

Major development plan

Business Precinct Stage One



Western
Sydney
Airport



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Executive summary

This Major Development Plan (MDP) is for the first stage of the Western Sydney International Airport (WSI) Business Precinct.

It is a 'Precinct' based MDP that includes a concept plan for the overall development of Stage One of the Business Precinct, along with detailed plans for a warehouse, bulky goods development, and hotel with associated conference facilities, café and gym.

The new Western Sydney International (Nancy-Bird Walton) Airport will play a critical role in supporting the forecast aviation growth of Sydney and the growth of the Greater Western Sydney Region.

The Airport will be a full-service airport catering for all types of domestic and international passengers, freight and logistics services, business, and industrial development.

The Airport will also create job opportunities from construction to operations long after it opens, with at least 50 per cent of the jobs for people in Western Sydney when WSI opens in 2026.

An important part of the Airport's commercial mix and its ability to enhance the local community's access to services is the delivery of an Airport Business Precinct that will provide a mix of business, retail and industrial uses in locations that are close to and support the functioning of the Airport.

This Major Development Plan proposes the first stage of the Airport Business Precinct at the gateway to the Airport and will deliver key early services to serve as a catalyst for the wider business precinct and support the Airport and surrounding community.

Overview of the Project

The Western Sydney International Airport Business Precinct Stage One (BPSO) Major Development Plan (MDP) is the first MDP to be prepared for the new Airport.

The BPSO MDP is designed to service the near-term needs of the significant construction workforce within the region and later transition to meet the needs of airport users when airport operations commence in 2026.

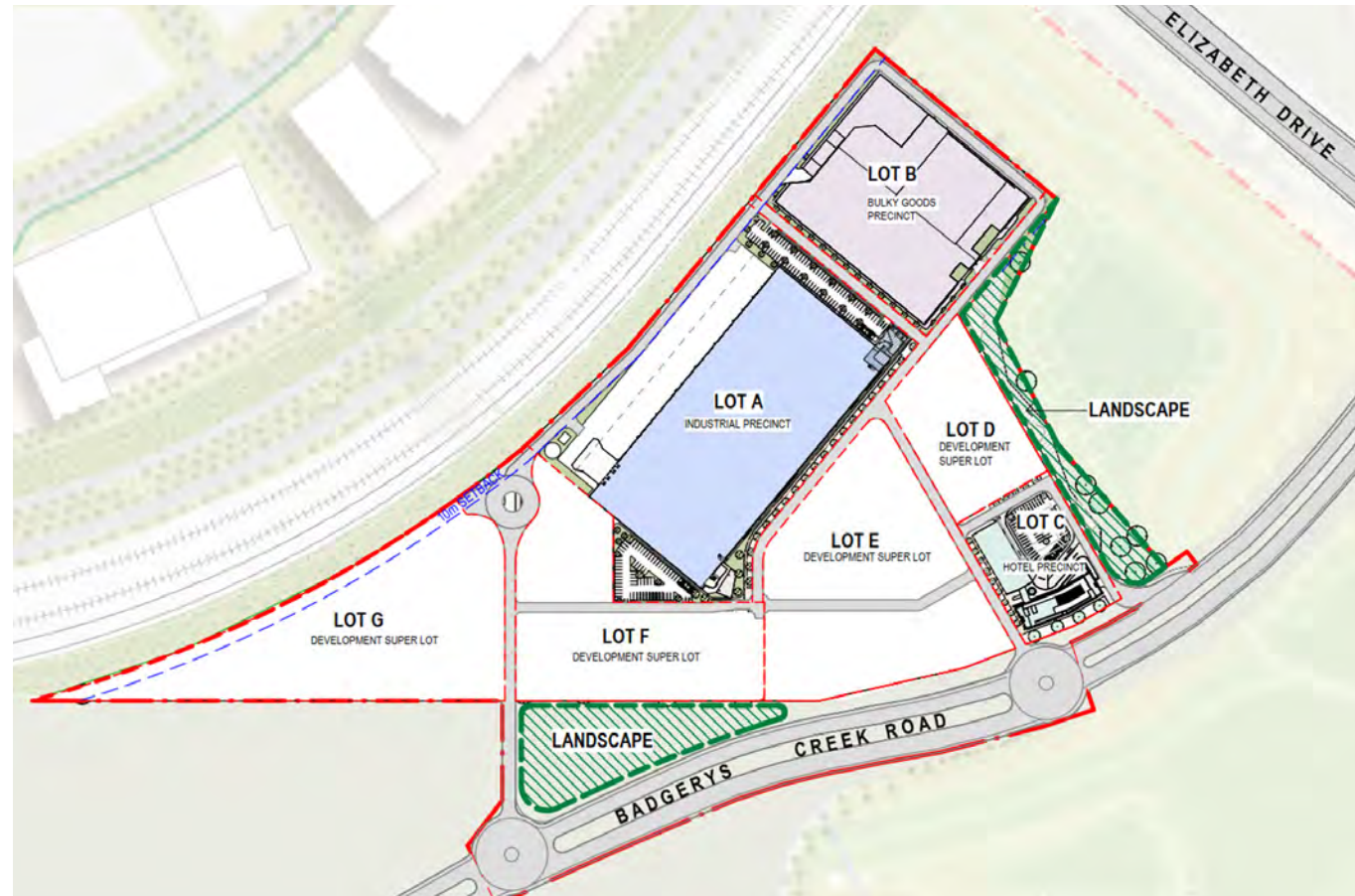
The MDP proposes a 'precinct' concept (see below) that will deliver serviced super-lots, arterial road connections, an internal road network and the construction of a warehouse, bulky goods building, and a hotel precinct, to serve the early requirements of the region and airport operations.

The BPSO MDP proposes the following elements:

- Works to the northern section of Badgerys Creek Road, including new roundabout connections to the BPSO precinct
- Construction of an internal road network
- Creation of seven super-lots, with indicative land uses, building envelopes and heights

- Site works, utilities and stormwater connections to service the super-lots
- Construction of a warehouse and associated offices (two tenancies) with a gross leasable area of approximately 25,000 square metres
- Construction of a ten storey, 154 room hotel and two-storey gym, café and conference facility (the 'hotel precinct') with associated shared car park
- Construction of a bulky goods building with a gross leasable area of approximately 15,600 square metres, with undercroft car parking area
- Landscaping





The proposed BPSO MDP presents a unique opportunity for the Airport to deliver early services, hotel accommodation, and commercial land uses to serve the region's significant construction workforce ahead of the commencement of operations of the

Airport, and to meet the needs of airport users and the growing local community over time.

The project aligns with the approved Airport Plan, does not impact on future aviation operations for the Airport and,

due to the recent and ongoing works for establishing the new Airport, does not pose any adverse impacts in relation to traffic or environmental matters.

The following is a summary of the BPSO MDP

Any further development of the BPSO Precinct that is not detailed in this MDP will be subject to separate approval processes.

The Site

The BPSO site, being approximately 20.9 hectares in area, is located at the north-eastern end of the Airport.

The site is located within the BD1- Business Development Zone under the Airport Plan and within the 'Early Services Precinct' identified in the Airports' Western Sydney Airport (WSA) Development Control Plan (DCP).

The BPSO site has been cleared and levelled in accordance with earlier Bulk Earthworks approvals in preparation for the wider Airport development.

Project Need and Justification

This MDP, to deliver the Stage One of the Airport Business Precinct, is critical to servicing the large construction workforce associated with the new Western Sydney International Airport

and associated infrastructure projects, before evolving to meet the needs of airport users and the growing local community over time.

Development costs for the initial stages of the BPSO and the warehouse, bulky goods development and hotel are estimated to be more than \$120 million, with full development of the Precinct

being approximately \$270 million.

The BPSO project is expected to create over 400 additional construction jobs through delivery and support up to almost 2,000 permanent jobs once the BPSO is fully occupied and operational.

Construction

Estate works for the BPSO are scheduled to commence in late 2023, and will be completed by July 2024, with the warehouse, bulky goods development and hotel estimated to be completed by late 2025.

Due to the above construction timeframes, no conflict is anticipated with the main Airport construction works.

All construction works will be carried out in accordance with Airport procedures and legislative requirements.

Aviation Considerations

Consideration has been given to the establishment of the BPSO project and any development of sites on the first stage of the Western Sydney International Airport, a single runway, and at its ultimate capacity with dual parallel runways.

The BPSO project, including the initial development of the warehouse, bulky goods development and hotel, will not adversely impact on the aviation operations at Western Sydney International Airport.

Future stages of the BPSO will require assessment in relation to any impacts on aviation operations in accordance with the Airport Lessee Consent and Airport Building Consent process. However, the current site layout and proposed land uses of the BPSO do not adversely impact aviation operations, as discussed in Section 6.

Transport/Traffic Management

The BPSO site will be accessed via the existing northern section of Badgerys Creek Road. Proposed roadworks to Badgerys Creek Road includes the installation of two dual-lane roundabouts (north and south) to provide the two main access roads into the BPSO Precinct.

The northern roundabout and access road have been designed for smaller passenger vehicles and rigid delivery vehicles associated with the proposed

hotel and bulky goods developments, whilst the southern roundabout and access road is designed as the heavy vehicle route (supporting up to B-double vehicles) into the BPSO Precinct, providing access to the rear (west) loading areas associated with the warehouse and bulky goods developments. A one-way slip road provides for vehicle egress from the hotel to Badgerys Creek Road.

The internal road network has been designed in accordance with the WSA DCP.

The road layout has been designed to meet all anticipated traffic demands from a fully completed BPSO Precinct.

The BPSO Precinct Concept Plan also includes opportunities for active transport, connecting the Precinct to the existing bicycle route on the western side Badgerys Creek Road.

In relation to the proposed warehouse, bulky goods development and hotel, the provision and design of on-site car parking meets relevant guidelines (RMS Guide, WSA DCP and relevant Australian Standards).

Environment

The BPSO site has been cleared and levelled. Trunk drainage infrastructure has been constructed as part of the airport Stage 1 development. This work has been undertaken in accordance with the Airport Plan and Airport Construction Plan. As a result, any issues relating to heritage, site contamination, flora and fauna have been previously addressed.

The BPSO MDP addresses the Airport's sustainability focus areas and will likely not result in any adverse environmental issues. Appropriate Airport-wide management practices are in place to respond to any unexpected environmental issues.

Consistency with the Airport Plan

While not a requirement of the Airports Act 1996 (the Act), the BPSO MDP is consistent with the planning objectives and principles outlined in the Western Sydney Airport – Airport Plan, which is the guiding document for the development of the Airport.

The Airport Site Land Use Plan includes

approximately 191 hectares of land at the north-eastern end of the Airport site zoned BD1 – Business Development Zone. The Project site is located within this zone. The land uses proposed within the BPSO Precinct align with the Permissible Uses for the BD1 – Business Development Zone.

Western Sydney International Airport has also developed further 'fine-grain' development guidelines for the Business Park – the WSA DCP. The BPSO MDP is consistent with and aligns with both Plans.

Consistency with State and Local Planning Instruments

The BPSO MDP project is consistent with the NSW State Government Strategic Instruments (i.e. *Greater Sydney Region Plan* and the *Western City District Plan*), aligns with the Western Sydney Airport and Aerotropolis Strategic Instruments (i.e. *Western Sydney Aerotropolis Plan*, *Western Parkland City State Environmental Planning Policy*, the *Western Sydney Aerotropolis Precinct Plan*, and the *Western Sydney Aerotropolis Development Control Plan*).

The BPSO MDP project is also consistent with Local Government strategic plans for both the Liverpool and Penrith City Councils.

Consultation

The MDP has been the subject of a public exhibition process.

Western Sydney International Airport has also engaged with the NSW Government, Liverpool and Penrith Councils, and the Western Parklands City Authority in relation to the MDP.



01

Introduction

Western Sydney International (Nancy-Bird Walton) Airport (the Airport) is a new 24-hour international airport currently under construction and the most significant airport development occurring in Australia.

The Airport will be a full-service airport catering for all types of domestic and international passengers, cargo and logistics services, business, and industrial development.

The Airport is located in one of Australia's fastest growing regions, approximately 45 kilometres west of the Sydney Central Business District and 13 kilometres from the Penrith Central Business District (see Figure 1).

The Airport Business Park is planned to occupy approximately 230 hectares of airport land and will be developed in accordance with the Western Sydney Airport Business Park Master Plan and Development Control Plan.

The Airport Business Park will be developed in stages over the coming years as demand increases due to the expansion of airport operations and the development of the Western Sydney Parkland City.

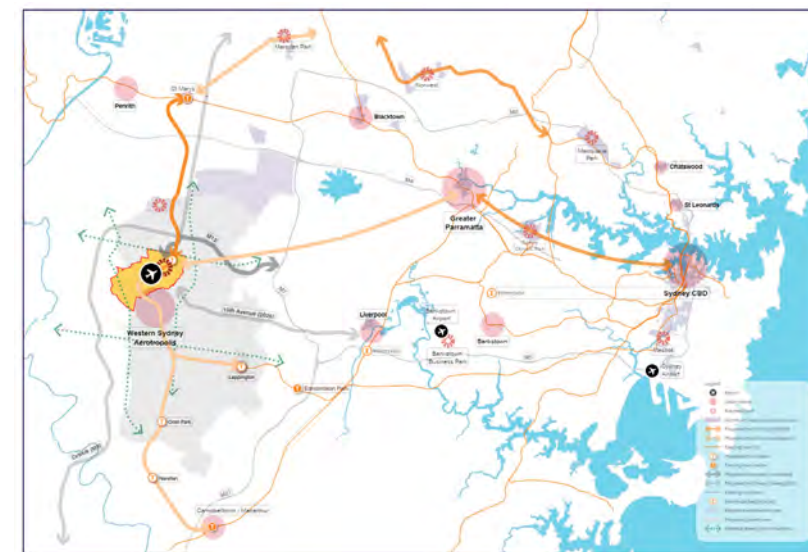
The Airport Site is owned by the Commonwealth of Australia and an Airport Lease has been granted to the WSA Co (WSI) as an airport lessee company, who is the proponent of this Major Development Plan (MDP).

The Airport is being developed by WSI in accordance with the Airport Plan, approved under the *Airports Act 1996* (the *Airports Act*) and is designed to accommodate up to 10 million passengers per year when the Airport opens in 2026.

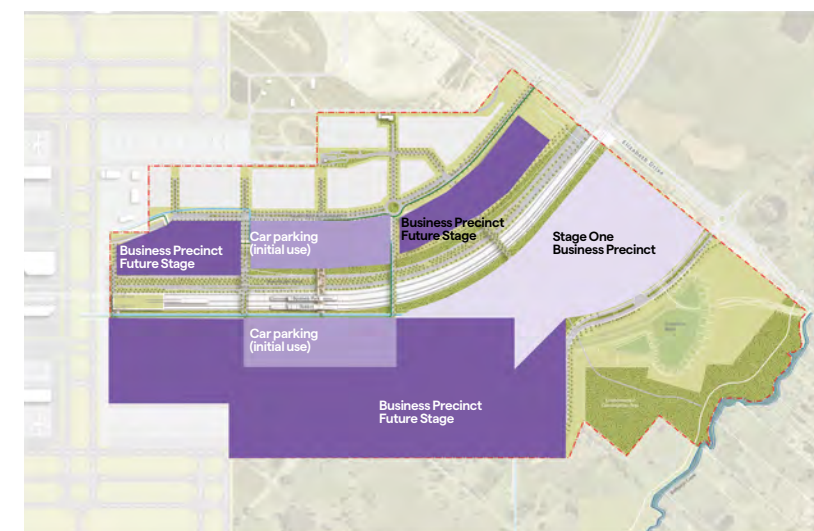
The Airport Plan provides conceptual details of an Airport Business Precinct to be located at the 'front door' of the Airport, a short distance from a dedicated station on the Sydney Metro Western Sydney Airport Line, and to provide a range of services, accommodation, aviation support and employment uses.

This Western Sydney International Airport Business Park Precinct Stage One (BPSO) MDP, will be the first MDP to be prepared for the new Airport and the first stage of development for the wider Airport Business Park. The BPSO MDP is designed to service the near-term needs of the significant construction workforce within the region and later transition to meet the needs of airport users when airport operations commence in 2026.

Figure 1 Western Sydney International Airport Location Context



Source: Western Sydney Airport Business Park Master Plan Urban Design Report



The BPSO MDP is a 'precinct' based MDP that is designed to establish specific uses to meet the near-term needs of the construction workforce and community; and provide serviced super-lots to support future development of the wider Airport Business Park.

The BPSO MDP proposes the following elements:

- Works to the northern section of Badgerys Creek Road, including new roundabout connections to the BPSO precinct
- Construction of an internal road network
- Creation of seven super-lots, with indicative land uses, building envelopes and heights
- Site works, utilities and stormwater connections to service the super-lots

- Construction of a warehouse and associated offices (two tenancies) with a gross leasable area of approximately 25,000 square metres
- Construction of a ten storey, 154 room hotel and two-storey gym, café and conference facility (the 'hotel precinct') with associated shared car park
- Construction of a bulky goods building with a gross leasable area of approximately 15,600 square metres, with undercroft car parking area
- Landscaping

The Minister approved this MDP on 15 November 2023.



2.1. Western Sydney International Airport

The population of the Greater Western Sydney Region is projected to grow to approximately 3.7 million by 2036 and the development of the Airport will play a key role in supporting this growth by providing significant transport infrastructure, access to services and employment opportunities.

Western Sydney International Airport will operate 24-hours a day and is vital to improving access to aviation services in Western Sydney, resolving the long-term aviation capacity constraints in the Sydney basin and supporting the New South Wales and Australian economy.

The Airport Site is approximately 1,780 hectares in area and is planned to be developed in stages as demand increases. Stage 1 of the development broadly includes:

- Major site preparation, removing or relocating infrastructure from the site and earthworks to prepare the Airport Site
- The construction of a 3.7 kilometre long runway, an integrated domestic and international terminal and support services, with an operational capacity of approximately 10 million international and domestic passengers per year

The Airport Plan anticipates further development stages, including the construction of a second parallel runway that would increase the expected ultimate capacity of the Airport to 82 million passengers per year by 2063 (Figure 3).

The development of the Airport will be supported by new key transport connections, including a new Sydney Metro rail line with stations at the Airport Terminal and Airport Business Precinct, as well as the construction of the M12 Motorway that will provide direct access to the Airport and connect to Sydney's motorway network.

