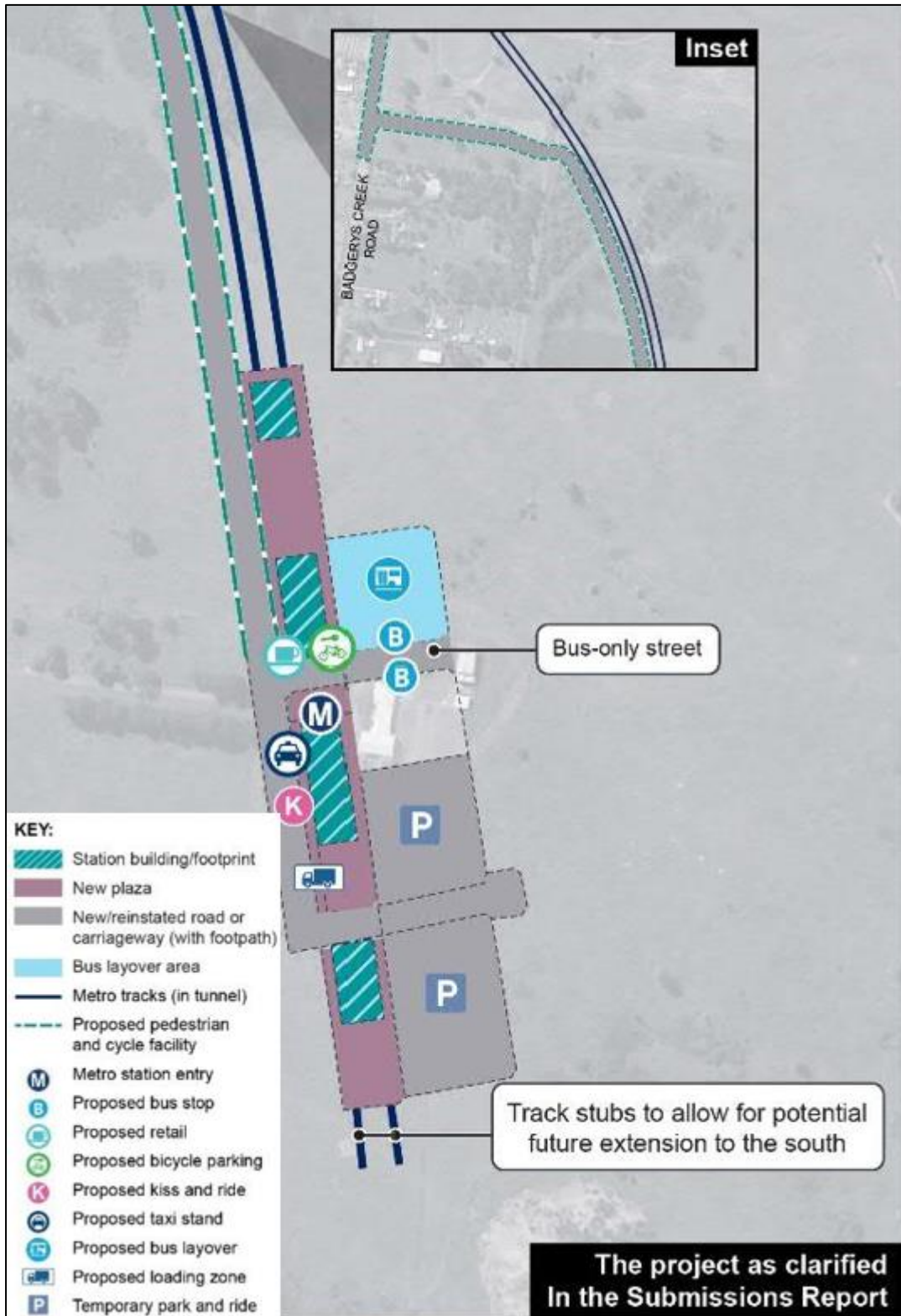
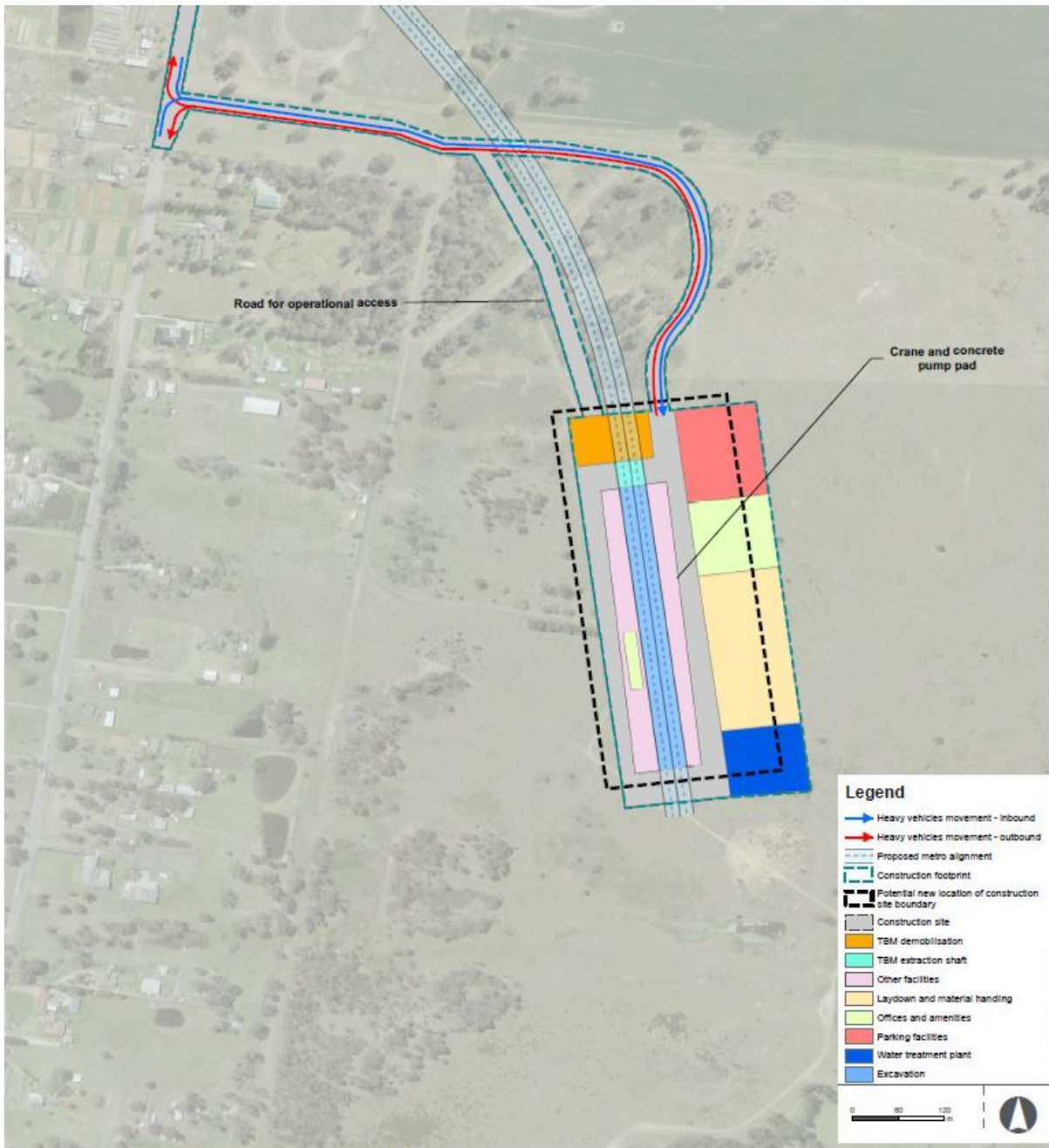


Figure 2: Aerotropolis Core Station – Indicative layout and key design elements - approved project (SMWSA Submissions Report, 2021)



Aerotropolis Core indicative construction site layout

Figure 3: Revised Aerotropolis Core indicative construction site location shown by a black dashed line compared to approved project.