

**Western Sydney Aerotropolis
Community Consultative Committee**

Meeting no: 12

Date: 7 September 2022, 6:30 – 8pm

Venue: Zoom

Attendees	
<p>Community members Sam Aloï Helen Anderson Paul Buhac Rob Heffernan Joe Herceg Carleen Markuse Paul Taglioli Sascha Vukmirica Diana Vukovic Wayne Willmington</p> <p>Other attendees Anthony Pizzolato, Department of Planning and Environment Kye Sanderson, Department of Planning and Environment Eva Atkins, Community Engagement and Social Impact Manager, Western Sydney Airport Rob Parker, Manager Community Engagement Airport Construction, Western Sydney Airport Michael Johnson, Community Engagement Manager, Sydney Water Asha Pomery, Communications Manager Surface and Civil Alignment Works, Sydney Metro Luke Oste, Coordinator Strategic Planning, Liverpool City Council Charles Wiafe, Manager Transport Management, Liverpool City Council</p>	<p>Other attendees (cont') Maruf Hossain, Coordinator Drainage and Floodplain, Liverpool City Council</p> <p>Government representatives Catherine Van Laeren, Executive Director, Western Parkland City, Department of Planning, Industry and Environment (DPIE) Rebecca Williams, Precinct Place Manager, Western Parkland City Authority (WPCA) Justine Kinch, Western Parkland City Director, Transport for NSW Elizabeth Low, Senior Communications Manager, Sydney Metro Fernando Ortego, Western Sydney – Commercial Partnerships Manager, Sydney Water Michael Johnson, Community Engagement Manager, Sydney Water Natasha Borgia, City Planning Manager, Penrith City Council Scott Sidhom, A/Manager City Planning, Liverpool City Council</p> <p>Independent chair Professor Roberta Ryan</p> <p>Office of the Independent Community Commissioner Kate Robinson Georgia Peters, minute taker</p>

<p>Apologies: Ross Murphy, Community member Roger Moss, Community member Gabriella Condello, Community member Sascha Vukmirica, Community member Rob Heffernan, Community member</p>	
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1	Welcome and introductions	
	RR welcomes everyone to the meeting.	
2	Actions from last meeting	
	<p>Actions 1 – 7 were carried over (with the exception of action 2 which was resolved).</p> <p>Action 8: CVL reported that the Department is working on riparian streets and the land that will be required. They are developing a cross section which will provide more certainty. As development starts to occur, drainage will be refined.</p> <p>Action 9: carried over.</p> <p>Action 10: Sydney Water is working with WPCA to determine who is looking after storm and wastewater in Bradfield.</p> <p>Action 11: FO said they are looking to see if there are interim servicing options for the existing properties on Badgerys Creek Rd. If not they will be serviced through the Thompsons Creek catchment.</p> <p>Action 12: carried over.</p> <p>Action 13: See TfNSW update 4.2</p> <p>Action 14: carried over.</p>	
3	Update: Development Control Plan – AP, KS	
	<p>Christine Gough is no longer with the Department; she is with Transport NSW now.</p> <p>AP presents with the support of KS. They cover aims of the Development Control Plan (DCP), as well the framework, structure and what it means if you want to lodge a structure. They have examples of site coverage and will cover the next steps.</p>	AP to provide the slides to the CCC.

<p>DV asks when the DCP will be finalised?</p> <p>AP: they are targeting quarter 3 this year. A key element of finalising is confirming the riparian street cross-sections. There is a rough estimate of 4-6 weeks.</p> <p>AP: they have to get the DCP approved through government to get it released.</p> <p>DV understands because a lot of DAs have been lodged in their precinct, which have been put on hold.</p> <p>CVL says there is a pathway forward at the moment where DAs can be considered. She also notes that State Significant Developments (SSDs) are different to the ones which are lodged to Council. When they issue SEARs that need to be taken into account in the development application, they will refer to the DCP for that to be addressed as part of the SSDs. The SSDs are assessed by DPE and local DAs are assessed by Council.</p> <p>JH asks about the existence of a development value that would see a DA bypass local and go to a different authority. Is this applicable?</p> <p>CVL says yes, this would be a SSD. Various things trigger whether this is SSD, including capital investment value. This is why some will go to state.</p> <p>JH asks what the value is for the SSD threshold?</p> <p>CVL says it is \$30 million, but it varies.</p> <p>CVL adds that AP is providing an example of some of the controls in the DCP, which he can't cover in full. What the Department has done is picked out some of the more common controls, and things that they knew the group is interested in. The DCP is approximately 100 pages, which makes it difficult to cover exhaustively here.</p> <p>DV asks about the tree canopy. They safeguard the airport because it is a 24 hour site, what kind of trees will be planted there that don't attract birds?</p> <p>AP says that this is a good question. They did an assessment of the wildlife that live in this section of Western Sydney.</p>	<p>AP to send DV the tree species they will be planting.</p>
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	<p>They determined what kind of plants you can plant in a 3km radius.</p> <p>DV asks specifically for the type of trees they will be planting there.</p> <p>AP thanks everyone for listening and asks for questions.</p> <p>SA asks about the walkway and cycleway layout. Why wouldn't you have them on different sections for safety reasons?</p> <p>AP says that in this instance, this cycleway is heading downwards, and the other is going in the other direction. AP appreciates that if they were going both ways, the cycleway would need to be wider.</p>	
4	Liverpool Council - SS	
	<p>SS addresses action items from previous meetings.</p> <p>MH says that the flood study was done by Infrastructure NSW. The report was made to Council followed by a meeting which asked them to do a further study given the recent flooding. They are in the process of engaging an independent consultant to assess the previous model used in the flood study. Once this is done, they will approach the community for consultation and lastly report back to Council.</p> <p>MH provides a timeline for this: By the end of this year, they will have the assessment completed and community consultation will happen at the end of this year or the beginning of next year.</p> <p>JH says that the recent information gathered is from 2019-20, what about the most recent ones?</p> <p>MH says that they will capture the four recent flood events since 2019, including the ones that occurred in March/April of 2022. They are also including the information provided by the community by providing this to the private consultant.</p> <p>MH cannot share who the private consultant is as it is not been finalised. They are still in the procurement process. He will be able to provide this information in the next meeting.</p>	