2.2. The Airport Plan

The Airport Plan

The Airport Plan was approved pursuant to section 96(B) of the Airports Act by the Commonwealth Government on 5 December 2016, with two variations to the Airport Plan approved in July 2020 and September 2021.

The Airport Plan is set out in three parts; with Part 1 providing the contextual and legislative background; Part 2 (Concept Design) setting out the Stage 1 development objectives for the airport, a Land Use Plan and indicative noise contours; and Part 3 (Specific Developments) detailing what is authorised to be developed on the

Airport Site and specific conditions to be adhered to.

Part 2 of the Airport Plan sets out objectives relating to the development of a Business Precinct. Specifically, the Indicative Airport Layout Plan (Stage 1) nominates an area of approximately 191 hectares at the north-eastern end of the runway for the development of a Business Precinct. The Airport Site Land Use Plan designates this area as the BD1-Business Development Zone.

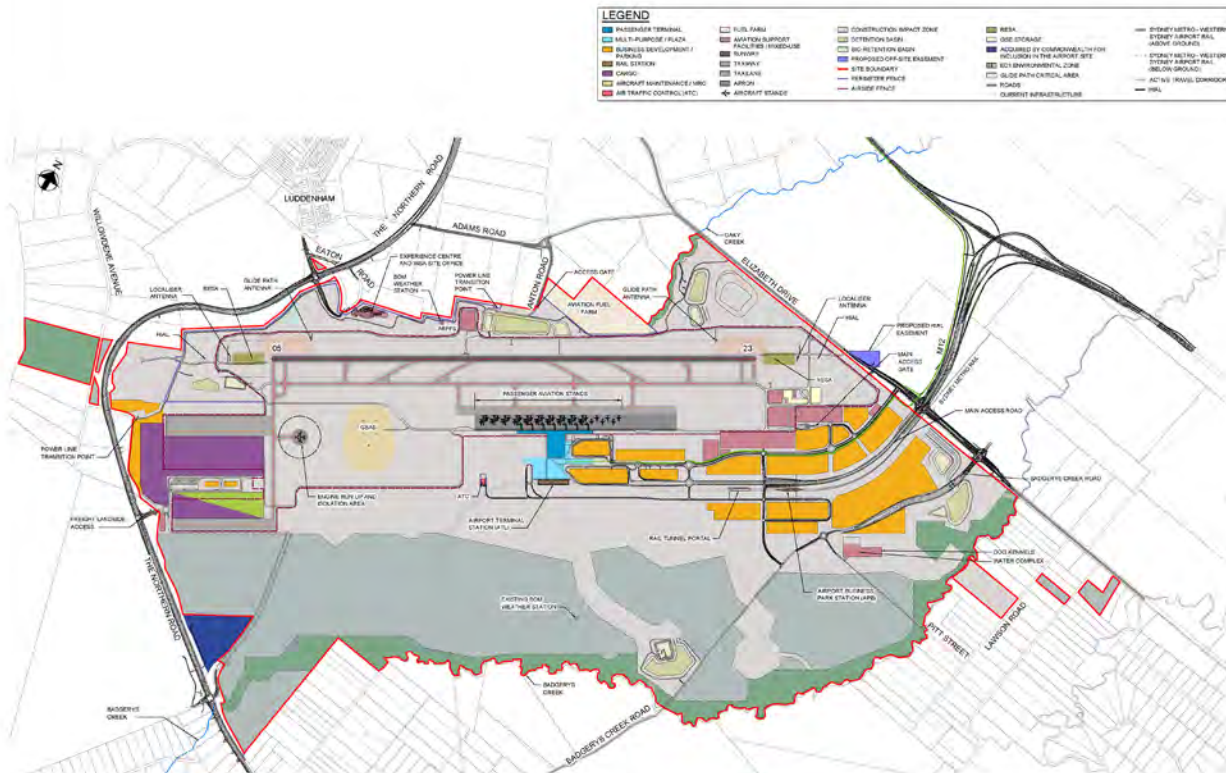
Additionally, Part 2 and Part 3 of the Airport Plan set out objectives and specific details for the development of a Business Precinct Station and road and pedestrian infrastructure (tunnels, covered walkways and bridges) to enable development within the BD1-Business Development Zone.

The specific objectives and expected land uses within the BD1-Business Development Zone are discussed in detail in Section 9 of this report.

02

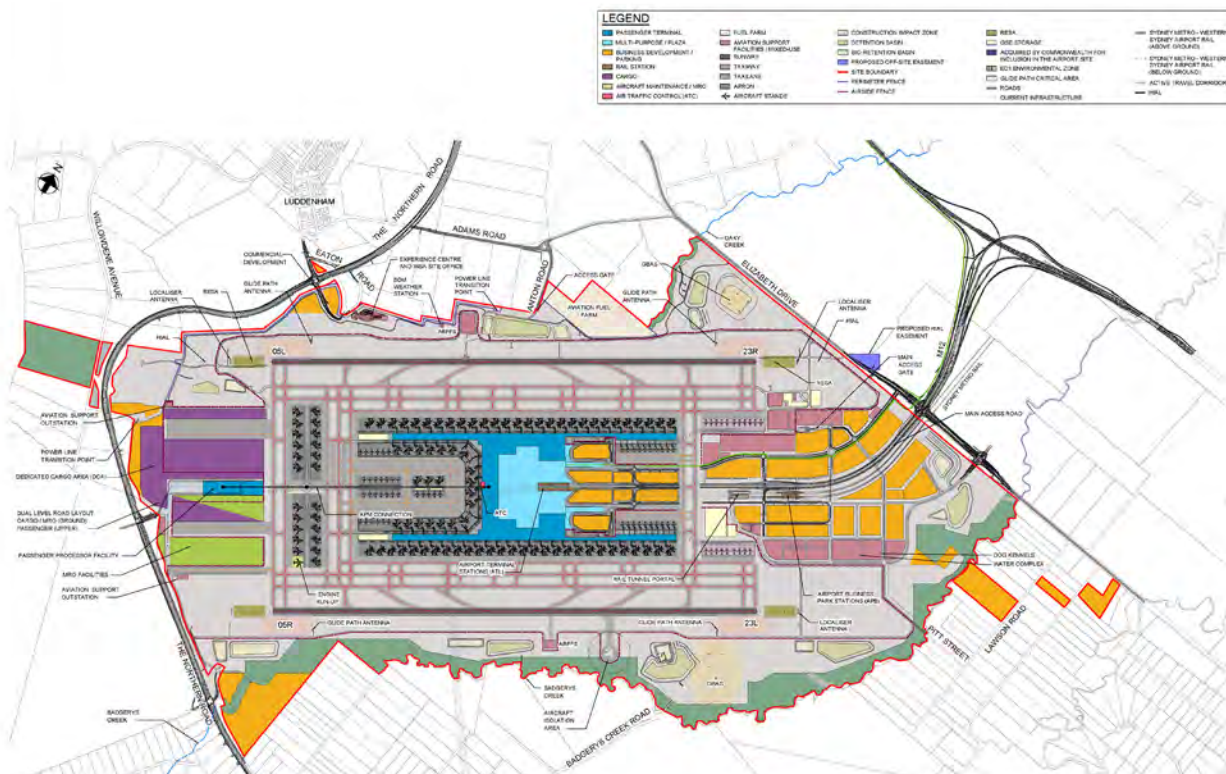
Background

Figure 2 Final Airport Site Layout - 10 MAP (As approved 06/07/2022)



Source: Western Sydney International Airport Web Site (and AECOM – MDP Site Boundary)

Figure 3 Ultimate Airport Layout - 82MAP



Source: Western Sydney International Airport Web Site

2.3. The Airport Lease

The Australian Government signed a lease with WSA Co Limited (WSI Co) on 17 May 2018. The granting of the lease formalised WSI Co's right to build and operate a full-service international, domestic and cargo airport.

Section 91(1)(ca) of the Airports Act requires major development to be consistent with the airport lease. This MDP to establish the Business Park Stage One is consistent with the lease, as it will provide critical infrastructure and services that will support the construction of the airport and meet its operational needs when the airport opens in 2026.

2.4. MDP Approval Process

The Airports Act requires WSI to prepare a Major Development Plan (MDP) for the Minister for Infrastructure, Transport, Regional Development and Local Government (the Infrastructure Minister) to approve (or refuse to approve) certain works as prescribed in the Act, prior to commencing work.

The proposed development triggers an MDP assessment pursuant to Section 89 of the Airports Act because, firstly, it is not authorised under Part 3 of the Airport Plan and, because the development cost exceeds \$25 Million.

A draft MDP must be referred to the Environment Minister under *Environment Protection Biodiversity Conservation Act 1996* (EPBC Act), provided for public consultation, and approved by the Infrastructure Minister following advice from the Environment Minister before the major airport development can be carried out.

The requirements of an MDP and the public consultation process are described in Part 5, Division 4 of the Airports Act. Once a draft MDP has been prepared, it must be published and generally made available for public comment for a period of 60 business days.

Section 91(1) of the Airports Act specifies the contents of an MDP. The contents must cover the following items:

- Objectives for the development
- The extent to which the project meets the projected growth and needs of airport users
- A detailed outline of the development
- An assessment as to whether the

proposed development is consistent with the airports lease from the Commonwealth

- The effect the development would be likely to have on flight paths
- Impact on noise levels and the ANEF
- An outline of approvals sought in respect to Division 5 (Building Control) or Part 12 (Protection of Airspace) of the Airports Act
- An environmental impact assessment
- Plans to deal with any environmental impact
- Likely impacts associated with traffic flows, employment levels, local and regional economies and local communities and how the plans fit within local and State planning schemes for commercial and retail development in the adjacent area
- Consistency with local planning schemes
- Evidence of having given due regard to the responses and comments following the invitation to comment by public consultation
- Any obligations on the company from pre-existing interests in the Airport
- Any other matters specified in the regulations, including compliance with AS2021-2000 Acoustics– Aircraft Noise Intrusion–Building Siting and Construction

A table summarising consistency with Section 91(1) of the Airports Act is provided in Appendix A.

Prior to submitting the MDP for the Minister's approval, a draft will be published to facilitate public comment in accordance with the requirements of the Airports Act. An advertisement must be placed in a State newspaper stating:

- A draft MDP has been prepared
- That copies are available for public inspection for a period of 60 business days
- The place(s) where the copies are available including the airport website
- The public are invited to make written comment on the draft MDP

WSI must make copies of the Preliminary Draft MDP available for inspection and, as required, for purchase. Once the public comment period has closed, WSI must submit to the Minister a summary of any comments received together with the Draft MDP. This summary must contain

the following:

- The names of persons or organisations that made comment
- A summary of the comments
- A statement declaring that WSI has taken due regard of the comments
- Any other information relating to the comments that may be required by the Regulations

In addition to the public consultation requirements, Section 93 of the Airports Act places further requirements on WSI in respect to consultation with government agencies and the aviation industry and any other persons, where consultation occurred prior to the period of public comment. In this case, the Draft MDP submitted to the Minister must also include a summary of that consultation including:

- The names of persons and organisations consulted
 - A summary of the views expressed
- Prior to submitting the Draft MDP to the Minister, WSI must advise in writing the following persons and provide evidence by way of a copy of the advice and a signed written certificate to the Minister of copying the Draft MDP to:
- NSW Minister for Planning
 - The senior authority for Planning in NSW
 - The Chief Executive Officers of the surrounding local government areas

Once WSI submits the Draft MDP to the Minister, the Minister has 50 business days to decide whether to approve (or refuse to approve) the Draft MDP. The Minister may approve the Draft MDP subject to conditions. In making a decision to approve (or refuse) the Draft MDP, the Minister must consider:

- The extent to which the document achieves the purpose of an MDP
- The extent to which the Draft MDP meets the needs of airport users
- The effect of the Draft MDP on the future capacity of the airport
- The impact of the proposed development on the environment consultation undertaken
- The views of the Civil Aviation Safety Authority (CASA) and Airservices Australia in respect to safety aspects and operational aspects
- The consistency of the Draft MDP with the Master Plan
- Any other matters considered relevant



03

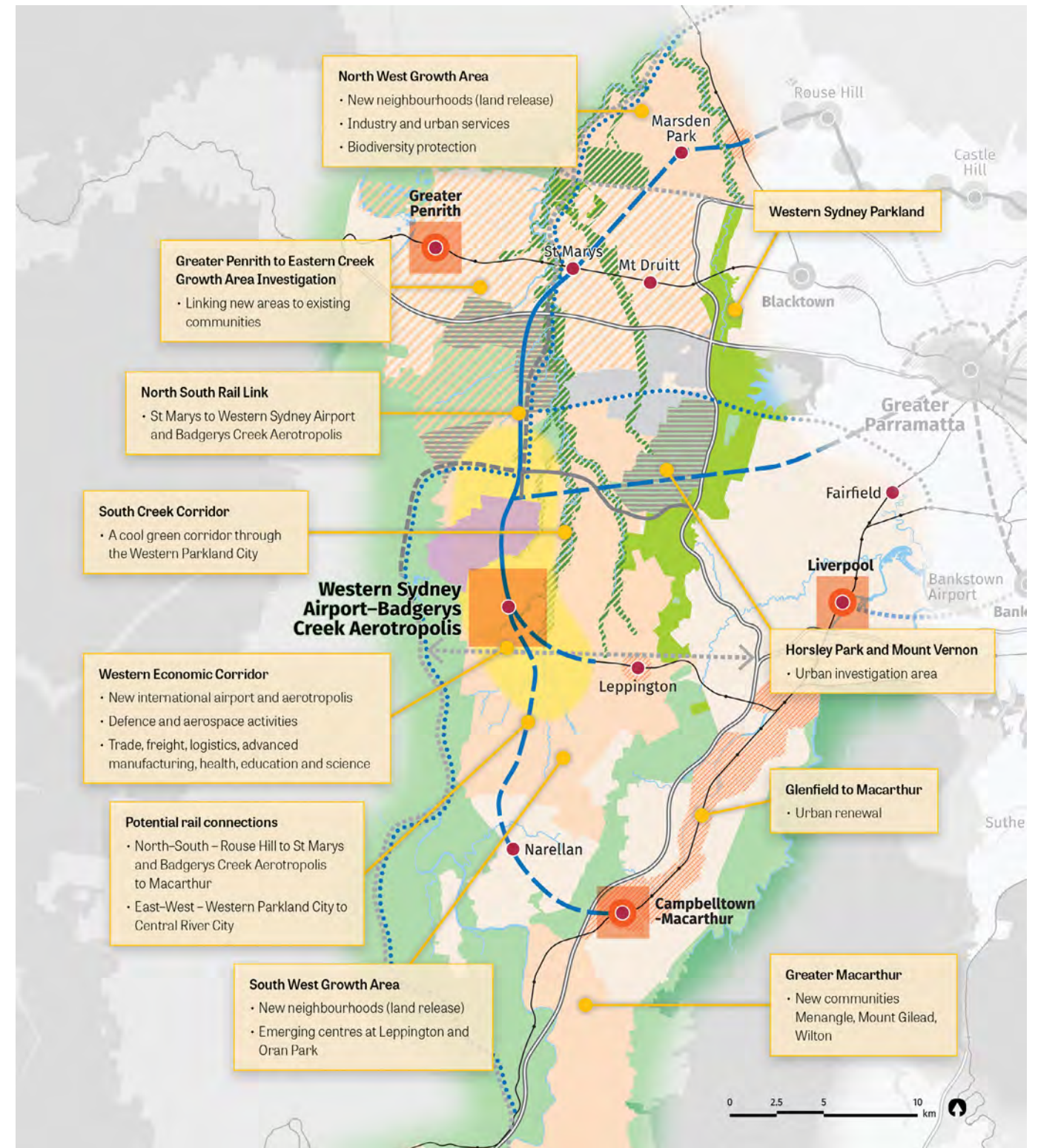
Project need & justification

3.1. Project Need

The population of Greater Sydney is expected to grow to 8 million over the next 40 years, with over 50 per cent of Sydney's population living within the Western Sydney Region.

To manage this growth, the Greater Sydney Commission (GSC) has developed a vision for the creation of three cities within Greater Sydney: Eastern Harbour City, Central River City and **Western Parkland City** (Figure 4).

Figure 4 Western Parkland City Plan



Source: Greater Cities Commission

The development of the Airport is identified as the **economic catalyst** to support the development of the Western Parkland City and will be a transformational infrastructure project needed to generate economic activity and provide employment opportunities closer to home for people in this fast-growing region.

Additionally, the Airport and the surrounding region will witness very significant levels of construction activity in the next 5 to 10 years, arising from the construction of the Airport itself plus the delivery of several significant transport infrastructure projects (M12 Motorway, Sydney Metro and related projects under the Western Sydney Infrastructure Plan) and the commencement of development across the Aerotropolis. This will attract a large construction workforce, numbering in the tens of thousands.

This MDP to deliver Stage One of the Airport Business Precinct is critical to **servicing the large construction workforce** associated with the above infrastructure projects and the **early commercial and operational success** of the Airport when it opens in 2026.

3.2. Project Justification

The proposed BPSO project presents a unique opportunity for the Airport to deliver early services, hotel accommodation, and commercial land uses to serve the **region's significant construction workforce** ahead of commencement of operations of the Airport, before evolving to meet the needs of airport users and the growing local community over time.

At present, the region does not provide the level of amenity or commercial property floorspace required to support the construction workforce for the Airport. The nearest similar developments will be located in the Northern Gateway Precinct of the Western Sydney Aerotropolis.

Once operations commence at the Airport it will attract a considerable number of Airport users including passengers, visitors, employees and occupants of the broader Business Precinct. As operations ramp up and airport construction activities reduce, the facilities delivered by this MDP will transition to meet the needs of the Airport users.

The BPSO project is expected to create between 400 to 450 additional construction jobs through delivery and support a further 1,140 to 1,960 permanent jobs once the BPSO is fully occupied and operational.

In addition, substantial new residential development is planned in the wider region, such that between 2021 and 2056, the resident population within a 15-minute catchment of the Airport will increase by more than 400 per cent (from approximately 7,000 to almost 40,000), while within a 30-minute catchment, it will increase by over 140 per cent, from nearly 400,000 to 1,000,000 residents.

A considerable quantum of new employment related development is also proposed in the area, accommodating world-leading aerospace and defence industries, food and agribusiness, health and research, freight and logistics, and tourism. Within a 30-minute catchment, jobs / job demand is forecast to increase by approximately 145 per cent between 2021 and 2056, from approximately 135,000 to over 330,000 jobs*.