<p>RR notes a commitment by the Mayor in the previous meeting.</p> <p>MH says that they have limited information, but this commitment will be considered. A resident has provided information following the recent flood. Council officers have also surveyed this flood marks and it has been recorded. This information will be used to assess the recent flood events.</p> <p>JH says that if Council goes out to site, the community should know what sites they have studied.</p> <p>MH asks for the community to send through information and images to him to inform this study.</p> <p>JH says that if there are marks on roads and fences, this will be more consistent than a flood study done remotely in the city.</p> <p>MH says that the model produced by the consultant will be brought forward to the community.</p> <p>MH clarifies that resident information including the flood marks will inform the modelling.</p> <p>SS says regarding action item 5, MH confirms that an expert will attend one of these meetings.</p> <p>SS speaks to action item 6: they checked in with the Mayor's office. This discussion has not been arranged because the consultant has not been procured.</p> <p>RR asks that SS gets in touch to put this item on the agenda when it is ready.</p> <p>SS speaks to action item 7: LO says they have been meeting with the geographical naming board regarding the renaming. They are working on the boundaries at the moment. They do not want to erase the names of existing suburbs, however they want to acknowledge the Indigenous history of the area as well. These boundaries will be released publicly following consultation with the community and government.</p> <p>DV says there are only two streets in Badgery's Creek. Are they going to be renamed?</p>	<p>LO to provide information on the renaming of roads in Badgery's Creek.</p>
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	LO says he is unable to share this yet, but they are keen to hear the community's feedback on this. LO takes this on notice.	
4	Agency updates	
4.1	Department of Planning and Environment – CVL	
	<p>PB asks when they can expect to see an updated precinct plan?</p> <p>CVL says they are not rolling out a comprehensive update. There will be updates as master plans are finished. If things are impacting people, she is happy to have conversations with people about particular issues. Unless there is an urgency, there will be no master plan update this year.</p> <p>PB is interested in the structure and land usage plan.</p> <p>CVL reiterates the above response. They update the structure plan when they make those other amendments. PB says that there will be more master plans coming up, which they will be waiting on.</p> <p>CVL explains that they work through the technical panel and the agencies. Feedback is provided in a roundtable setting. They consider road alignment issues, for example. After this process, they provide the proponent with recommendations. A different team will assess the advice provided by the department and consider whether the proponent has considered this advice.</p> <p>JH asks about the Council statement about the flood lines; how does this affect the Precinct planning and the zoning that has already happened?</p> <p>CVL says that the E&R zone is not only based on the flood line. It is also based on community consultation. There is no commitment about changing the zoning of the lands. They have committed to amend the flood controls in the Precinct Plan to align with Council flood lines. If Liverpool Council, for instance, adopts different flood lines, they will amend instruments to reflect this.</p> <p>JH asks if land is acquired according to changes made in the E&R zone?</p> <p>CVL says it won't. In the future, some changes may be made and land might be acquired for public access. This is a very long-term focus.</p>	

<p>JH asks if they find that a property is more impacted with flooding than initially projected, what happens?</p> <p>CVL says that we should wait for the flood planning to actually progress rather than discussing hypotheticals.</p> <p>DV asks about the E&R land. How can the private landowner with E&R land access their property if part of it has been acquired for stormwater?</p> <p>CVL says if they can't access their parcel, that's called being 'severed'. They have explicitly attempted to reduce this. If this has occurred, they will look at it at a site-specific basis.</p> <p>Sydney Water addresses a comment DV heard at a community session.</p> <p>CVL says they are still working with Council.</p> <p>DV asks who the authority of the open space land is going to be? Council or Sydney Water?</p> <p>CVL says that this will be on the acquisition map. Whoever is responsible for this land will be the authority.</p> <p>CVL says they are working closely with Council about amenities, and how they can best use the green space they want to create.</p> <p>DV asks about the Creek. Who is going to clean and protect the Creek Water? Is it the landowner?</p> <p>CVL says that the ownership of the Creek has not changed under the current plans. It is not a question that can be easily answered. It will have to be answered by multiple agencies.</p> <p>RR raises the work on the physical markings on the precinct plan that require the spots for community infrastructure.</p> <p>CVL says that they need the results of the works that Council is doing. Council will be involved in the delivery of these local facilities.</p> <p>RR reminds the CCC that any requirement for social infrastructure will be handled by the Council. RR notes that a lot of landowners are impacted and they are seeking clarification now.</p>	
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4.2	Transport for NSW – JK	
	<p>JK provides an update on Devonshire Rd. They are suggesting a roundabout at Clifton because of the works by Sydney Water. JK shows a diagram to the meeting to illustrate the works being undertaken.</p> <p>JK says the concept design has been done for Western Rd.</p> <p>JK has no update on Clifton. The team may limit some movements at Salisbury during this construction.</p> <p>DV asks how they are going to interact with the Devonshire roundabout without impacting Salisbury.</p> <p>DV asks if there can be a left-turn out and in only.</p> <p>JK says they are looking at this, and will update DV and the CCC when it is finalised.</p> <p>JK says they have done the work for speed zone, but this is still moving through the internal approval process.</p> <p>PB asks for any updates on Badgerys Creek Rd and Mersey Rd regarding the business case mentioned at the previous meeting?</p> <p>JK says that Badgerys Creek Rd has been looked at more broadly as part of the Aerotropolis network. She is not aware of Mersey Rd but the other key roads in the Aerotropolis SEPP are being progressed.</p> <p>JK has received funding for these business cases and will report on them in the next meeting.</p>	<p>JK to provide the presentation to the CCC.</p> <p>JK to provide update about the design concept for Sailsbury Rd when available.</p> <p>JK to provide update on Mersey Rd.</p>
4.3	Sydney Water – FO	
	<p>MJ says there is no major update from him.</p> <p><i>In chat:</i></p> <p><i>PT: Can anyone let us know what the black pipe being laid on Elizabeth drive by the airport is for.</i></p> <p><i>Hi Paul</i> <i>The black pipe currently being delivered along Elizabeth Drive is a drinking water 900mm diameter steel pipe . it is 1.6kilometers in length where it intersects the M12. It is part of the existing drinking water network we are delivering. This section is being delivered by TfNSW M12 team</i></p>	

FO raises the question noted by Paul regarding the black pipe. FO says that this pipe intersects with the M12, so that area is Transport's responsibility. They are providing this for Sydney Water.

FO adds that on Badgery's Creek Rd, the black pipe is part of providing water to the Metro construction for the tunnelling work for the WSA terminal. They will be sinking big holes, which requires a lot of water. This is temporary and will only be there during this construction.

DV asks about the sewer pipeline. When is this going to commence down Pitt St to the Aerotropolis?

FO says this is going to detailed design soon. They will be engaging with the community again. This will entail access to resident properties, so they will be in contact with residents soon.

DV asks where the pumping station will be located and asks for a timeline.

FO says that detailed design takes one year, and construction commences in 2023. FO says that this construction is a pretty fast timeline.

FO says there will be a wastewater system but they need to determine who will be connected to this. There are two sections that will be connected.

FO says there are different stages for the construction of the pumping station. Wastewater that collects at that pumping station will be pumped into trucks and will then be transported out of the area, which will be dumped into a pit.

PB received a phone call from a landowner who spoke to a representative from Transport NSW. They were told there was no provision for the intersection that will happen from Luddenham Rd to Adams Rd. Can you confirm that this is correct?

FO says that the water main goes deeper in that intersection area. The construction activity can happen without interfering with that piping. This is 2 meters in depth under the ground.

	<p>PB asks about the private consultants doing work on behalf of large landowners, and they are “masquerading” as Sydney Water to gain access to properties to do site surveys.</p> <p>MJ says that the team is required to carry Sydney Water logos, including IDs, protocols and emblems. MJ asks that if that is happening, could the community provide this information to Sydney Water?</p>	
4.4	Sydney Metro – EL	
	<p>EL introduces Asha Pomery.</p> <p>The Metro provides the update that the power works are completed. They have also finished the roundabout at Badgerys Creek.</p> <p>They are engaging face-to-face with people, including at the markets, the Penrith Show as well as the shopping center kiosk. They have a final contractor award happening at the end of the year regarding trains and maintenance.</p> <p>EL says that there were some heritage activities. Site establishment works are underway and there are some geotech works which are ongoing. EL says these works will unfold over the coming weeks.</p> <p>EL notes that information about these projects are on the websites of the contractors, if the community is interested.</p> <p>PT says he approached EL at the community centre about the mess out the front of his property. EL says that they sent some information back to PT that they received from the contractor.</p> <p>PT says that this hasn’t happened and the contractor has dumped topsoil out the front. He understands that it is tough with the weather, but this topsoil is not going to solve the problem. This water needs to go down the pipe. With the traffic control and trenching, this needs to be tidied up.</p> <p>SA asks about the just terms compensation for people who were acquired and were given the incorrect value. How is this going? He heard there was a report from government which reported that people were disadvantaged by the acquisition of these properties.</p>	<p>EL circulates the presentation.</p> <p>EL to escalate the issue raised by PT about the mess out the front of his property.</p>

	<p>EL says that this has been finalized and there is a Parliamentary Inquiry on the issue which has been sent through to the group.</p> <p>RR highlights that the group is dissatisfied with this process.</p>	
4.5	Western Parkland City Authority – RW	
	<p>RW says they are waiting for the first building approval, which they are expecting in days to weeks. Community consultation occurring in October, which the group will hear about.</p> <p>RW thanks the community for participation in the session.</p> <p>RR asks for questions for RW.</p>	
4.6	WSA Co – RP	
	<p>RP updates about the community notification about the closure of Adams Rd. This is being extended until the 1st of November. This extension had to happen because of the rainfall.</p> <p>WSA released a video with a monthly update on social media, which RP encourages the community to view. They have built a batch site, which means that they won't be bringing concrete in and will instead make it on site. This will be helpful for the roads.</p> <p>DV asks when B-doubles trucks will stop coming in on the site.</p> <p>RP says that trucks and doubles will be coming in mostly at night. This is to lessen the impact on roads and residents.</p> <p>DV asks about Elizabeth Rd and asbestos contamination hill. She has noticed WSA has been cleaning it up. What's happening?</p> <p>RP says they have redone the top layer of the containment cell, but they keep on finding asbestos on site, which is then put into cell.</p> <p>DV asks when this will be done?</p> <p>RP says he isn't sure, but he will find out.</p>	<p>RP to find out about the asbestos site and its closure.</p>

	<p>DV says that there was a major illegal dumping area for the past few years. She recommends CCTV in these areas to prevent illegal dumping.</p> <p>SA asks about how jet fuel will get to the airport.</p> <p>RP says that it will come via truck for the first few years via Northern Rd and Adams Rd. There will also be a large internal, underground pipe on the airport site. It is up to the state government to build the infrastructure to the open.</p>	
5	Progress on key issues, discussion with community members – RR	
	<p>RR checks in about the frequency of these meetings. Are these meetings useful and effective? Should any changes be made?</p> <p>RR’s expectation is that she will continue to chair the CCC since it has to be independently chaired, even after her appointment as the Independent Community Commissioner.</p> <p>RR is grateful to the community members for the handle on the issues that they have, and the representation they do for the community.</p> <p>RR asks about the rejection of DAs that she has heard anecdotally. Can individuals reach out to her, if Council has rejected a DA?</p> <p>KR has heard from a landowner who has experienced a year-long delay in getting their DA approved.</p> <p>JH says that he knows a business associate who has had DAs concerning sheds etc which have been in for 18 months. JH will ask if this person is comfortable with information being shared about these sites.</p> <p>HA has seen huge issues with people putting in DAs. She says Council is engaging in “bullying tactics”.</p> <p>PB says that interim use is getting through, but actual development is not going through.</p> <p>PB has heard that it has something to do with contributions not being sorted out.</p>	