The proposed BPSO project is a major investment for the region (see Table 1) that will provide services and employment opportunities for the community.

The following development costs have been calculated in accordance with the *Airports (Major Airport Developments) Determination 2021*:

Table 1 Approximate Development Costs

Total development costs	\$120 million
Inclusions	
Site Works	
Warehouse	
Bulky Goods Development	
Hotel Precinct	

It is anticipated that the total cost of developing the entire BPSO project (i.e. inclusive of future developments within the proposed super-lots) is approximately **\$250 million**.

*Western Sydney Airport Retail and Construction Activity Advice, SGS Economics and Planning, June 2021.

3.3. Development Objectives

The key objective for the development of the BPSO project is to provide industrial/commercial, retail, services and hotel accommodation to meet early demand from the considerable construction and operational testing workforce delivering the Airport, and more broadly across the region during the next 5 to 10 years, before transitioning to service airport users and the

growing community as airport operations commence and the region is developed.

Table 2 provides a breakdown of the expected land uses to be delivered through the BPSO project to serve the regional construction workforce and airport-users and wider community in the longer term.

Table 2 Indicative Land Uses

	Construction workforce – short term	Airport users and the community – longer term
Hotel	Providing accommodation and business/conference facilities for specialist contractors or teams that may be visiting the airport.	Meeting the needs of service air crew and passengers seeking accommodation ahead of early/late flights or between connections.
Large format retail	Accommodating specialist trade centres, equipment hire and tools and safety equipment.	Transitioning to offer 'bulky goods' retail amenity to the community.
Industrial warehousing	Providing logistics space to support construction materials.	Offering logistics floorspace in proximity to the Airport.
Fuel Station	Providing construction workers with the ability to re-fuel close to their place of work.	Allowing airport employees to re-fuel close to their place of work, and passengers to re-fuel their own or hire cars.
Retail and food & beverage	Providing alternative dining and convenience shopping options within closer proximity to the airport than the local centres.	Providing employees, visitors and workers from the Business Precinct with dining and retail options outside of the main terminal.
Gymnasium	Serving construction workers who may be experiencing long commutes and disrupted fitness routines.	Offering convenient amenity to Airport users and the growing community.
Childcare facility	Providing a unique opportunity for flexible childcare options for the construction workforce. Providing a unique opportunity for flexible childcare options for the construction workforce.	Providing employees with a childcare option within the Airport estate and increasing childcare capacity within the local community. In accordance with the <i>Airports Amendment Bill 2010 (Explanatory Memorandum)</i> , a childcare facility is not considered a 'sensitive development' under Section 71A of the Airports Act. A childcare facility is also listed as a permissible use under the BD1 Zone of the Airport Plan. Any future childcare facility will be considered against the provisions of Australian Standard AS2021-2015 (Building Site Acceptability Based on ANEF Zones) and any necessary acoustic mitigation measures will be incorporated within the development.
Commercial offices	Opportunities for high exposure corporate head offices at the entry to WSI, as part of the broader Business Precinct.	

Additionally, the Airport Plan and Airport Business Park Master Plan provide overarching objectives and principles for the development of the Business Precinct. The Western Sydney Airport Development Control Plan (DCP) provides detailed objectives for the Business Park along specific themes

Objectives relevant to this MDP are as follows:

Airport Plan

The Airport Plan sets out the following objectives for development within the BD1 – Business Development Zone:

- Enable a mix of business, retail and industrial uses in locations that are close to and that support the functioning of the Airport
- Integrate suitable and compatible land uses in accessible locations so as to maximise public transport patronage and encourage cycling
- Encourage employment opportunities and promote businesses along main roads
- Enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of the local workforce
- Maximise, where possible, the use of existing access and egress points

Western Sydney Airport Development Control Plan

The Western Sydney Airport Development Control Plan sets out the following objectives for development within the Business Park:

- To ensure all development in the Business Park precinct aligns with the Business Park Master Plan
- To ensure development complies with the Airport Plan, Sustainability Plan and relevant, federal legislation

and planning policies, including the National Airports Safeguarding Framework

- To provide a vision and design principles to guide future development of the Business Park
- To promote high quality design and public domain outcomes in the Business Park
- Ensure development is economically, socially and environmentally sustainable
- To provide opportunities for a range of development whilst ensuring that the operations of the Airport are not compromised

3.4. Business Precinct Stage One (BPSO) Development

Early 'precinct' based concept plans were developed in line with the strategic direction of the Airport Plan, the Airport Business Park Master Plan and the DCP, and later refined in response to further economic and land use analysis to understand market needs and demand.

Following an Approach to Market and the engagement of a Project Development Partner, further market testing was undertaken to establish specific future market and tenant requirements. Additionally, early technical studies were undertaken to identify key site constraints and potential impacts on airport operations and surrounding land.

The images below demonstrate the design evolution of the BPSO project, from the initial Airport Plan through to this MDP Concept Master Plan.

The BPSO Precinct aligns with the initial expectations of the Airport Plan and objectives for the Business Park Master Plan and DCP.

Figure 5 Evolution of BPSO design

2016



2019



2022



2021





04

Project description

This chapter provides a description of the development concept proposed as part of this MDP.

Any further development of the BPSO that is not detailed in this MDP will be subject to separate approval processes.

The long-term vision for the Airport Business Precinct is to provide a high-quality, desirable urban centre that is a great place to work and visit. At its core, the Airport Business Precinct will consist of A-grade office spaces, shops, cafés, and bars, that will create a compact, connected, and enjoyable space.

Larger lot retail, industrial, aviation support, freight and logistic uses will be

located at the periphery of the Business Precinct, with secure and safe arterial road access.

4.1. Location and Site Description

Location

The BPSO (shown in Figure 6) is located at the north-eastern end of the Airport

within the BD1 - Business Development Zone under the Airport Plan and within the 'Early Services Precinct' identified in the DCP.

Figure 6 Project site location within Airport



Site Description

The BPSO site is approximately 20.9 hectares in area and irregular in shape. As shown in Figure 6, the site is surrounded by the following:

North Elizabeth Drive and an existing stormwater bio-detention basin (BB1N)

East Badgerys Creek Road

South Future Airport Business Precinct expansion area

West The main rail and road access corridor to the Airport, future Airport Business Precinct expansion area and the northern end of the runway

South-west Airport Terminal Buildings and Airport Business Precinct Metro Station (under construction)

The BPSO site has been cleared and levelled in accordance with earlier Bulk Earthworks approvals in preparation for the wider Airport and BPSO development.

The BPSO site is currently accessed via Badgerys Creek Road to the east, which runs in a north-south direction linking Elizabeth Drive to the north with The Northern Road (A9) to the south.

The northern section of Badgerys Creek Road, adjacent the site, is currently four lanes (two lanes each direction) before reducing to two lanes (one lane each direction) at a roundabout located approximately 1.2 kilometres south-west of the Elizabeth Drive intersection.

Any developments beyond the core elements of the MDP will be the subject to separate approval processes.

The MDP Precinct Plan has been developed which identifies the key elements proposed by this MDP (see Figure 7 and Appendix B).

Figure 7 MDP Precinct Plan



To understand the long-term development of the BPSO and potential traffic generation, servicing requirements and aviation impacts, the following Indicative Land Use Plan (Figure 8 – also included in Appendix B) has been prepared for the ultimate development of the Precinct.

4.2. BPSO Description

The BPSO will be located at the north-eastern end of the Airport Business Precinct, within the Airport 'gateway' area. The Precinct is designed to provide serviced super-lots, arterial road connections, an internal road network and the construction of specific buildings to serve the early requirements of the region and airport operations.

The specific elements of the BPSO include:

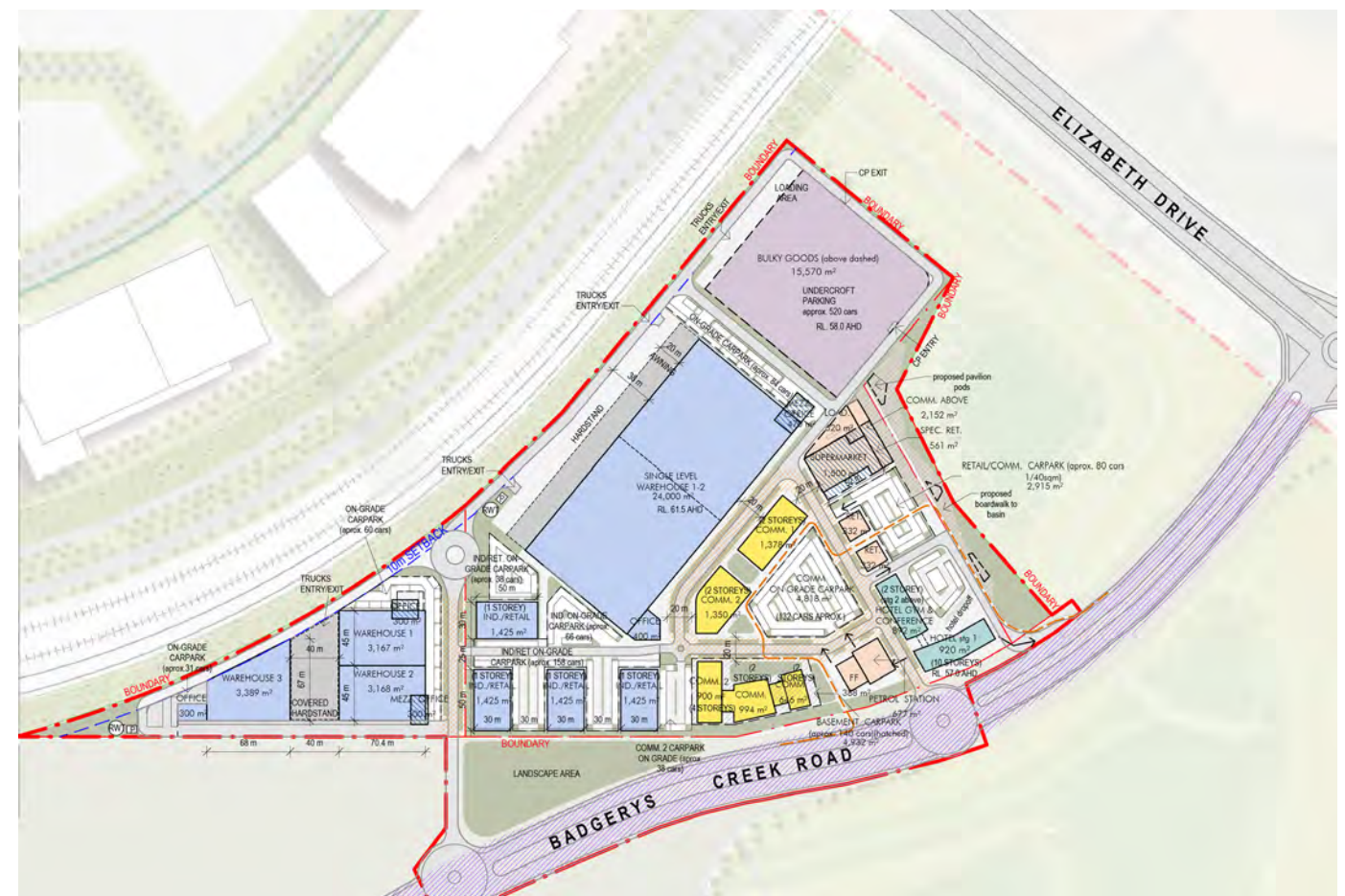
- Works to the northern section of **Badgerys Creek Road** including **construction of two, dual lane roundabouts** to provide the main access to the BPSO precinct and facilitate future expansion opportunities within the Airport Business Precinct
- Construction of an **internal road network** that has been designed to mostly separate heavy vehicle and passenger vehicle movements.
- Internal connections for **active transport** opportunities, including cycle and pedestrian paths linking with the Terminal Buildings, Metro Stations, and the wider Airport Business Precinct
- The formation of **seven super-lots** with associated site works and levelling
- Precinct-wide **service connections**
- **Stormwater drainage** connecting

with existing Airport stormwater infrastructure, including the adjacent bio-detention basin (BB1N)

- Precinct-wide **landscaping**
- Construction of a single storey **warehouse** and associated offices with a gross floor area of approximately 25,000 square metre to occupy Lot A, together with car parking, hardstand and loading bays for up to B-double vehicles
- Construction of a two-storey, **bulky goods building** with a gross floor area of approximately 15,600 square metre to occupy Lot B, together with undercroft parking for 520 cars, hardstand and loading bays for rigid and semi-articulated trucks, and an emergency services perimeter access road
- Construction of a 10 storey, 154 room **hotel** and associated facilities including a two-storey **gym, café and conference facility** (hotel precinct) that will occupy Lot C, along with associated car and bus drop-off areas, car park and servicing area
- Indicative land uses, building envelopes, maximum building heights and common car parking areas for the remaining lots **D, E, F and G**.

The BPSO Precinct Plan and architectural plans for the individual buildings are provided in Appendices B and C, respectively.

Figure 8 MDP Indicative Land Use (Yield Analysis Plan)



BPSO design approach

The BPSO Precinct Plan seeks to bring together varying uses and operations in a functional, organised, safe and architecturally appealing manner.

The Precinct Plan considers the topography, neighbouring relationships and road interfaces (both now and in the future). The Precinct size, location and its visibility from its surroundings has informed the design approach which structures the built form with a relationship to the public domain and the pedestrian and visitor access.

The proposed internal road network is user friendly and creates safe movement for pedestrians, cyclists, cars, medium and heavy vehicles. The approach seeks to reduce heavy vehicle conflict with light vehicles and pedestrians by locating two main access points into the site. The northern access is proposed to take users into the front of the site, which has

a more pedestrian / human scale, whilst the southern access creates a heavy vehicle route for the warehouse and bulky goods buildings.

The industrial component has been designed to interface with the mixed use and commercial precincts, and the retail and mixed-use precincts have been designed to maximise the exposure and orientation. The opportunity to visually address Elizabeth Drive has been incorporated into the design, with the desire to utilise the large, landscaped bio-basin as a buffer zone that is incorporated into the overall design of the Business Park.

The hotel and retail precinct, located at the gateway, interfacing directly with each other, the open space, and landscaped areas.

Overall, the Precinct Plan creates a structure that allows the site to develop whilst maintaining the design intent of a

balanced approach to access, building scale, use, permeability, open space, and landscape.

Description of super-lots

The overall BPSO concept involves creating seven serviced super-lots, with specific development proposed on super-lots A, B and C for a warehouse, bulky goods and hotel, respectively.

Table 3 highlights the area, land use and gross floor area for specific development on super-lots A, B and C, along with indicative land uses and areas for remaining super-lots.

The remaining land outside the super-lots is set aside for road reserves, active transport connections, infrastructure and landscaping/amenity zones.

Table 3 Details of proposed super-lots

Lot	Approximate Lot Area (m ²)	Development or Indicative land uses	Indicative gross floor area (m ²)
A	49,625	Single-storey warehouse and associated offices	25,000
B	25,480	Two-storey bulky goods building	15,600
C	8,940	10-level hotel and associated conference facilities	12,900
D	10,100	Retail, food and beverage	4,900 (subject to separate approval)
E	26,300	Commercial/offices and fuel filling station	13,400 (subject to separate approval)
F	17,575	Small industry and large format retail	5,700 (subject to separate approval)
G	26,560	Warehousing, freight and logistics	10,600 (subject to separate approval)
Total	164,580		88,100

Note: Since preparing the overall BPSO concept, development proposed on super-lots A, B and C has been further refined

A detailed landscaping, wayfinding and public realm plan will be prepared for the overall BPSO Precinct that is consistent with the DCP. The overarching intent is to have a consistent, high-quality built form and landscape theme for the Precinct.

Proposed road connection and internal road network

The BPSO Precinct will be accessed via the existing northern section of Badgerys Creek Road. Works will be undertaken to the road to construct two dual-lane roundabouts (north and south) to provide the two main access roads into the BPSO Precinct.

The northern roundabout and access road have been designed for smaller passenger vehicles and rigid delivery vehicles associated with the proposed hotel and bulky goods developments.

A one-way slip road will run adjacent the northern edge of super-lots C and D and will allow traffic associated with the hotel precinct to circulate around the car park and buildings and exit onto Badgerys Creek Road. This provides a greater distribution of vehicles through the BPSO Precinct and reduces traffic volumes on the main northern access road.

The southern roundabout and access road is designed as the heavy vehicle route (supporting up to B-double vehicles) into the BPSO Precinct and provides access to the rear (west) loading areas associated with the warehouse and bulky goods developments. The access road also links with an emergency vehicle perimeter road around the warehouse and bulky goods buildings.

The internal road network has been designed in accordance with the DCP. Most of the internal roads will have a minimum road reserve width of 20 metres and provide vehicle access to the future super-lot developments.

The road layout plan, typical road sections and Badgerys Creek Road roundabout designs are included in Appendix E.

Site specific car parking areas will be provided for the proposed warehouse, bulky goods and hotel precinct. For the remaining super-lots, shared car parking areas are indicated in the MDP Indicative Land Use Plan (Figure 8). Detailed design of the shared car parking areas for future development will be undertaken through a separate approval process.

The proposed intersections, internal roads and car parking areas have

been designed to accommodate the vehicle types, movements and volumes associated with the proposed hotel, warehouse and bulky goods building, as well as the envisaged future development based on indicative future land uses and gross floor areas for each development super-lots.

A Traffic Impact Assessment has been undertaken and is discussed in detail in Section 7.

Warehouse (super-lot A)

A single storey warehouse building with associated offices will be constructed on super-lot A of the BPSO. The warehouse is currently designed as two tenancies with associated offices areas. Staff and visitor car parking will be provided at the northern and southern ends of the building and will be accessed primarily via the northern roundabout and access road from Badgerys Creek Road.

The warehouse loading area will be located to the rear of the building (west), with heavy vehicle access via the southern main access road from Badgerys Creek Road.

The warehouse has been designed to facilitate a flexible storage facility for inbound and out bound operations.

The users of the warehouse have been considered, with the opportunity to encourage natural light to penetrate the facility. The office components have considered the human experience for workers and the amenity desired for a modern industrial facility that embraces its context and sustainability goals.

The external appearance of the facility has taken onboard the long elevation of the warehouse and sought to break down this length through material change, texture, and colour. The office components offer the opportunity to engage the human experience in terms of the amenity and use of materials. The

design of the offices has also informed the approach to the modulation and breaking down of the long façades of the building, whilst not detracting from its form and nature of use.