	<p>RR has met with the Minister, and RR is pursuing higher authorities to get some emergency funding for roundabouts.</p> <p>DV mentions the temporary lights put in at one point.</p> <p>KR says that the intersections and safety issues are yet to be achieved.</p>	
6	AOB	
	Item on the agenda for the next meeting to discuss the length and frequency of the meetings.	
7	Meeting close and thanks	
	Next meeting: 4 October 2022, 6:30 – 8pm	

Western Sydney Aerotropolis DCP

Acknowledgement of Country



Planning for the Western Sydney Aerotropolis acknowledges more than 60,000 years of continues Aboriginal connection to the land that makes up NSW. We pay our respects to all Elders past, present and emerging and any Aboriginal people here today.

Planning for the Aerotropolis recognises that, as part of the world's oldest living culture, the Traditional Aboriginal and Torres Straight Islander Owners and Custodians of the Australian continent and adjacent islands share a unique bond to Country – a bond forged through thousands of years travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

Aboriginal people maintain a strong belief that if we care for Country, it will care for us.

This significant connection to Country has helped shape our work.

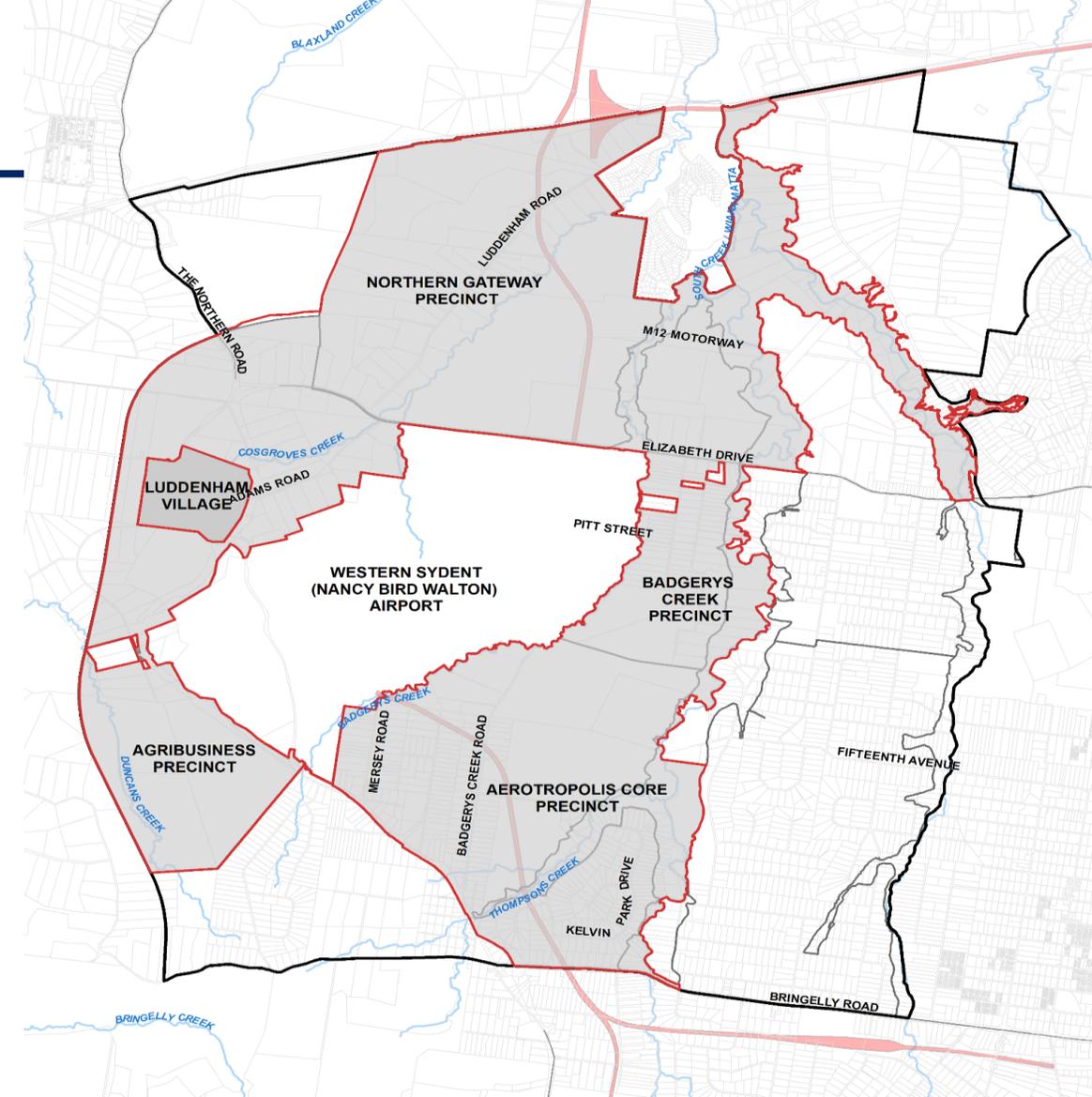
Introduction and welcome

Agenda

1. Aims of the DCP
2. Planning framework/ Hierarchy of plans
3. DCP structure
4. Lodgement of DAs in the Aerotropolis – what does it mean?
5. Site coverage
6. Controlling development in flood affected areas
7. Road cross sections
8. Next steps

Aims of the DCP

- Facilitate development which is appropriate to the unique natural characteristics and desired future outcomes for each precinct of the Aerotropolis;
- Safeguard the 24 hour operations of Western Sydney International (Nancy-Bird Walton) Airport (Airport);
- Provide controls for development to support high levels of accessibility, quality places and amenity outcomes to drive business relocation and economic growth;
- Encourage the design of development maintains and enhances the character and heritage significance (Aboriginal and European heritage);
- Ensure development reduces impacts on the environment; and
- Deliver development that supports the Blue / Green Framework for the Aerotropolis.