The quantitative details of the warehouse building are provided in Table 4.

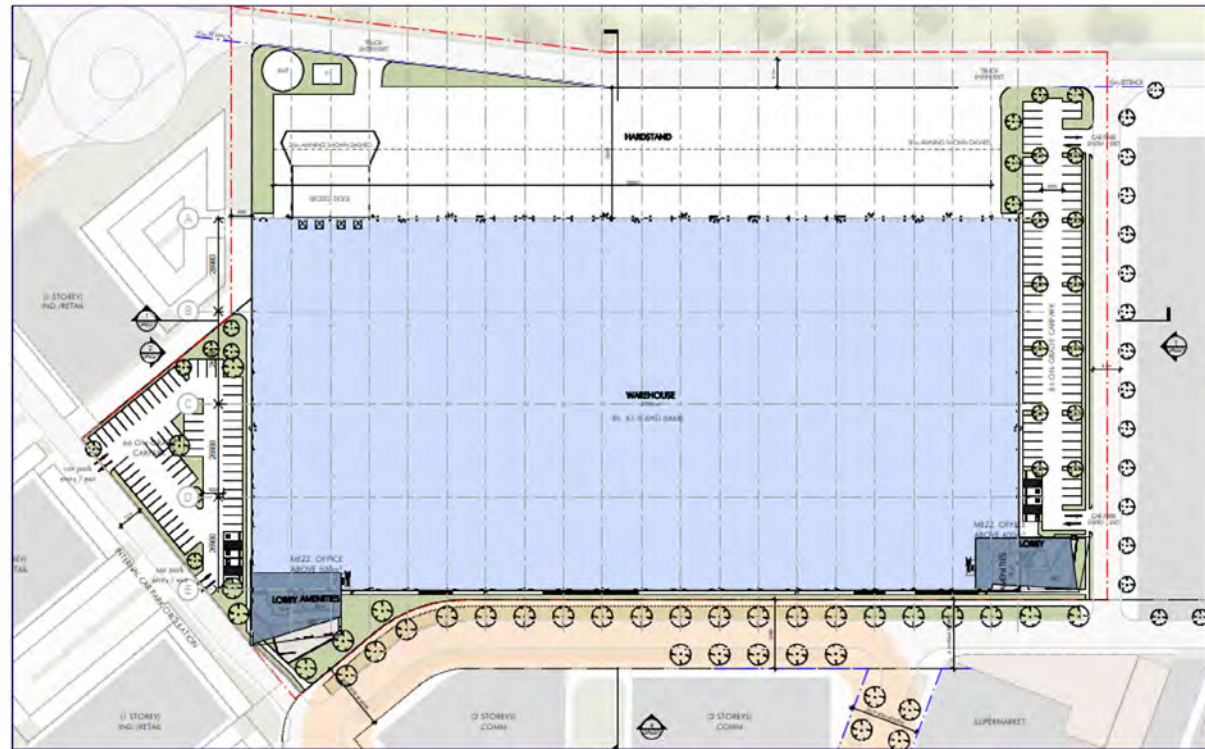
Table 4 Quantitative details of proposed Warehouse

Warehouse elements	Quantitative details
Building footprint (roofed area)	29,000 m ²
Warehouse gross floor area	23,925 m ²
Office gross floor area	1,140 m ²
Precinct Pad RL	58.85 AHD
Building levels	Warehouse – 1 level Offices – 2 levels
Maximum building height	14.7 metres 73.55 AHD
Car parking spaces	North: 84 (inc. 4 DDA compliant car parks) South: 66 (inc. 4 DDA compliant car parks)
Loading bays	20 (inc. 4 recessed loading bays)
Maximum vehicle size	26.0 metres (B-double vehicle size)

Figure 9 Indicative render of southern warehouse office



Figure 10 Warehouse site plan



Bulky Goods Building (super-lot B)

A two-storey bulky goods building is proposed to be constructed on super-lot B in the north-western corner of the Precinct. The development includes a large undercroft car parking area that will be accessible via the northern roundabout and access road. A first-floor delivery and service vehicle loading area will be located at the rear (west) of the site and accessed via the southern roundabout heavy vehicle route that travels behind the rear of the proposed warehouse on super-lot A.

The building design affords the desired amenity for customers and the serviceability for loading inbound and outbound goods. The facility itself has been designed to facilitate a flexible floor layout that can cater for a range of operators or multiple tenants.

The carpark design is easily understood and designed to create an enjoyable customer experience. The facility encourages the ability to draw in natural light and engage with its surroundings.

The external appearance of the facility

has taken onboard the relationship to its surrounding, its exposure to Elizabeth Drive and its appearance from the public domain.

Using natural tones, glass and varying material textures, the design of the building presents a modern Bulky Goods facility that is engaging with surroundings complementary with its texture and colour tones as well as been welcoming from the Public Domain.

The quantitative details of the Bulky Goods Building are detailed in Table 5.

Table 5 Quantitative details of proposed Bulky Goods Building

Bulky Goods Building elements	Quantitative details
Building footprint (roofed area)	17,642 m ²
Bulky Goods gross floor area	14,940 m ²
Entry areas	428 m ²
Precinct Pad RL	57.50 AHD
Building levels	2 levels
Maximum building height	14.5 metres 72.0 AHD
Car parking spaces	520 (inc. 23 DDA compliant car parks)
Loading bays	2 loading bays
Maximum vehicle size	19.0m (semi-articulated vehicle size)

Figure 11 Bulky Goods site plan

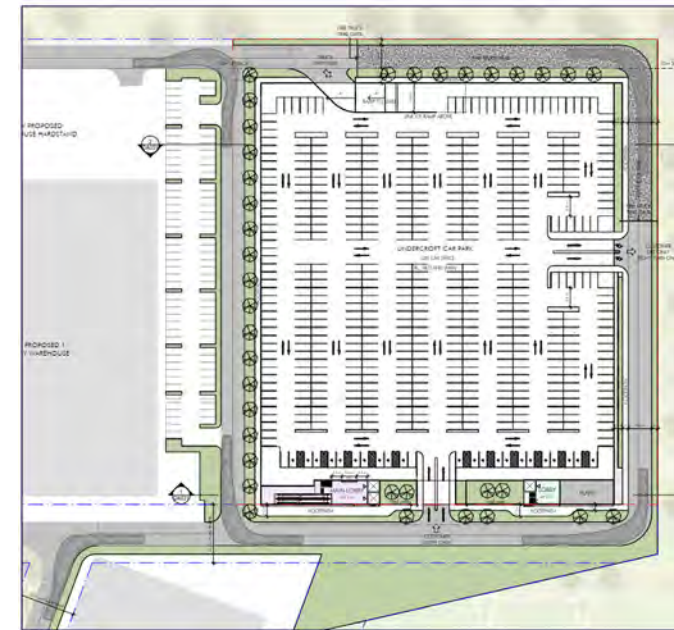


Figure 12 Bulky Goods first floor plan

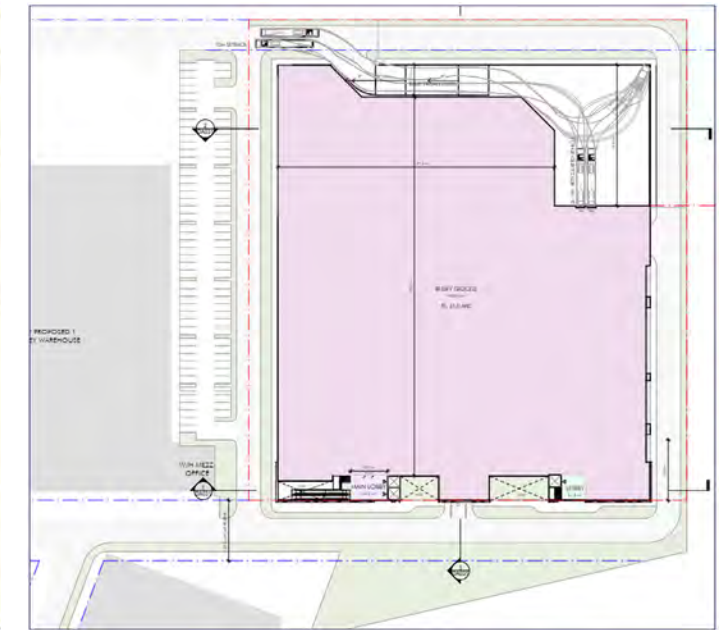


Figure 13 Bulky goods building 3D perspective



Hotel (super-lot C)

A hotel precinct will be constructed on super-lot C. The hotel will comprise a ten-storey hotel and a two-storey building containing a gym, café and conference facility, connected by a bridge link on Level One. The hotel building will be orientated towards Badgerys Creek Road and the two-storey building will be orientated towards the proposed northern access road.

A hotel drop-off area for cars and buses, and a shared car parking area will be located to the rear (north) of these buildings. The ground-level lobbies of each building are orientated towards the

passenger drop-off and car park areas and will be linked by a large canopy over a pedestrianised area. The bridge link at the first floor level allows pedestrian movement between the hotel and conference facility.

The hotel will comprise a lobby, restaurant, guest lounges, roof top bar, 154 guest rooms, back of house facilities and a loading and servicing area at the northern end.

The gym, café and conference facility building will comprise a large open area at ground level to accommodate future tenant fit-out requirements and a hotel conference room on the first floor.

The hotel will accommodate the needs of an Airport Hotel in terms of customer experience, function, and ease of movement. The design has considered the experience from arrival, within the hotel and the access to and from the Airport.

The building form, materiality and architecture represents a design that has considered its context and presents a building that reflects a modern airport hotel that embraces its surroundings.

The quantitative details of the hotel and gym, café and conference facility are detailed in Table 6.

Table 6 Quantitative details of proposed Hotel, Gym/Café/Conference Facility

	Hotel	Gym/café/conference facility
Building footprint	1,700 m ²	1,141 m ²
Gross floor area	11,115 m ²	1,750 m ²
Precinct Pad RL	56.0 AHD	56.0 AHD
Building levels	10 levels	2 levels
Maximum building height	36.4 metres 92.4 AHD	12.2 metres 68.2 AHD
Car parking spaces	53 shared spaces (inc. 4 DDA compliant car parks)	
Loading bays	1 loading bay	0 loading bays
Maximum vehicle size	12.5 metres (heavy rigid truck size) 14.5 metres (heavy rigid bus size) (hotel drop-off area)	12.5 metres (heavy rigid truck size)

Figure 14 Hotel site plan

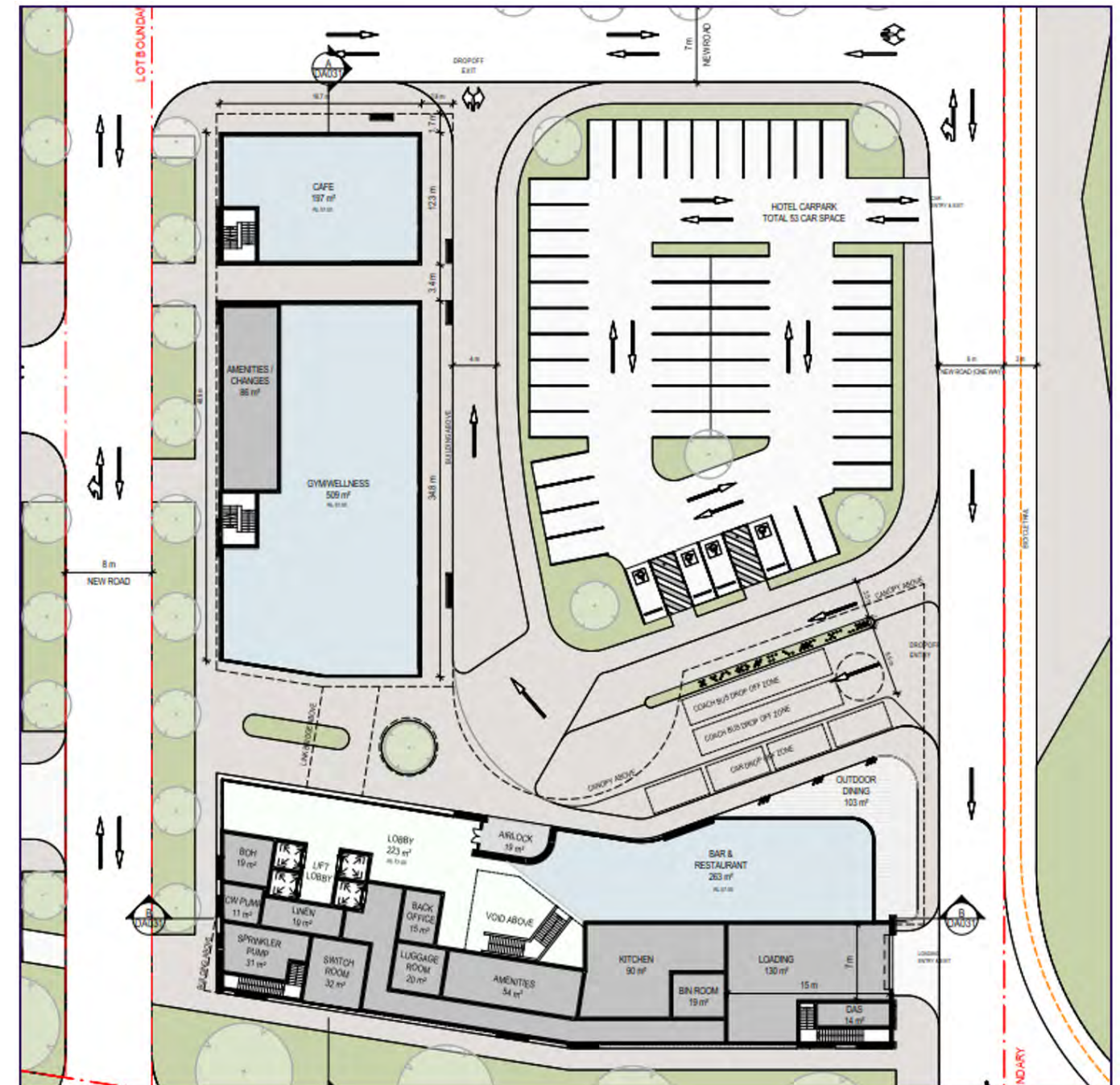


Figure 15 aerial view of Hotel



Figure 16 Hotel 3D perspective (hotel drop-off area)



4.3. Site Services & Stormwater

A BPSO Precinct-wide concept for the provision of electrical, hydraulic and communications services, as well as stormwater management to support the proposed super-lots, is detailed below. The provision of these services will be primarily underground within the existing and proposed road network.

The provision of services for the site are likely to come from the airport utility network and have been included in the utilities masterplan for the airport. No discussion with external utility providers has occurred for this development.

As part of the detailed design of the development, an Essential Services report will be developed to guide service provision within the BPSO.

Electricity

A demand assessment has been undertaken for the ultimate build of the BPSO MDP, including development of all super-lots A to G, respectively. This demand assessment enables the ultimate anticipated load to be determined. The ultimate anticipated undiversified demand load is 6.8 MVA. To supply this demand three transformers will be required for the ultimate development. The optimal locations for the substations utilise the following positions:

- At the boundary between super-lot C and D, which would provide power to super-lots C, D and E
- On the eastern boundary between super-lots A and B, which would provide power to super-lots A and B as well as any excess requirement of super-lot D
- Within super-lot F to service super-lots F and G

For the development of the warehouse, bulky goods buildings and hotel, Transformers 1 and 2 will need to be energised. The supply of 33kV power to the transformers could be sourced from a number of potential locations.

Endeavour Energy is currently constructing a substation on the Elizabeth Drive frontage of the Airport. This substation will provide dedicated power to the Airport but also a 33kV network to the surrounding areas to enable development. A 33 kV loop is assumed to be available in the future from the Endeavour Energy substation which would run along Elizabeth Drive and Badgerys Creek Road to the site.

Within the Airport, there is a 33 kV loop allowed for from the Endeavour Energy substation that is proposed to service the Business Precinct. This 33 kV feeder has been allowed for within the planning of the Airport. This feeder is designed to have capacity for the entire build-out of the overall Airport Business Precinct. The cable route is designed to cross the Sydney Metro rail corridor at the location of the future cross field taxiway, where the Sydney Metro corridor is in a tunnel, and then run through the Business Park.

Potable water

Potable water is located within Badgerys Creek Road and consists of a 300 mm diameter pipe owned by WSI. The main is of adequate size to service the proposed development. WSI is building a water complex that will ultimately supply potable water to the entire Airport, including the overall Airport Business Precinct. It may be the case that, in future, potable water will be supplied to the development from the water complex.

WSI will undertake a detailed water and wastewater demand analysis for the BPSO and future industrial development when it is produced.

The initial proposal is to supply water and wastewater to the BPSO from its internal water and wastewater networks.

Recycled Water

There is currently no recycled water network in Badgerys Creek Road. WSI is building a water complex that will ultimately supply recycled water to the entire Airport including the overall Airport Business Precinct.

There is adequate space within the Badgerys Creek Road reserve to accommodate a recycled water main from the water complex to the Business Precinct. This will ultimately be the method of delivery of recycled water.

Communications

A trunk Telstra optical fibre runs within the Badgerys Creek Road corridor. In addition, there is a spare communications pit and pipe network located within Badgerys Creek Road, constructed to NBN standards. Communications for the development will be supplied via the network within Badgerys Creek Road.

Stormwater

The BPSO sits within the Airport stormwater catchment which drains to Basin 1, situated on the eastern side of Badgerys Creek Road. The site naturally falls to the existing bio-retention basin (BBIN). The stormwater management

plan for the entire Airport included development of the subject land and has been designed to meet both water quality and water quantity objectives for the site.

The stormwater management plan was approved by the Airport Building Controller as part of the Bulk Earthworks Construction package. As a result, there is no requirement to provide any additional stormwater quality treatment or detention as part of this development.

The entire site will require a stormwater conveyance network, including pits, pipes, and channels, to convey all runoff to BBIN during storm events (up to and including the 1% AEP event). BBIN and Basin 1 are of adequate size and capacity to deliver water quality and quantity outcomes, including:

- Reduction of Total Suspended Solids of 85%
- Reduction of Total Nitrogen of 45%
- Reduction of Total Phosphorus of 60%
- No increase in peak discharges from the Airport site for all events up to and including the 1% AEP storm event
- No increase in water levels outside the Airport site for all events up to and including the 1% AEP storm event

The BPSO site is identified in the Airport Site Layout for business development. All stormwater and flood modelling for the entire site has adopted this land as being developed for business purposes. The hardstand and buildings have been incorporated in the stormwater quality and quantity modelling and the flood modelling. Development of the site in accordance with the proposal will have no impact on adjacent site or detrimental impact off airport.