- ▬ Aerotropolis Boundary
- ▬ Land Application Boundary
- ▬ Land to which this DCP Applies
- ▬ Major Infrastructure Corridor
- ▬ Precinct Boundary
- ▬ Property Boundary

0 0.5 1 2 km



Planning framework / hierarchy

Plan	Purpose
Greater Sydney Region Plan	Vision and planning objectives for Greater Sydney Region
Western City District Plan	Vision and planning objectives for the Western City district
Western Sydney Aerotropolis Plan	Vision and planning objectives for the Aerotropolis Aligns to regional and district plans
Parkland City SEPP	Objectives for development in Aerotropolis Zones land Key Development controls
Precinct Plan	Aligns to WSAP and SEPP Key development controls including FSR and buildings heights Establishes development sequencing
Master Plan	Optional plan created under the SEPP Aligns to Precinct Plan Allows for complying development by setting detailed development and design criteria for specific sites
Aerotropolis DCP	Guidance to inform preparation and assessment of DAs Includes controls on built form, site coverage and flood management

DCP structure

- The Aerotropolis DCP has been restructured for ease of use into six chapters based on controls that apply to all development and controls that are specific to the different land use areas of the Aerotropolis.
- **Chapter 1 – Introduction and Administration** - provides information about the administrative provisions of the DCP
- **Chapter 2 – General Controls** - contains objectives and controls which need to be considered for all development. The objectives and controls are designed to manage the natural and built environment across the Aerotropolis, including Connection to Country and management of the Blue and Green Infrastructure.
- **Chapter 3 – Development for Enterprise and Industry and Agribusiness** - contains specific objectives and controls for enterprise and industrial development forms on land identified for Enterprise and Agribusiness within the Aerotropolis Precinct Plan.
- **Chapter 4 – Non-Residential development within Centres** - contains specific objectives and controls for non-residential commercial development in the mixed use zone as well as local neighbourhood centres throughout the Aerotropolis
- **Chapter 5 – Residential** - contains specific objectives and controls on for residential development in the mixed use zone, including the Sydney Science Park.
- **Chapter 6 – Certain Land Uses** - contains and refers to specific objectives and controls for specific land uses proposed within the Aerotropolis not identified in Chapters 3 to 5.



Lodgement of DAs in the Aerotropolis

Situation now

- DAs can be lodged in the Aerotropolis, based on land use zones set by the Western Parkland City SEPP (Chapter 4 – Aerotropolis) and Aerotropolis Precinct Plan.
- DAs will need to refer to the Aerotropolis Phase 1 DCP Phase 1 and the Draft Aerotropolis Phase 2 DCP released in November 2021.
- Council assessment of a DA in the Aerotropolis would have regard to the SEPP, Aerotropolis Precinct Plan and Phase 1 DCP.

When DCP is finalised

- DAs can be lodged in the Aerotropolis, based on land use zones set by the Western Parkland City SEPP (Chapter 4 – Aerotropolis) and Aerotropolis Precinct.
- Plan The finalised Aerotropolis Phase 2 DCP provides all the relevant detail required to prepare and assess a DA within the Aerotropolis.
- Master Plans will need to have regard to the DCP.

Note: DCPs are detailed planning documents that set out expectations for development in a certain area (usually a precinct or local government area).

DCPs must be taken into consideration in the development assessment process, but they are not an "environmental planning instrument" (EPI). DCP's are therefore a guide to ensure the consistency of development, measured against a set of criteria / controls.

Site coverage & built form

- The amount of area for development that can be built up is determined by the site's FSR, requirement for permeable surfaces along with deep soil and tree canopy requirements. Permeable surface requirements have been informed by waterway health targets for the Aerotropolis.
- Perviousness requirements:
 - **Mixed Use Zone**
 - Mixed Use Centre (over 2:1 FSR) – 30%
 - Mixed Use Centre (up to 2:1 FSR) – 35%
 - **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%



Site coverage & built form (cont.)

- Complementing pervious surface requirements, the Aerotropolis DCP will include controls for deep soil planting and tree canopy targets. These controls have been informed by objectives to apply and landscape led approach to planning in the Aerotropolis.

Recommended Guidance	Minimum tree Canopy Target (% of site area)	Minimum deep soil (% of site area)
Attached dwellings	15-25% (based on lot size)	15-25% (based on lot size)
Multi dwelling housing	20-30% (based on lot size)	20-30% (based on lot size)
Apartments	Apartment Design Guide	
Commercial	35%	25%
Large format industrial and light industrial	25%	15%

- The DCP also provided controls for setbacks, landscaping and car parking requirements which when combined with other controls, will influence and shape built form outcomes on a site.