Building Services

A design for the provision of services to the proposed warehouse, bulky goods building, hotel and gym/café/conference facility will include:

- Electrical services
- Mechanical ventilation, heating and cooling systems
- Cold and hot water services
- Non-potable and waste-water discharge
- Fire services (hydrant systems, sprinklers, fire detection systems etc.)
- Sewer services



This section provides an outline of the works and scheduling proposed for the construction of the project. Measures related to construction will be incorporated in a project-specific Construction Environmental Management Plan (CEMP).

5.1. Temporary works

Due to significant established construction activity on the wider Airport site, there is currently excellent construction access to the BSPO site and only minimal temporary works are anticipated to support the development proposed under this MDP.

Temporary construction works are expected to include:

- Site access for trucks, plant & equipment
- Construction compounds
- Parking areas for site staff
- Erosion and sediment control
- Foreign Object Debris (FOD) barrier

The above works will be managed by project specific CEMPs development in accordance with WSA CEMP Framework.

5.2. Earthworks

Significant early works, including bulk earthworks, flooding mitigation measures, and the construction of the adjacent bio-basin (BB1N) have been completed under the approved Airport Stage 1 Development.

To create the proposed new road network and benching levels for the super-lots, the following preliminary cut and fill volumes are proposed:

The minimal amount of fill to be imported to the site will be subject to the WSA material import policy.

The grading plan for the proposed development is included in Appendix E.

Preliminary Earthworks	Volumes
Total Cut	42,608 m ³
Total Fill	42,842 m ³
Import Fill	234 m ³

05

Construction works & scheduling

5.3. Program

The construction of the BPSO project is currently programmed to commence with Estate Works (roads, drainage, services and bulk earthworks) in November 2023 and completed by July 2024.

The construction of the hotel, gym, café and conference facility is programmed to commence in September 2024 and completed by late November 2025.

Both the warehouse and bulky goods buildings are programmed to commence in February 2025 and completed in December 2025.

The main Airport construction works will be substantially complete by mid to late 2024, providing no conflict with the warehouse, bulky goods and hotel construction works.

The Estate Works will be carried out concurrently with the completion of the main Airport construction works. Consideration will need to be

given to the potential impact on the completion of the adjacent bio-basin (BBIN), including maintaining access through the BPSO Precinct to the basin if required. In addition, the proposed roundabout construction works will need to be carried out in a staged manner to avoid any impact on the main Airport construction works.

The interface between the BPSO project, the Sydney Metro, and Western Sydney International Airport construction sites will be maintained during construction and operations of the BPSO, including the provision of construction fencing between the sites during construction and permanent fencing during operations.

With regards to the interface between BPSO, WSI Construction works and Sydney Metro Works and Operations, WSI and Sydney Metro have a formal agreement in place (Rail Interface Deed – RID), which is incorporated into WSI Main Works Contracts.

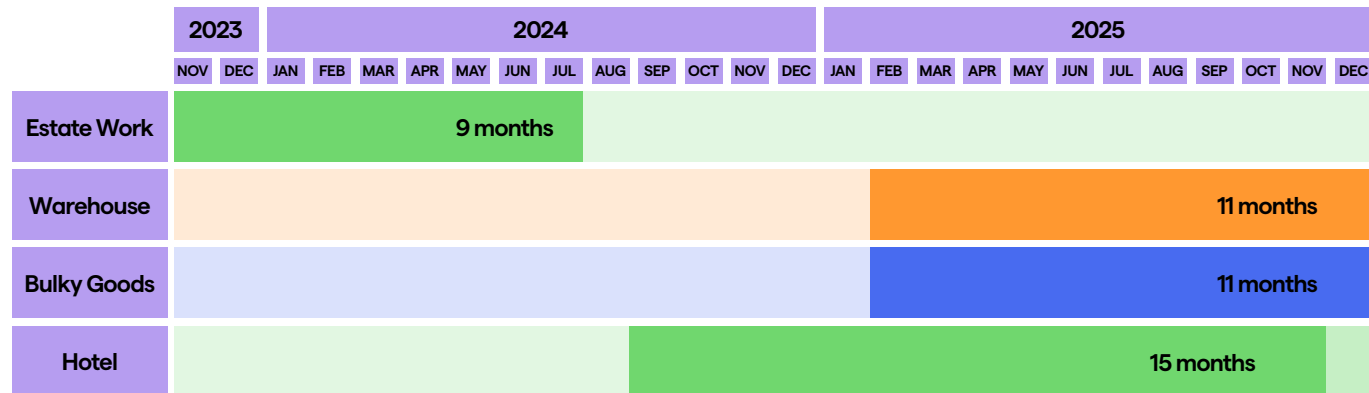
The RID addresses the necessary management actions to ensure the provision of identification of site areas, physical controls (fencing), environmental controls, access pathways and other aspects of works on Airport Land.

In addition, this incorporates regular meetings between all on site contractors which will include the BPSO project team, the WSI construction team, WSI Main Works Contractors, Sydney Metro team and others.

These meetings address all onsite matters and particular design interfaces and works/operations interfaces to ensure that any potential conflicts are identified and mitigated through a formal, documented process

All construction works will be carried out in accordance with Airport procedures and legislative requirements, including obtaining Airport Environment Officer and Airport Building Controller approvals.

Table 7 Indicative construction program



5.4. Construction Hours

Construction will generally be undertaken during the following standard construction hours:

- Monday to Friday 7am – 6pm
- Saturday 8am – 1pm
- No work on Sunday or public holidays

Noting that NSW guidelines identify several categories of works that may be undertaken outside the recommended hours. Any works undertaken outside of the above standard hours must be approved by WSI.

5.5. Construction Vehicles

A detailed Traffic Management Plan (TMP) will be prepared as part of the Construction Environment Management Plan (CEMP) during the detailed design stage and once a contractor has been appointed.

The TMP will include guidelines, general requirements and protocols to be used when activities or areas of work have a potential impact on existing traffic arrangements.

A construction staff parking area will be provided on or adjacent the site prior to commencement of work and will be included in the CEMP.

5.6. Plant and Equipment

Construction plant and equipment requirements will be detailed and managed through the CEMP. Airport operations are not scheduled to commence until construction of the project has been completed and therefore the Obstacle Limitations Surface for the Airport will not be impacted. Should the project not be completed before the commencement of Airport operations, any construction impacts will be managed through the controlled activity approval process.





06

Impact on airport operations

Consideration has been given to the establishment of the BPSO and the potential impacts on future aviation operations at Western Sydney International Airport. This includes the first stage of the Western Sydney International Airport opening with a single runway, and at its ultimate capacity with dual parallel runways. Such considerations include building height limitations (OLS), navigational aids, noise, public safety risk, ground lighting, bird hazard management, building windshear and turbulence, along with reflectivity and glare.

An Aviation Assessment Report (including a Windshear and Turbulence Assessment) for the proposed development has been prepared and is included at Appendix D. The report concludes that the BPSO project, including the site layout and initial development of a warehouse, bulky goods building and hotel, will not adversely impact on the aviation operations at Western Sydney International Airport.

The following chapter provides an overview of this report in relation to the impacts of the proposed BPSO Precinct on airport operations.

6.1. NASF Guidelines

The National Airports Safeguarding Advisory Group (NASAG), consisting of representatives from the Commonwealth,

State and Territory Governments, and the Australian Local Government Association, has produced the National Airports Safeguarding Framework (NASF).

NASF is a national land use planning framework which aims to:

- Improve community amenity by minimising noise sensitive developments near airports, including through the use of additional noise metrics and improved noise-disclosure mechanisms
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted on various safety-related issues

It applies to all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace and/or affect navigational Protocols for aircraft.

The NASF includes nine guidelines for the operation of Airports and related land use planning measures associated with Airports in Australia, as detailed in Figure 17.

Figure 17 NASF Guidelines



An assessment of the proposed development identified in the BPSO MDP against the NASF Guidelines is provided in the following section.

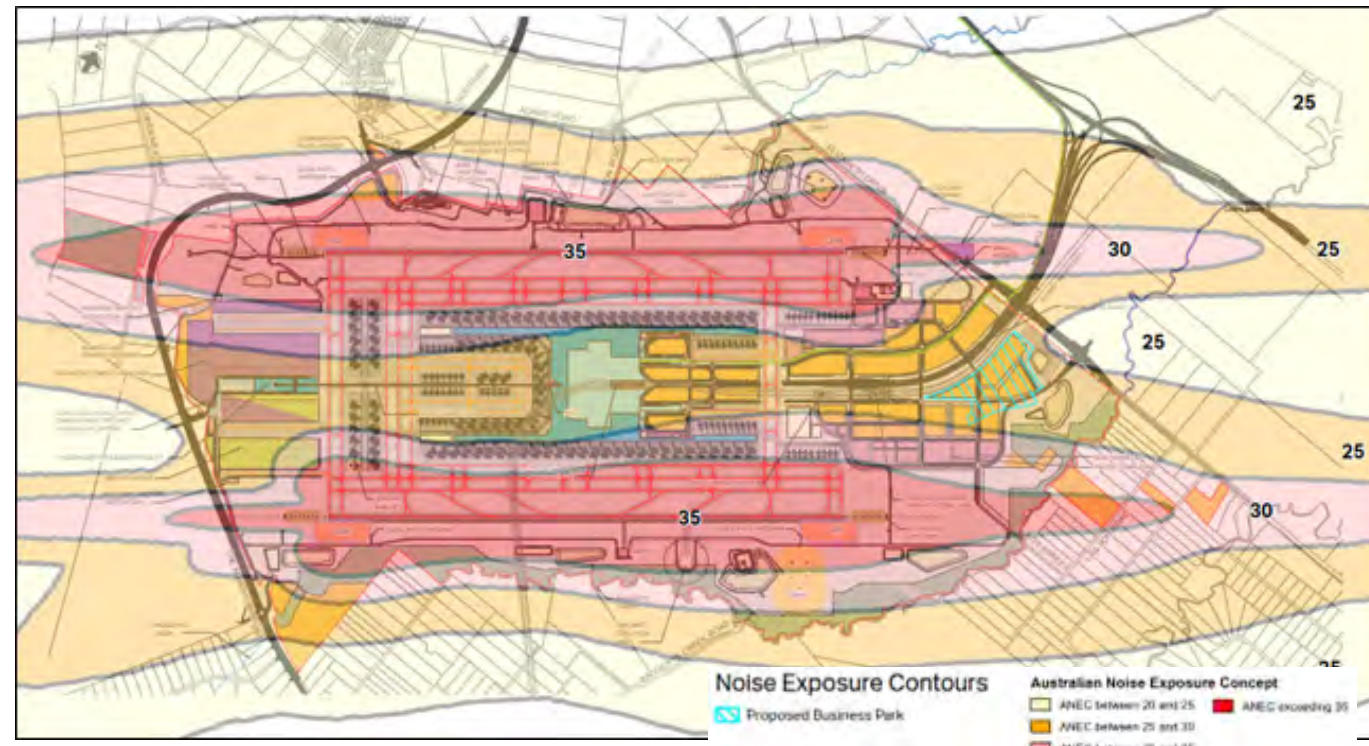
Guideline A – Aircraft Noise

Western Sydney International Airport has obtained endorsement for Aircraft Noise Exposure Concept (ANEC), considering the long term (20 year+) or ultimate capacity of the new Airport – which is used as a land use planning tool to identify areas that are likely to be impacted by future aircraft noise.

The final airspace design is expected to be confirmed by the Australian Government closer to the opening of the airport in 2026.

As can be seen in Figure 18, the BPSO is located between the two runways for Western Sydney International Airport (initial single runway and at ultimate dual parallel runways) and falls within the 25 to 30 ANEF noise contour.

Figure 18 ANEF Noise Contours - Enlargement



Source: SEPP (Precincts – Western Parkland City) 2021 Noise Exposure Contour Map (and AECOM – MDP Site Boundary)

Australian Standard AS 2021-2015 “Acoustics – Aircraft Noise Intrusion – Building Siting and Construction” governs Australian Noise Exposure Forecast contours as outlined in Table 8 below.

Table 8 Extract from Australian Standard 2021-2015 Aircraft Noise Intrusion

ANEF Zone of Site			
Building Type	Acceptable	Conditionally Acceptable	Unacceptable
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF

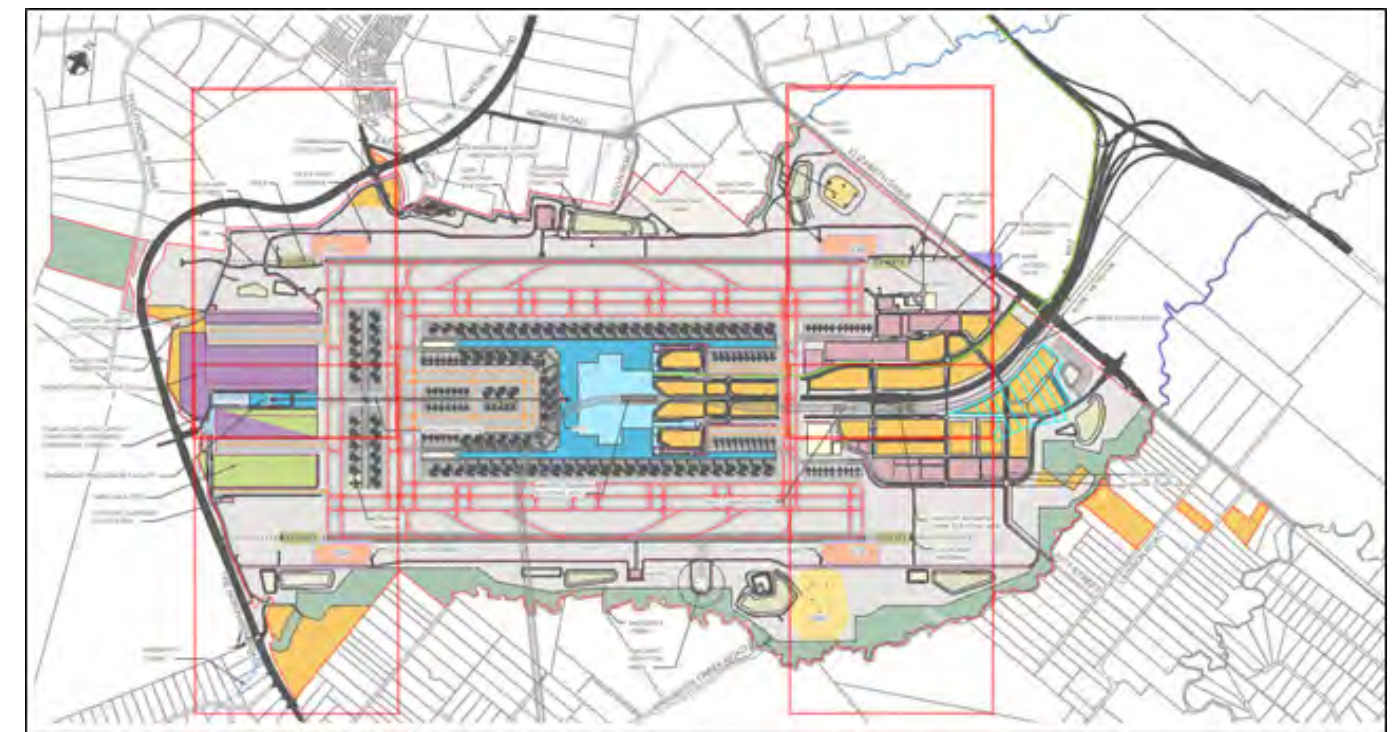
Guideline B – Building Generated Windshear and Turbulence

The Airport’s windshear assessment envelopes, as shown in Figure 19, identifies an ‘envelope’ at the end of each runway where structures situated close to the runway may impact on wind flow and cause the crosswind speed to vary along the runway.

The MDP site falls within the 25 to 30 ANEF range. Based on Table 8 above, the proposed hotel would be considered conditionally acceptable in relation to the aircraft noise. Under the ‘Commercial’ and ‘Light industrial’ building type classifications, the warehouse and bulky goods developments are considered acceptable. However, the office components of these buildings would be considered a ‘Commercial building’ type and therefore conditionally acceptable.

Further noise assessment is required for the hotel and office components of the warehouse and bulky goods developments at the detailed design phase of the project, which is expected to occur in early 2024.

Figure 19 - Windshear Assessment Trigger Area - Enlargement



Source: SEPP (Precincts – Western Parkland City) 2021 Lighting Intensity & Wind Shear Map (and AECOM – MDP Site Boundary)

Only the western section of the BPSO Precinct is located within the 1:35 plane from each of the Western Sydney International Airport runways. The closest point of the western section of the BPSO is approximately 850 metres from the centre line of the future second (southern) runway. At this point, building heights below approximately 24 metres (parallel to the runway) will not penetrate the 1:35 plane surface. Due to topographic conditions, this section of the BPSO Precinct is well below the AHD level of the runways.

Based on the BPSO Precinct Indicative Land Use Plan for this phase of the project, where single storey warehouse development is anticipated, it is unlikely that such development will penetrate the 1:35 plane surface.

The future construction of buildings within the western section of the BPSO (super-lots F and G), which do not form part of this MDP, will be subject to a detailed assessment of the potential to impact on building windshear.

Currently, there are no vertical exhaust systems proposed within the BPSO which will create plumes that may impact airport operations. Any vertical exhaust systems required for the individual buildings will be subject to a plume rise assessment, as required by the Airport Building Controller.

Guideline C – Wildlife Strikes

A key aspect of reducing the wildlife hazard risk around airports is building design, appropriate waste management strategies, and ensuring that new landscaping is designed, and plant species are selected that reduce the attractiveness of the Airport to bird species, or other wildlife which is likely to attract birds.

The BPSO is located within the 3 km wildlife buffer zone around each of the runways proposed for Western Sydney International Airport.

Planting and landscaping within the BPSO area will be undertaken in accordance with the Western Sydney Airport landscape design requirements, which specify planting and landscaping to reduce the wildlife attraction and minimise the risk of wildlife strikes. Tree canopy cover will be maximised, while meeting any aviation safety requirements.

Further, the waste management arrangements associated

with the three initial buildings within the BPSO Precinct (i.e. warehouse, bulky goods building and hotel developments) will include secure waste storage areas to minimise wildlife attraction.

Guideline D – Wind Turbine Farms

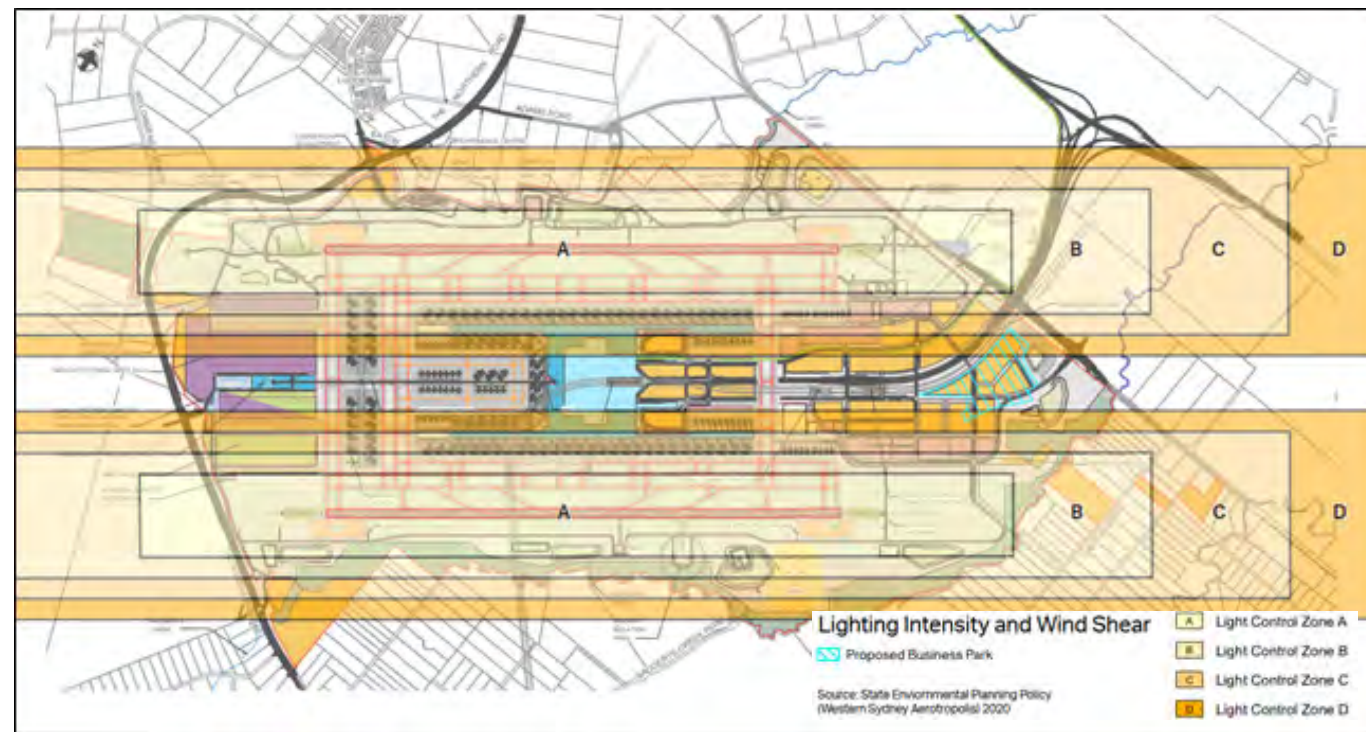
Guideline D provides guidance on the development of wind farms to manage the risk to civil aviation. This guideline is not applicable to the proposed development.

Guideline E – Lighting in the Vicinity of Airports

Guideline E provides guidance on managing the risk of lighting or light fixtures near airports that may distract pilots. CASA Manual of Standards 139 sets out standards for the maximum intensity of light sources around airports.

The Lighting Plan (see Figure 20) has been prepared to highlight the maximum lighting intensities in areas surrounding Western Sydney International Airport.

Figure 20 Lighting Intensity – Enlargement



Source: SEPP (Precincts – Western Parkland City) 2021 Lighting Intensity & Wind Shear Map (and AECOM – MDP Site Boundary)

There is a small area in the northern section of the BPSO (containing the proposed bulky goods development) that is located within Light Control Zone C (maximum 150cd). There is also a section in the north and south of the BPSO located within Light Control Zone D (maximum 450cd).

The remainder of the BPSO is not located within a Light Control Zone but falls within the 6 km lighting intensity radius (wider area). Therefore, consideration needs to be given to the potential impacts of lighting and reflectivity distractions for pilots, with the Commonwealth needing to be consulted on the installation and operation of external lighting associated with construction lighting.

All lighting being constructed as part of development within the BPSO Precinct, will be designed and constructed in accordance with the standards set out in CASA Manual of Standards 139.

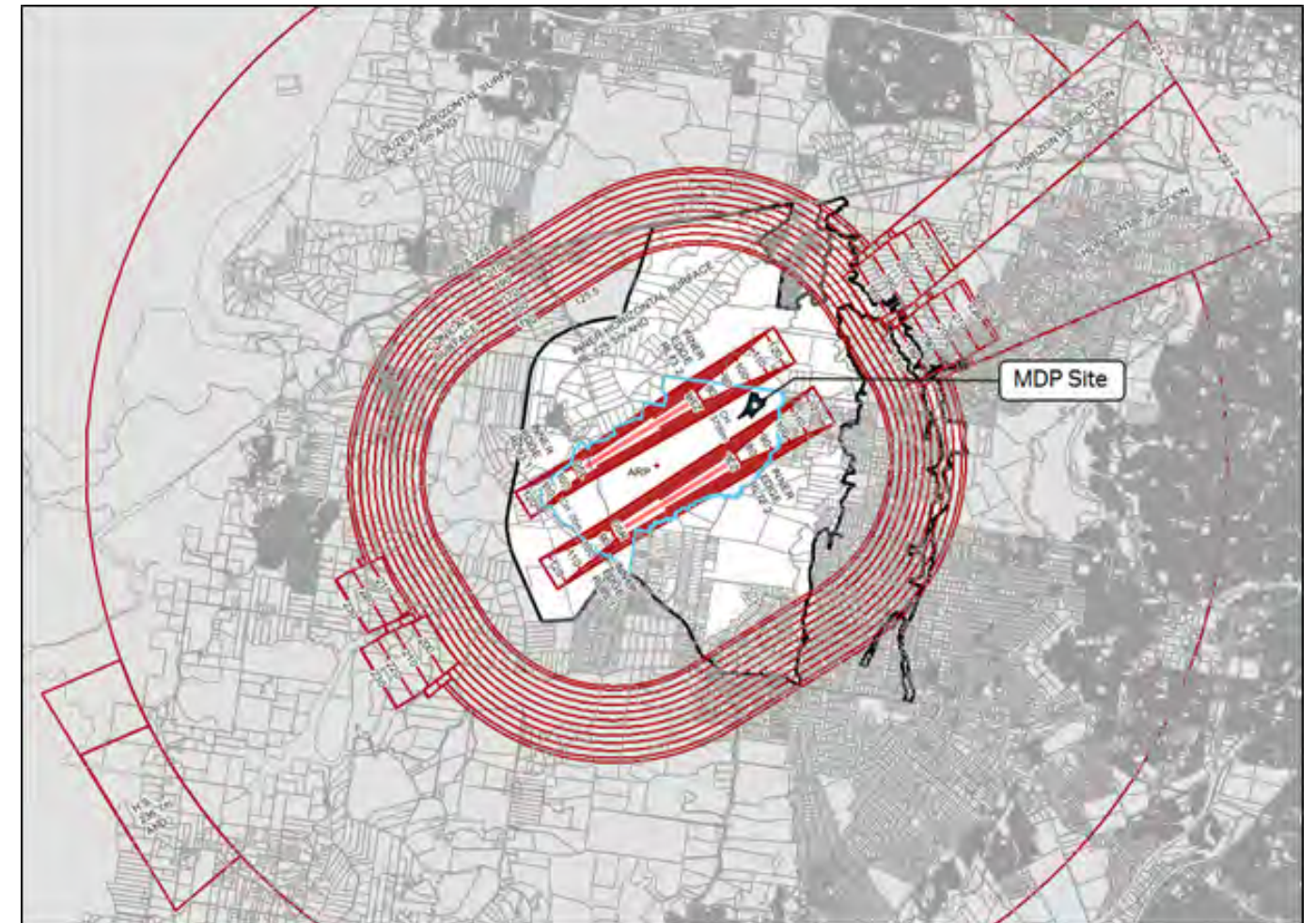
Guideline F – Prescribed Airspace

Prescribed Airspace is the airspace above either an Obstacle Limitation Surface (OLS) or Protocols for Air Navigational Services – Aircraft Operations (PANS-OPS) surface.

The Western Sydney International Airport OLS is shown in Figure 22. The OLS is required and defined under the CASA MOS Part 139 – Aerodromes (Section 7.3). These are established in accordance with International Civil Aviation Organization (ICAO) specifications.

The design of a full set of PANS-OPS for Western Sydney International Airport Stage 1 and long-term operations will be required following the formal flight path design before the start of operations. Once designed, the PANS-OPS will be protected under the Airspace Protection Regulations.

Figure 21 Obstacle Limitation Surface



Source: SEPP (Precincts – Western Parkland City) 2021 Obstacle Limitation Surface Map (and AECOM – MDP Site Boundary)

The BPSO is within the Inner Horizontal Surface – which has an RL of 125.5 metres AHD. Any development proposed above this height must be considered and assessed by the Commonwealth.

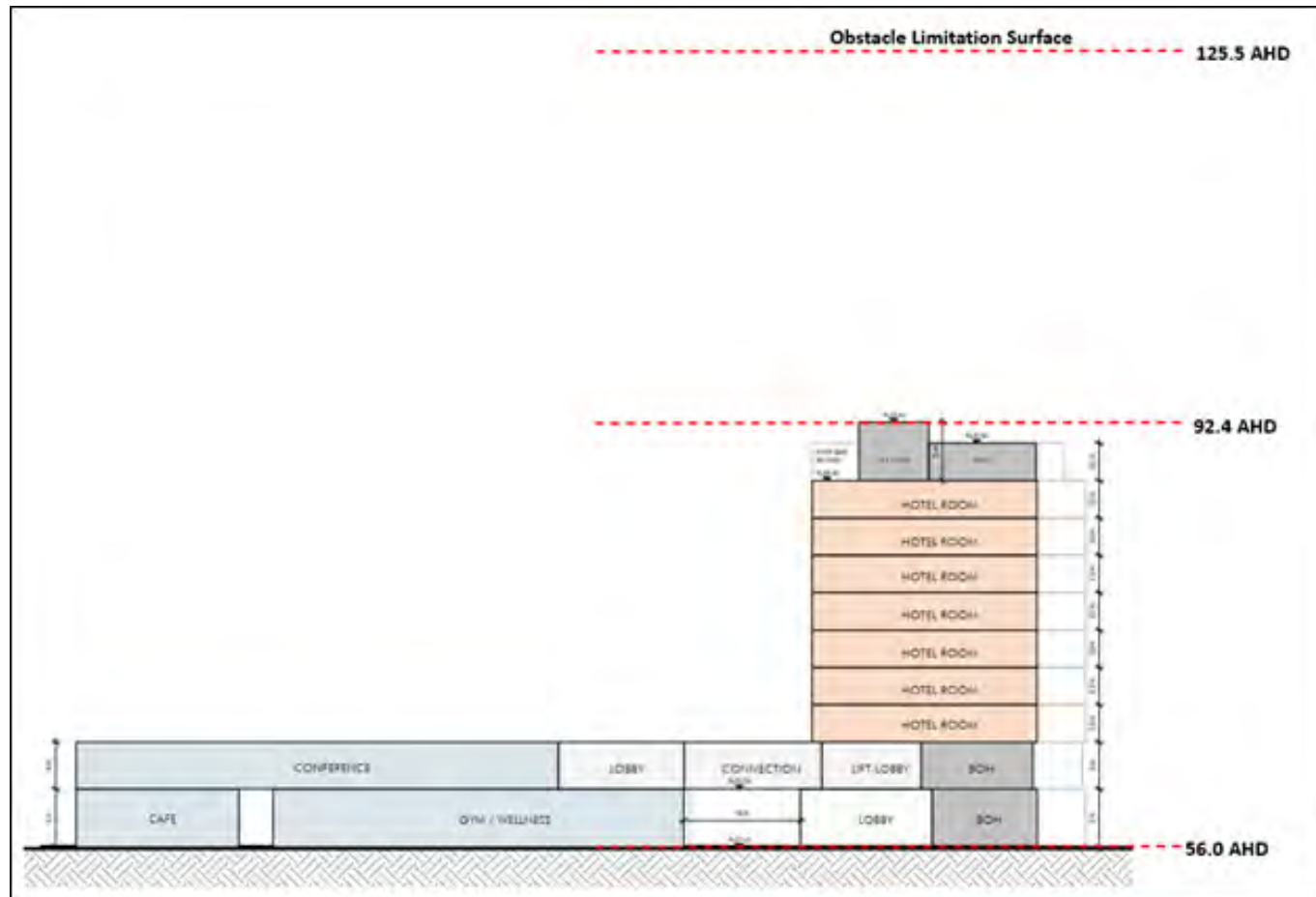
Table 9 below outlines the ground elevations, heights, and distances below the OLS for the initial buildings contained within the BPSO.

Table 9 BPSO Precinct Building Heights and OLS Comparison

Building	Ground Elevation (metres AHD)	Building height (metres)	Maximum building elevation (height in metres AHD)	Distance below OLS (metres)
Warehouse	58.9	14.7	73.6	52.0
Bulky goods warehouse	57.5	13.5	71.0	54.5
Hotel	56.0	36.4	92.4	33.1

As can be seen in Table 9 and Figure 22, the highest structure proposed by this MDP – the proposed 10-storey hotel – is well below the OLS.

Figure 22 Proposed Hotel Elevation – indicating Obstacle Limitation Surface



Source: Nettleton Tribe Architects (and AECOM OLS Notation)

In addition to assessing permanent structures that may impact prescribed airspace, temporary obstacles during construction also need to be considered.

It is not anticipated that any temporary obstacles associated with construction activities will intrude into prescribed airspace. However, should this be necessary, WSI will seek Commonwealth approval for a temporary controlled activity, noting that the BPSO does not benefit from any exemptions from controlled activity approval, as it is not authorised development under Part 3 of the Airport Plan.

Guideline G – Protecting Aviation Facilities

Communication, navigation and surveillance facilities are crucial to the safety of aviation. Airservices Australia relies on these to ensure the safety of aircraft operations.

NASF Guideline G provides land use planning guidance to better protect such facilities. These include the control tower and wind indicators.

The Western Sydney Airport Plan recognises that other safety-critical surfaces are expected to be defined and protected to prevent interference to, or distortion of, signals from ground-based air navigation equipment.

The indicative airport layouts set out in the Airport Plan allow for all other necessary onsite protections as currently envisaged. No facilities are identified within close proximity of the BPSO site Boundary.

Guideline H – Helicopter Landing Sites

There are no existing or proposed helipads within the vicinity of the BPSO.

Guideline H provides guidance on protecting strategically important Helicopter Landing Sites (HLS) from proposed development. The guideline defines an HLS as “an area (not located on an aerodrome) wholly or partly used for the arrival or departure of helicopters.”

Guideline I – Public Safety Areas

Public Safety Areas are areas of land at the end of a runway within which development should be restricted to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing. These generally cover an area where the risk per year resulting from an aircraft crash to a representative individual (‘individual risk’) is of the order of 1 in 100,000.

NASF Guideline I, Managing the Risk in Public Safety Areas at the Ends of Runways, includes two methods suitable for a planning-led approach to the assessment of the Public Safety Areas:

- UK NATS Methodology
- Queensland State Planning Policy

Initially, Western Sydney International Airport utilised the Queensland State Planning Policy method, for restricting development at the end of each runway in the Initial Indicative Airport Layout for Stage 1 (Airport Plan). This has been updated in the SEPP (Precincts – Western Parkland City) 2021 Public Safety Area Map (see Figure 23) to represent the PSA risk contours (UK NATS Methodology).

The proposed BPSO project is completely outside of the Public Safety Areas identified at the end of each runway for Western Sydney International Airport and therefore development does not impact on this constraint.

Figure 23 Public Safety Areas



Source: SEPP (Precincts – Western Parkland City) 2021 Public Safety Area Map (and AECOM – MDP Site Boundary)

6.2. Conclusion

The BPSO project, including the site layout and initial development of a warehouse, bulky goods building and hotel, will not adversely impact on the aviation operations at Western Sydney International Airport.

As part of the detailed design of the warehouse, bulky goods building and hotel development, further consideration will be needed of noise attenuation measures to minimise potential

impacts from aircraft noise, along with consideration of any lighting to the road network and hardstand/loading areas of the warehouse and bulky goods development.

Future stages of the BPSO will require assessment in relation to any impacts on aviation operations in accordance with the Airport Lessee Consent and Airport Building Consent process, noting that updates to the prescribed airspace are pending and that PANS-OPS surfaces for the airport are yet to be declared.



7.1. Ground Transport Plan

The Ground Transport Plan is a required document under the Airports Act. The Ground Transport Plan aligns with key regional planning strategies including: *A Metropolis of Three Cities, Future Transport 2056, Western City District Plan, Western Sydney Infrastructure Plan,* and the various infrastructure projects that stem from those plans.

The Ground Transport Plan is the key technical document providing guidance to early ground transport planning and design within the Airport and has guided the development of the Airport Business Park Master Plan and DCP.

The Airport Business Park Master Plan and DCP outline the proposed transport

network and land use anticipated for both the short and long-term development horizons. This includes function and typology of various streets, as well as the staging, yield and location of defined land uses within the Airport Business Park.

7.2. Road Network Design

The Airport is expected to open in late 2026, and it is anticipated that the major transport infrastructures supporting the Airport will be in place before its opening, including the future Sydney Metro Western Sydney Airport Metro Line (Metro Line) and the future M12 Motorway, which is set to provide direct access to the Airport and Elizabeth Drive.