Development in flood affected areas

- A risk based approach to flood planning will be applied in the Aerotropolis where land is impacted by flooding. To this end differing controls will apply as follows:
 - 1) **Development in the 1% AEP Floodway and Critical flood Storage Areas** - Unsuitable for urban land uses – these areas are not zoned for development, with the Environment and Recreation zone applied to these areas. #
 - 2) **Development between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area** - Unsuitable for Residential, Industrial, Commercial, Critical and Sensitive Land Uses – Sets the requirements for areas just outside the 1% AEP flood level + 500mm freeboard above the 1% AEP flood level. A Flood Impact and Risk Assessment (FIRA) is required in this area to demonstrates that development will not increase flood affectation to existing and proposed development. #
 - 3) **Development outside the Flood Planning Area to Probable Maximum Flood** - Unsuitable for Critical Land Uses – These areas are zoned for development in the Aerotropolis. A FIRA is required to demonstrates that development will not increase flood affectation to existing and proposed development. #

Note: Flood Impact Risk Assessment (FIRA) report required for all development in 1 and 2 above.

concessional development permitted - limited additions and alterations to existing dwellings 30sqm, garages or sheds of nominal size, typically one off.

residential development required to have Habitable Floor Levels equal to or greater than the 1% AEP flood level plus 500mm freeboard.

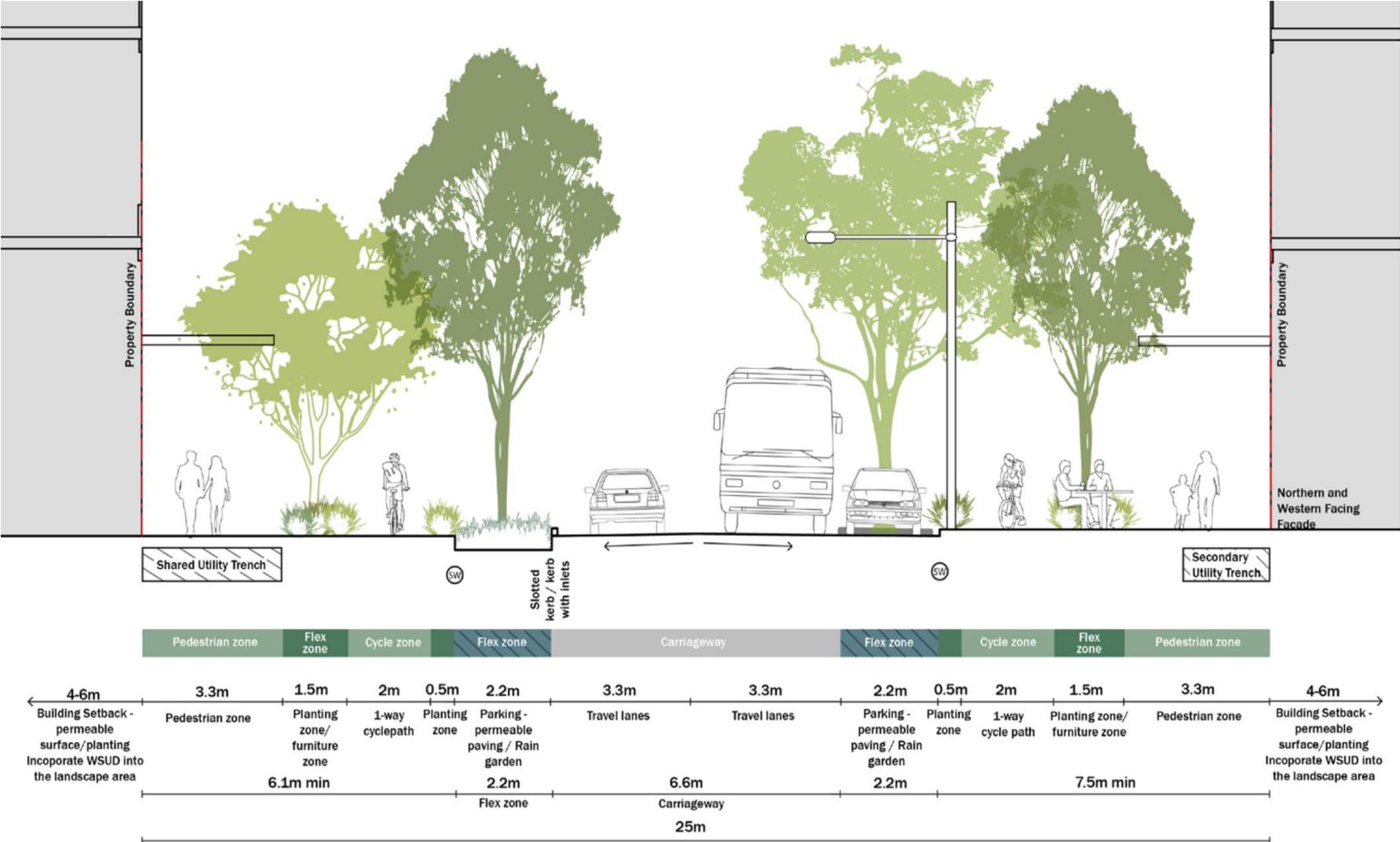
No FIRA required for single detached dwellings and alterations and additions to existing dwellings. An engineer's report is required for all other development to certify the development will not increase flood affectation to existing and proposed development.

Development in flood affected areas (Cont'd)

- The approach in the Aerotropolis differs to that in the Liverpool DCP as the Liverpool DCP determines the appropriateness of development and associated controls taking into account:
 - a) Sensitivity of a land use to flooding,
 - b) Severity of flood impact on site (flood risk – categorised as high, medium or low),
 - c) The specific Floodplain in which a site is located. Depending on which floodplain the site is located, this determines the type of development permitted in the relevant flood risk category. Therefore different floodplains may vary in the types of uses permitted in each category (high, medium or low). Residential development is not permitted in a high flood risk area.

Road widths and cross sections

The DCP will provide guidance for minimum road widths and the features to be included within road corridors identified in the Aerotropolis Precinct Plan. Refer to the below example depicting a 25m wide local street in a commercial centre.



Next steps

- The Department is working closely to finalise the Aerotropolis DCP.
- The Aerotropolis DCP is targeted for finalisation in Q3 2022.

THANK YOU

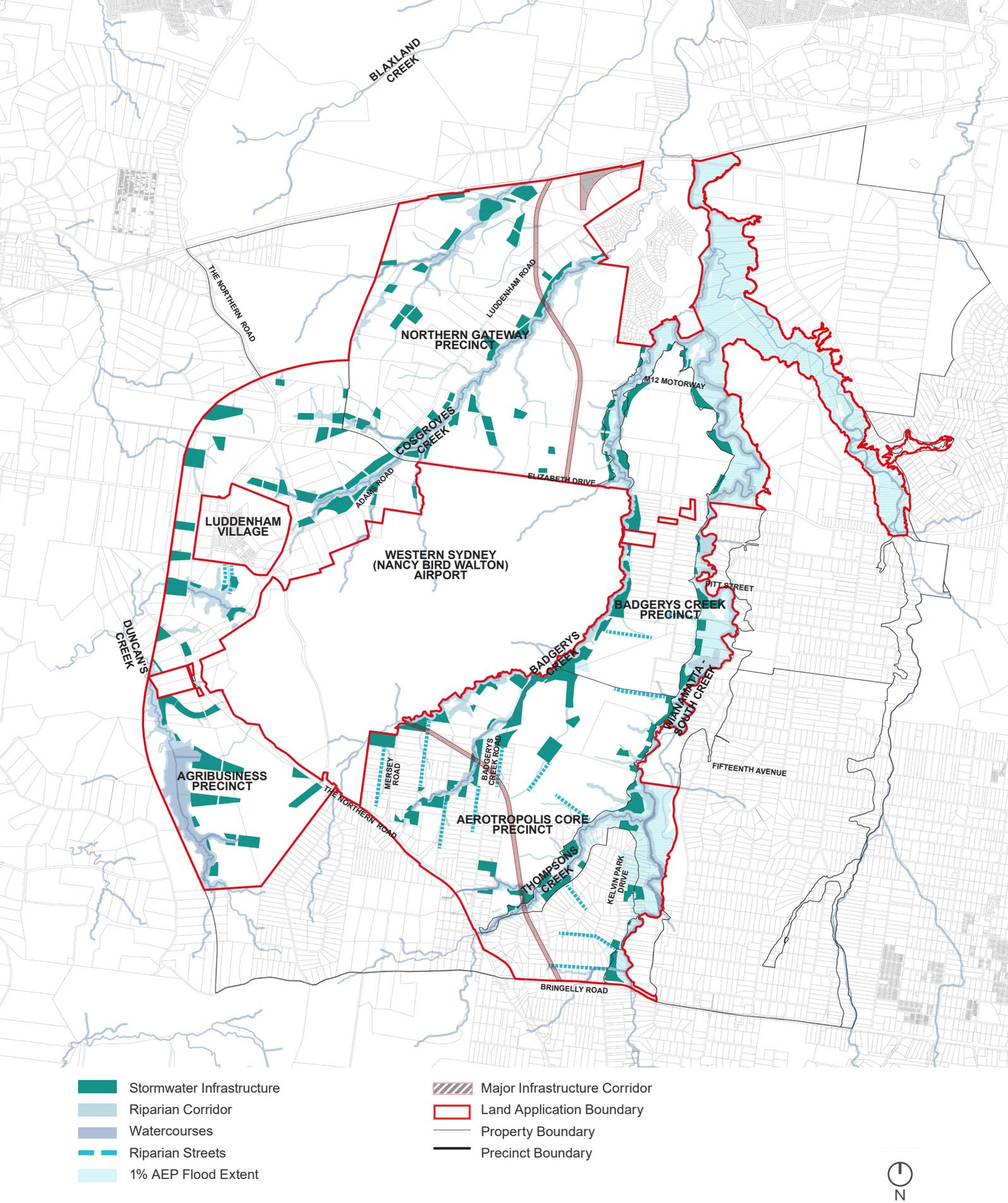


Figure 6: Total Water Cycle Management

INCORRECT FLOOD LAYER

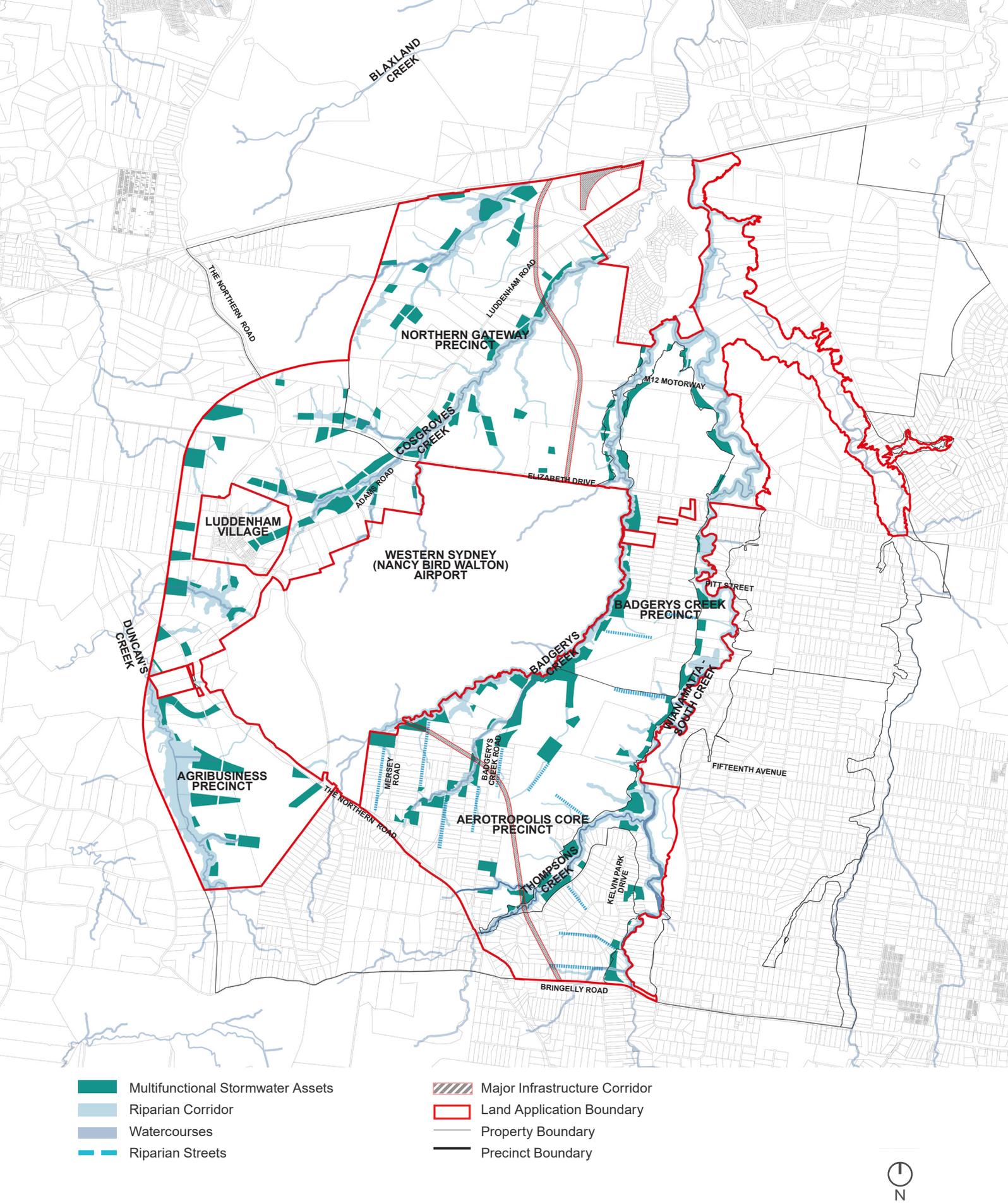