Noting that the BPSO is located in a key

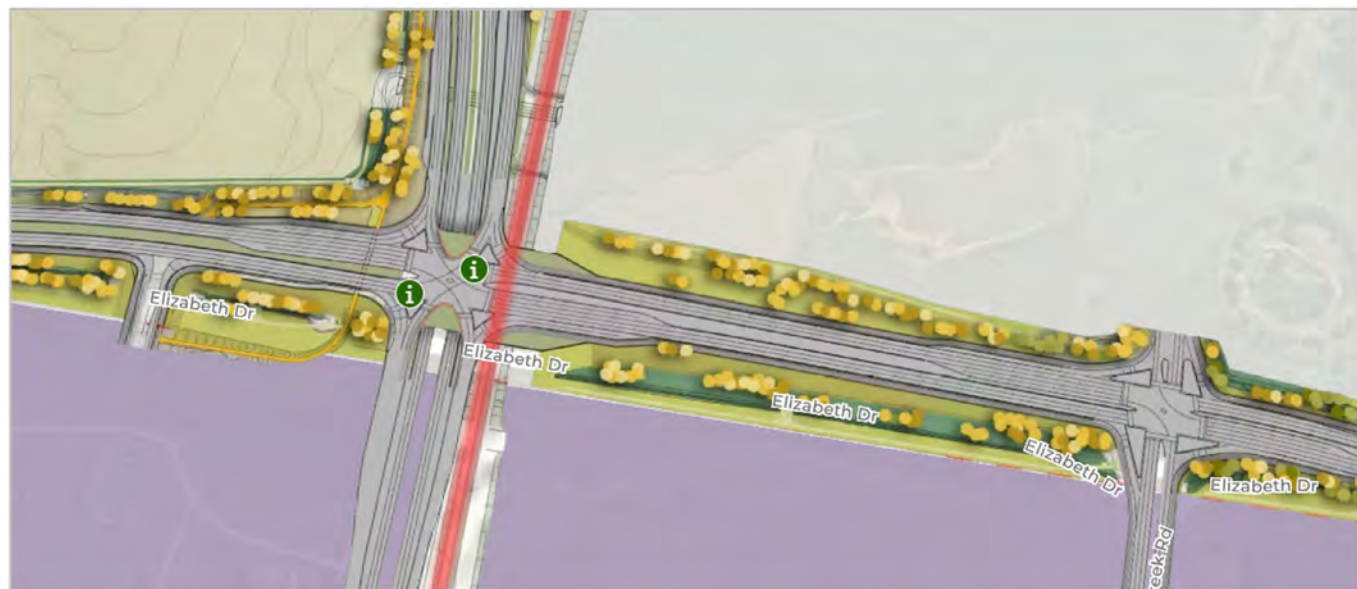
growth area adjacent to the Northern Gateway and Badgerys Creek Precincts of the Western Sydney Aerotropolis, it is expected that the modes of transport servicing the BPSO will undergo considerable changes.

A summary of potential changes of key roads in the proximity of the BPSO Precinct site is provided below.

Elizabeth Drive Upgrade

The M12 Motorway project consists of an upgrade of Elizabeth Drive directly in front (north) of the Airport. Elizabeth Drive will be upgraded and connected to the future M12 Motorway to provide direct access to the Airport, as a grade-separated interchange, as shown in Figure 24.

Figure 24 Elizabeth Drive grade-separated interchange



Layout of the future M12 Motorway and Elizabeth Drive interchange is finalised and under construction. The plans for this intersection show that Elizabeth Drive will be upgraded to a maximum of three lanes of traffic in both directions in the vicinity of the Airport.

07

Transport/traffic management

Badgerys Creek Road Realignment

The existing roundabout of Elizabeth Drive and Badgerys Creek Road is proposed to be upgraded to a signalised intersection by the opening of the Airport in 2026.

Based on the Airport Business Park Master Plan and DCP, Badgerys Creek Road will be further realigned to be the new South-East Entry Road servicing the Business Precinct over the longer term. As shown in Figure 26, the South-East Entry Road will have a road reserve of 30 to 40 metres in width, with design

capacity for three lanes each direction. The proposed alterations to Badgerys Creek Road (road widening and construction of two roundabouts) to support the BPSO Precinct, along with the proposed internal road network, is described in Section 4 and included in Appendix E.

Figure 25 Airport Business Park indicative road design



7.3. Traffic Assessment

Traffic generation

Table 10 provides a summary of the mid-block traffic volume forecast along Elizabeth Drive and Badgerys Creek Road for future year 2026 and 2036. Forecast volumes are extracted from the 'Project Case' assessments in the Sydney Metro - Western Sydney Airport - Transport Technical Paper (SMWSA Technical Paper), which was informed by the outputs from the WestConnex

Road Toll Model prepared for the future M12 Motorway Environmental Impact Statement.

The Transport and Traffic Assessment Report of M12 Motorway EIS indicates that the cumulative operational traffic impact of Western Sydney International Airport and the on-site Business Park have already been taken into consideration in the 'do minimum' model:

"Increased traffic volumes along Elizabeth Drive are primarily a result of the Western

Sydney Airport and the on-site business parks within the Western Sydney Airport."

Therefore, the trip generation forecasts of the proposed BPSO have been theoretically included in the 'future year base case traffic volume forecast'. The trip generation analysis and modelling assessment undertaken as part of this study is a conservative / 'worst case' assessment, in absence of details of the M12 cumulative trip generation assessment.

Table 10 - Traffic volume forecasts 2026 & 2036

Location	Direction	2026 with SMWSA		2036 with SMWSA	
		AM	PM	AM	PM
Elizabeth Drive (West of Badgerys Creek Road)	EB	510	630	1,470	1,320
	WB	760	750	1,070	1,740
Elizabeth Drive (East of Badgerys Creek Road)	EB	720	700	1,520	1,560
	WB	1,100	1,050	1,410	1,830
Badgerys Creek Road (South of Elizabeth Drive)	NB	440	490	220	450
	SB	580	730	510	300

Note: Traffic volumes rounded to the nearest 10.

Traffic volume forecasts in the above table are presented in passenger car unit (pcu), for the purpose of this study, it is assumed that one pcu would equal one vehicular movement, as a conservative assessment.

The traffic generation rates adopted for this assessment generally reference the RMS Guide and the RMS Guide Update, as detailed in Table 11.

Table 11 Adopted traffic generation rates for the BPSO

Land use	AM Peak	PM Peak	Reference
Trips per 100 m² GFA			
Business Parks and Industrial Estate	0.247	0.182	RMS Guide Update
Bulky Goods Retailing	1.62	2.70	RMS Guide Update
Commercial	1.60	1.20	RMS Guide Update
Trips per 100 m² GLFA1			
Supermarket	9.30	15.50	RMS Guide
Slow Trade Retail	1.20	2.00	RMS Guide
Specialty Retail	2.76	4.60	RMS Guide
Trips			
Hotel ²	0.29 per room	0.28 per room	First principal assessment
Service Station ³	0.04 A(S) + 0.3 A(F)	0.04 A(S) + 0.3 A(F)	RMS Guide
Drive-in take away food outlets ⁴	140 per store	175 per store	RMS Guide

Note: 1) For the purpose of this assessment, GFA has been conservatively adopted instead of GLFA.

2) First principal assessment based on some approved similar hotel developments within Sydney.

3) A(S) = area of site (m²); A(F) = GFA of convenience store (m²)

4) Average of the RMS suggested peak hour trip generation for McDonalds and Kentucky Fried Chicken (KFC).

Application of above traffic generation rates to the proposed BPSO Precinct results in a total of 939 trips and 1,148 trips during the morning and evening peak hours, respectively. A detailed breakdown of the traffic generation for each super-lot is provided in Table 12.

Table 12 BPSO Estimated traffic generation

Land use	GFA (m ²)	AM Peak (vehicles/hr)	PM Peak (vehicles/hr)
Lot A - Industrial Precinct			
Business Parks and Industrial Estate	25,000 (Warehousing: 24,000, and ancillary office: 1,000)	62	45
Lot B - Bulky Goods Precinct			
Bulky Goods Retailing	15,600	252	420
Lot C - Hotel Precinct			
Hotel	11,115 (154 rooms)	45	44
Hotel Ancillary	1,755	-	-
Lot D - Development Super Lot			
Supermarket	1,500	105	174
Slow Trade Retail	664	6	10
Specialty Retail	561	12	19
Commercial	2,152	34	26
Lot E - Development Super Lot			
Commercial	12,336	197	148
Service Station	677	27	27
Drive-in take away food outlets	388	140	175
Lot F - Development Super Lot			
Business Parks and Industrial Estate	5,700	14	10
Lot G - Development Super Lot			
Business Parks and Industrial Estate	10,624 (Warehousing: 9,724, and ancillary office: 900)	26	19
Total	88,072	920	1,119

Note: Since preparing the overall Traffic Report, development proposed on super-lots A, B and C has been further refined (less gross floor area)

Additionally, it is noted that the above traffic generation includes some passing trade traffic, which are not considered as 'additional trips' on surrounding road network. The nature of businesses such as service station and fast-food outlets are expected to attract a portion of through traffic on main roads (passing trips) which would travel on adjacent roads regardless of these developments. For the purpose of this assessment, the following passing trade assumptions are adopted:

- Service station: 50%, based on the US Institute of Transportation

Engineers (ITE Guide) as RMS Guide does not provide specific indication on service station passing trade

- Drive-in take away food outlets: 50%, based on the RMS Guide
- Retail (including supermarket, slow trade retail and specialty retail): 25%, based on the RMS Guide

Trip distribution and assignment

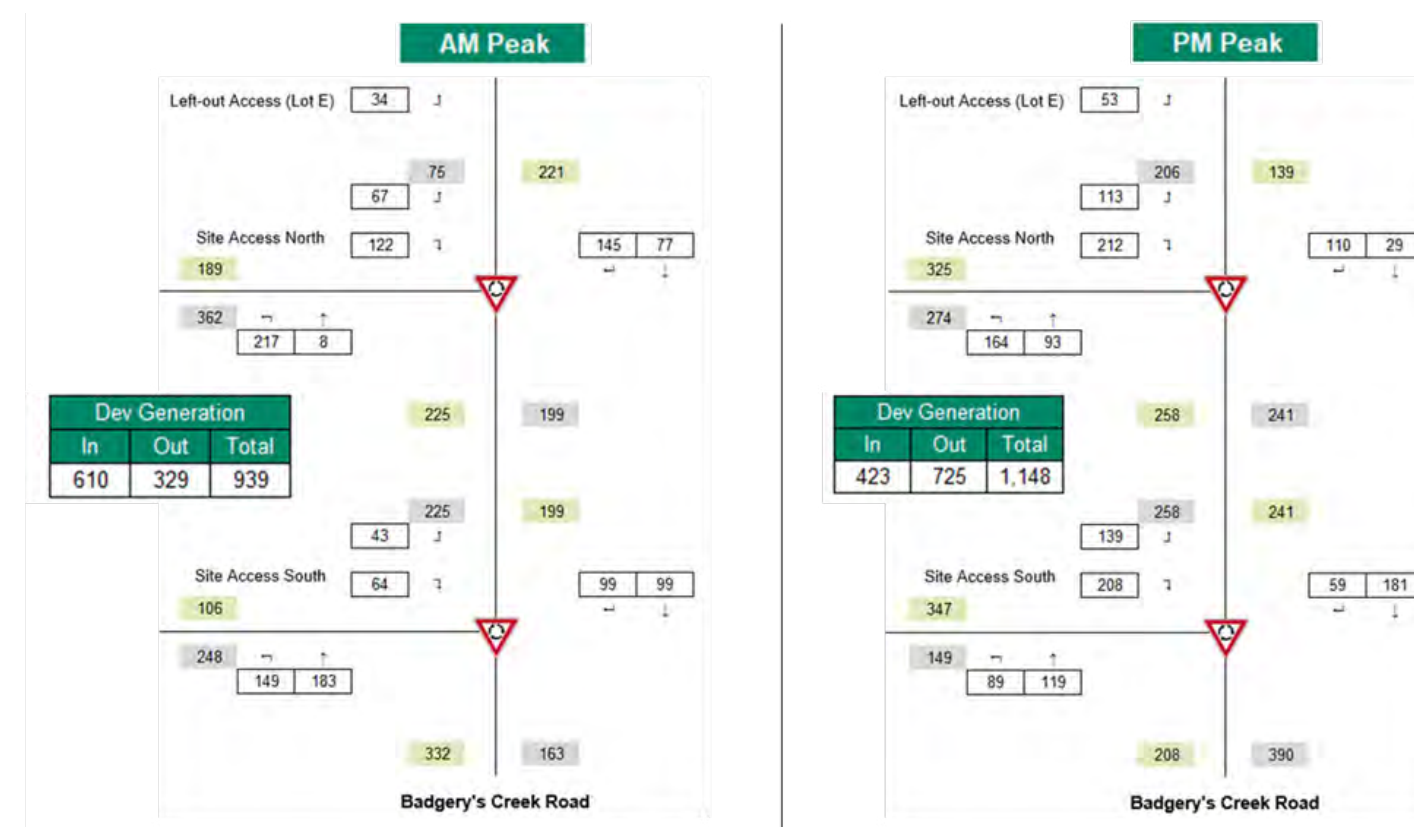
BPSO development trip distribution along Badgerys Creek Road were determined primarily based on the assessments undertaken in SMWSA Technical Paper, including Year 2019 traffic survey

mid-block volume on Badgerys Creek Road and the estimated heavy vehicle distribution of the SMWSA project:

- Badgerys Creek Road North: 40%
- Badgerys Creek Road South: 60%

Accordingly, traffic generation network diagrams for the proposed BPSO are included in Figure 26 for both morning and evening peak hours.

Figure 26 - BPSO Estimated traffic generation assignment (all vehicles)



Traffic impacts

The operational performance of the proposed site accesses at Badgerys Creek Road for future year 2026 and 2036 has been assessed using the Signalised & Unsignalised Intersection Design and Research Aid (SIDRA) Intersection 9.0 Network modelling program.

The SIDRA layouts of the proposed site accesses were developed based on the indicative BPSO Precinct Plan and are shown in Figure 27.

The Transport for NSW Traffic Modelling Guideline for SIDRA Intersection analysis categorises the average intersection delay into six bands of delay per vehicle (seconds per vehicle) as defined by the criteria set out in below table. In broad terms the roundabout Level of Service is determined by the gap acceptance available for the minor side roads to enter the roundabout, and the delays that then results at these intersections, as detailed in Table 13. The difference in level of service is a function of seconds delay per vehicle experienced by the minor side

roads being the site access roads for the BPSO during the AM and PM peak hours.

It is noted that the critical movement for level of service at a roundabout or priority-controlled intersection is the movement with the worst delay, whereas for a signalised intersection, the average delay over all movements is adopted.

Table 13 Intersection level of service criteria

Level of service	Average delay (seconds per vehicle)	Criteria for traffic signals	Criteria for give way and stop signs
A	<14	Good operation	Good operation
B	15 to 28	Good operation with acceptable delays and spare capability	Good operation with acceptable delays and spare capability
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays	At capacity, requires other control mode
F	>70	Extra capacity required	At capacity, requires other control mode

Source: Guide to Traffic Generating Developments, Transport for NSW (2002)

Figure 27 SIDRA Modelling intersection layout

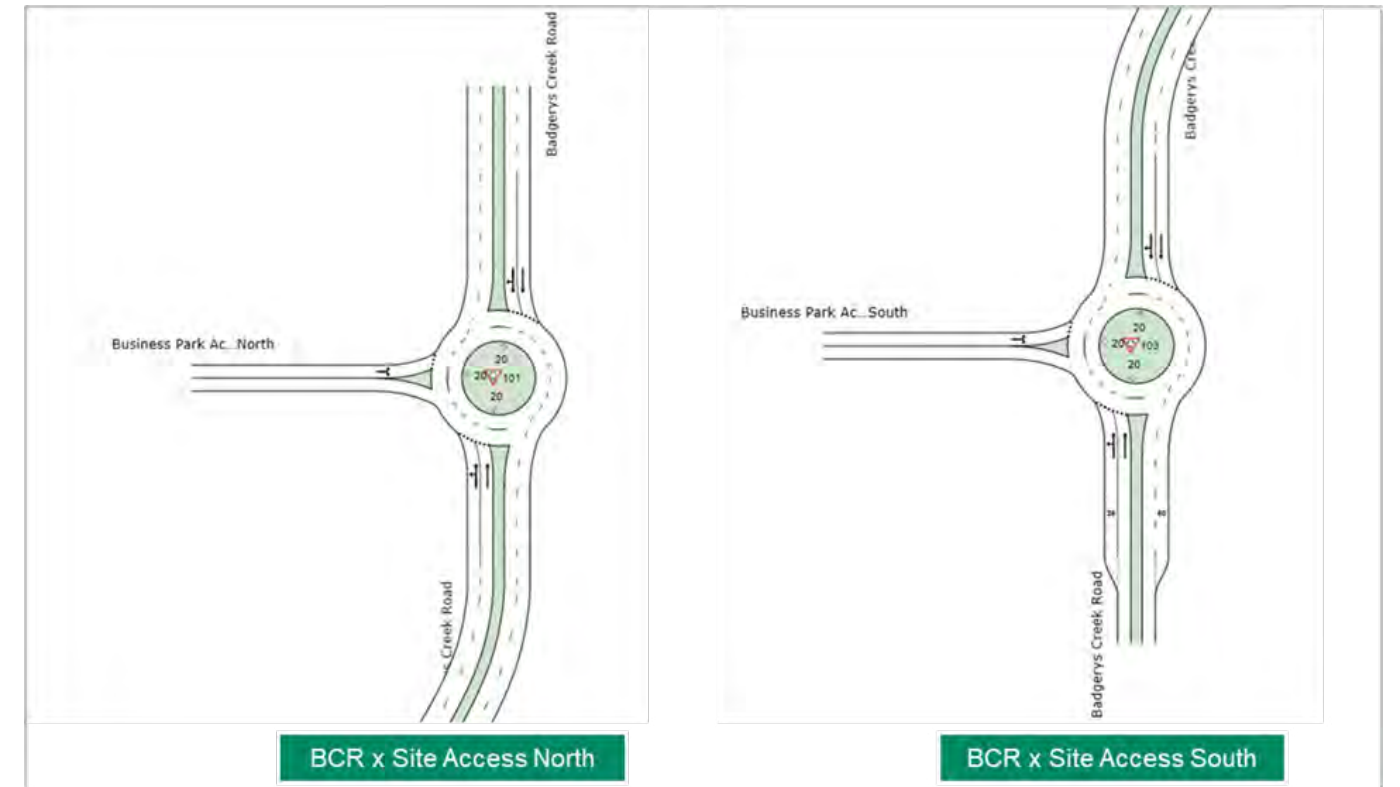


Table 14 below presents the results of the SIDRA analysis of the two key intersections.