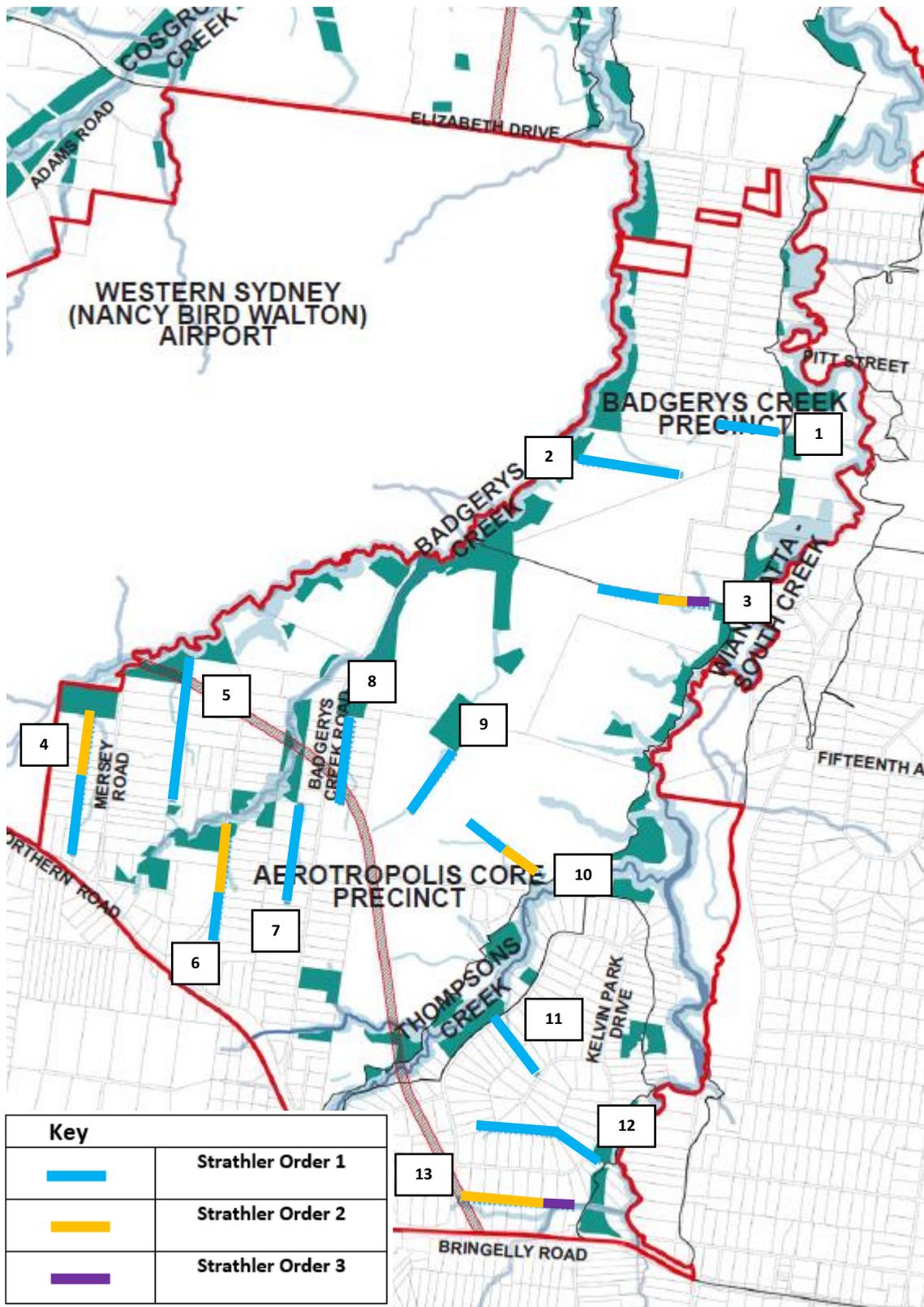


Figure 6: Total Water Cycle Management

CORRECT FLOOD LAYER



Map of Riparian Streets and their associated Strahler order of streams (corrected)