Table 14 SIDRA Network modelling results

Intersection	Period	Degree of Saturation (DOS)	Average Vehicle Delay (sec)	Level of Service (LOS)
Future 2026 Baseline + BPSO Precinct				
Badgerys Creek Road x Site Access North	AM	0.345	20.0	B
	PM	0.456	20.6	B
Badgerys Creek Road x Site Access South	AM	0.454	9.2	A
	PM	0.699	11.5	A
Future 2036 Baseline + BPSO Precinct				
Badgerys Creek Road x Site Access North	AM	0.313	19.9	B
	PM	0.444	20.4	B
Badgerys Creek Road x Site Access South	AM	0.414	9.2	A
	PM	0.506	10.6	A

The SIDRA analysis results indicate that both proposed site accesses from Badgerys Creek Road are expected to operate at a satisfactory Level of Service (LOS B or better), during both morning and evening peak hours in future year 2026 and 2036.

7.4. Public Transport Connections

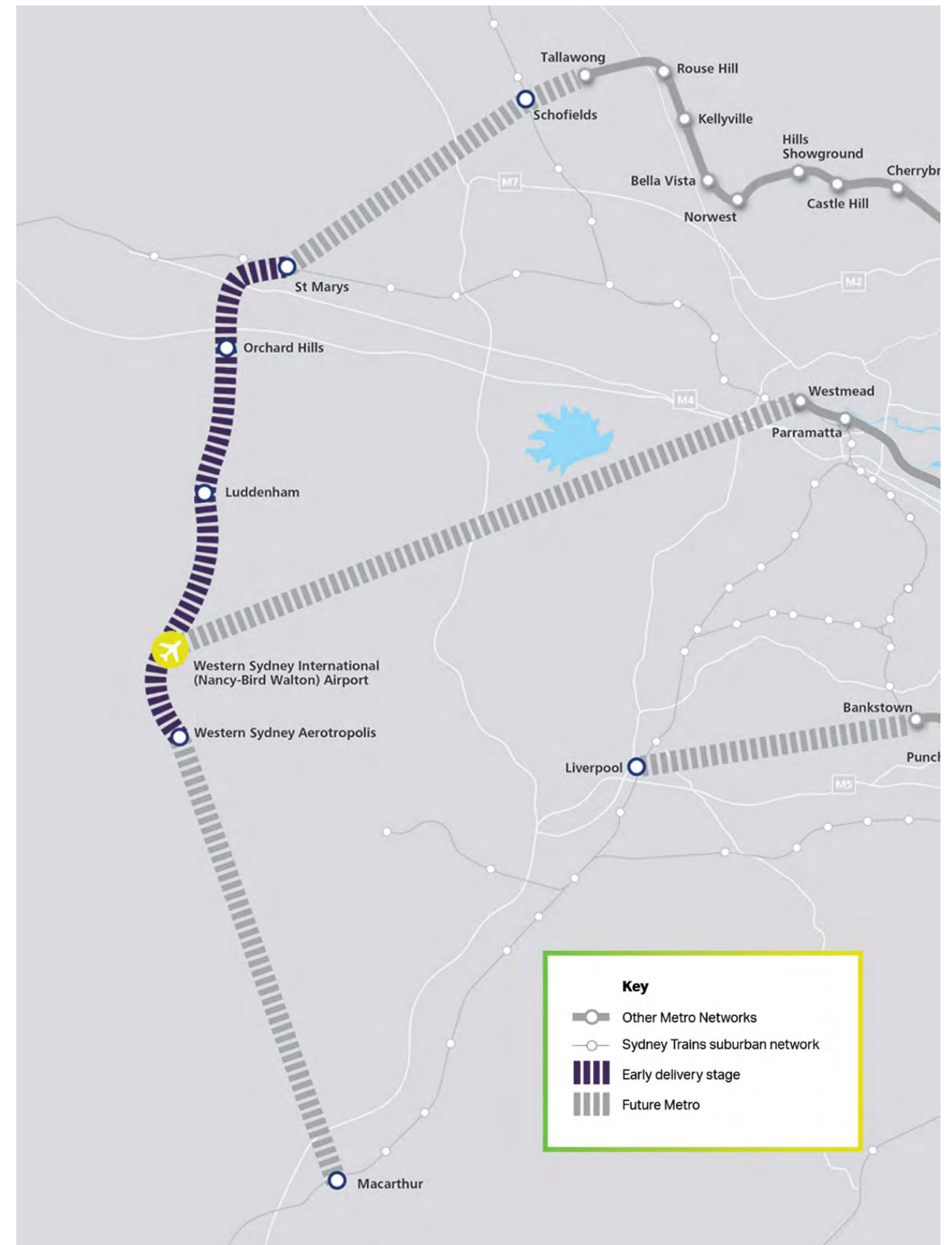
Significant public transport infrastructure upgrades are planned or under construction to support the wider Western Parklands City, the Airport and the Aerotropolis development, as detailed in Table 15 below. Figure 28 also highlights the new rail connections and stations.

The BPSO site layout has been designed to facilitate future active transport connections to public transport infrastructure, and all future development of the precinct will be in accordance with the active transport objectives set out in the DCP.

Table 15: Public transport access

Public Transport	
<p>Sydney Metro - Western Sydney Airport</p>	<p>A new Sydney Metro line will run between St Marys (to the Sydney Trains T1 Western Line) and the Airport and Bradfield. Construction for the automated metro corridor is expected to be completed in 2026 in time for the opening of the Airport. It is expected to take 15 minutes to travel between the Airport and St Marys, and 5 minutes between the Airport and the Aerotropolis.</p> <p>Stations will be located within the Airport Business Precinct and Terminal Buildings.</p> <p>A business case for a future extension of this Metro line to Glenfield via Leppington is underway, jointly funded by the Australian and NSW governments.</p> <p>Further extensions, including a northern extension between St Marys and Tallawong, and a southern extension to Cambelltown-Macarthur, have also been proposed.</p> <p>Extensions of the Sydney Metro - Western Sydney Airport would improve rail connectivity to the airport for both workers and future passengers, and improve the economic growth and job creation potential of both the Airport and Bradfield.</p>
<p>East-West Rail Link</p>	<p>The East-West Rail Link is proposed to be a future mass transit rail line connecting Greater Parramatta with the Airport via an extension to the now under construction Sydney Metro West line. The link would support urban and airport customers' needs by connecting strategic centres with neighbouring growth areas.</p> <p>The initiative is identified as '2036 new major transit' in Future Transport 2056.</p>
<p>Bankstown to Liverpool Metro Rail Extension</p>	<p>Sydney Metro City and Southwest is to potentially extend from Bankstown to Liverpool providing up to one service every four minutes during peak times. This will relieve congestion at Bankstown and improve travel times between Liverpool and Sydney CBD via Bankstown.</p> <p>The initiative is identified as '2056 new major transit' in Future Transport 2056.</p>
<p>Rapid Bus (Source: TfNSW Rapid Bus Team, 2021)</p>	<p>Rapid bus routes will connect the Airport with its surrounding centres. Three priority rapid bus routes, to be delivered by 2026, were committed in the Western Sydney City Deal. These connect the Airport and Western Sydney Aerotrpolis to Penrith, Campbelltown-Macarthur, and Liverpool.</p>

Figure 28 New rail connections and stations



Source: AECOM

7.5. Car Parking Design/Provision Assessment

With reference to the RMS Guide and the WSA DCP, relevant car parking rates are summarised in Table 16

Table 16: Relevant car parking rates

Land Use	Car Parking Rates	Reference
Business Parks and Industrial Estate	Warehouse: 1 space per 100 m ² GFA Ancillary office: 1 space per 40m ² GFA	RMS Guide
Bulky Goods Retailing	1 space per 100 m ² GFA	WSA DCP
Business Parks (others)	1.5 space per 100 m ² GLFA	RMS Guide
Commercial	1 space per 40 m ² GFA	RMS Guide
Supermarket	4.2 space per 100 m ² GLFA	RMS Guide
Slow Trade Retail	2.4 space per 100 m ² GLFA	RMS Guide
Specialty Retail	4.5 space per 100 m ² GLFA	RMS Guide
Hotel	1 per 5 rooms	RMS Guide (for a 5-star international hotel)
Gym	1 space per 100 m ² GFA	RMS Guide
Service Station	6 spaces per work bay, plus 5 spaces per 100 m ² GFA of convenience store (if provided)	RMS Guide
Drive-in take away food outlets	Various depending on if on-site seating and drive through facilities are provided	RMS Guide

Table 17 Car parking requirements of the proposed BPSO Precinct

Land Use	Gross Floor Area (m ²)	Parking Requirements (spaces)	Indicative Parking Provision (spaces)
Lot A - Industrial Precinct			
Business Parks and Industrial Estate	25,000 (Warehousing: 24,000, and ancillary office: 1,000)	105	150
Lot B - Bulky Goods Precinct			
Bulky Goods Retailing	15,600	156	520
Lot C - Hotel Precinct			
Hotel	11,115 (154 rooms)	31	52
Hotel Ancillary	1,755	-	-
Lot D - Development Super Lot			
Supermarket	1,500		
Slow Trade Retail	664		
Specialty Retail	561		
Commercial	2,152		
Lot E - Development Super Lot			
Commercial	12,336	309	247
Service Station	677	To be assessed when a detailed site plan is available	
Drive-in take away food outlets	388	To be assessed when a detailed site plan is available	
Lot F - Development Super Lot			
Business Parks (others)²	5,700	68	196
Lot G - Development Super Lot			
Business Parks and Industrial Estate	10,624 (Warehousing: 9,724, and ancillary office: 900)	57	91
Total	88,072	859+	1,399

Note: Since preparing the overall Traffic Report, development proposed on super-lots A, B and C has been further refined (less gross floor area)

According to the proposed BPSO Indicative Land Use Plan, a total of 1,339 car parking spaces are proposed, which is deemed generally satisfactory when taking into consideration of the additional car parking requirements of the service station and the fast-food developments.

Bulky Goods parking

A total of 520 car parking spaces is proposed for the bulky goods retailing development, which results in a surplus of approximately 360 spaces; however, it should be noted that the proposed provision is considered indicative at this stage and will be revisited during later development stages of site plan design and building approval.

Hotel parking

The WSA DCP design guidance for 'short term accommodation' in 'Inner Commercial Core' indicates a maximum car parking requirement of 1 space per 5 rooms. Despite that the proposed BPSO is zoned as 'Large Lots' under the WSA DCP, this rate can still be considered as a general guideline to the development controls of hotel and short-term accommodation developments within the WSA Business Park.

This rate is further supported by RMS Guide, suggesting 1 space per 5 rooms for a 5-star international hotel plus

additional parking demand generated by other hotel functions.

Furthermore, Western Sydney Aerotropolis DCP (Nov 2022) also suggests a similar rate of 1 space per 5 rooms plus 1 space per 5 employees for tourist and visitor accommodations (including hotel etc.) within the land near Western Sydney International Airport.

Therefore, the adopted rate of 1 space per 5 rooms (resulting a parking requirement of 31 spaces) is considered more applicable comparing to the general hotel parking requirements outlined in Austroads Guidelines and LCC DCP.

Accessible Parking Requirements:

It is anticipated that sufficient accessible parking spaces will be provided for individual developments, with reference to the accessible parking requirements outlined in the WSA DCP and relevant standards, including AS/NZS 2890.6-2009, AS/NZS 1428.4:2009, and AS1428.1-2009.

Site-wide car parking

Detailed compliance reviews of car parking provision within individual developments will be undertaken in later development stages of the BPSO project.

Site access, car park and loading of all

developments within the proposed BPSO Precinct will be designed to comply with the following relevant Australian Standards:

- AS2890.1 for car parking area
- AS2890.2 for commercial vehicle loading area
- AS2890.6 for accessible (disabled) parking

Detailed compliance reviews of individual developments are expected to be undertaken in later development stages of the BPSO Precinct.

Design vehicles

Swept path analysis has been undertaken to inform the road design for the proposed super-lots and the specific requirements for development of super-lots A, B and C.

Any roads servicing heavy vehicles will be designed in accordance with Australian Standards 2890.1-2004, A52890.6-2009 and AS 2890.1- 2002.

Table 18 below specifies the design vehicles that have been adopted for the design of each allotment.

Table 18 Design vehicles for each super-lot

Public Transport	Design vehicle (maximum)
A	26 metres B-double
B	19 metres Articulated Vehicle (AV)
C	14.5 metres Long Rigid Bus (hotel drop-off area) 12.5 metres Heavy Rigid Vehicle (HRV) (hotel loading dock)
D	19 metres Articulated Vehicle (AV)
E	12.5 metres Heavy Rigid Vehicle (HRV)
F	19 metres Articulated Vehicle (AV)
G	19 metres Articulated Vehicle (AV)

7.6. Active Transport Considerations

Walking/cycling provisions

An internal bicycle route will loop through the northern section of the Precinct, via super-lots A to F and will link with the existing bicycle route on the western side Badgerys Creek Road.

The proposed bicycle route will provide access to the warehouse offices at super-lot A, the bulky goods building at super-lot B, and the hotel, conference facility, café and gym at super-lot C. Each

of the buildings proposed by the MDP will provide bicycle storage and end of trip facilities in accordance with the DCP.

The BPSO Precinct Plan will provide clear pedestrian linkages connecting the proposed super-lots and will minimise interaction with the major vehicle intersections. The Precinct Plan and developments at super-lots A, B and C include large pedestrian zones, with regular shaded areas and clear connection with building entries.

The active transport network will be refined further through the detailed design stages and will comply with the objectives of the DCP. This will include, wherever possible, the creation of separated cycle and pedestrian paths connecting with public transport infrastructure and future business precinct and Airport stages; and will include any necessary regulatory and wayfinding signage.



08

Environment

The BPSO site has been cleared, levelled and drainage infrastructure constructed in preparation for the development. This work has been undertaken in accordance with the Airport Construction Plan, including:

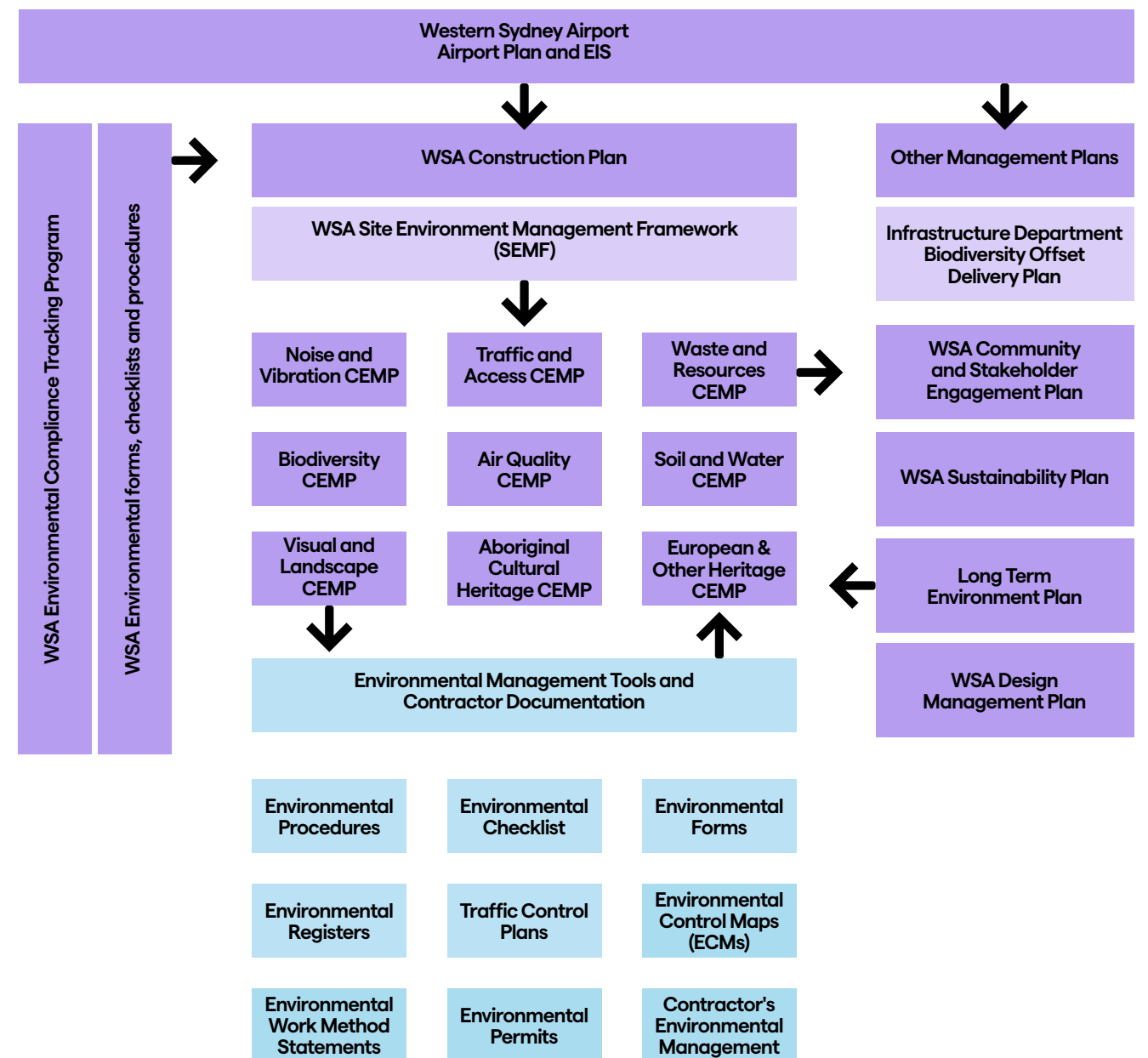
- **Early Earthworks Package:** including remediation, early bulk earthworks and drainage, and enabling road works.
- **Bulk Earthworks and Drainage P1-A and P1-B:** further remediation, earthworks and drainage across the whole site of the Stage 1 Development.

- **Landside Civil and Buildings P3:** development of landside buildings, car parking, ground transport and utilities.

Due to the early works undertaken to facilitate the Business Precinct, issues relating to heritage, site contamination, flora and fauna have been managed and any impacts that arise during construction will be dealt with through the Airport's Unexpected Finds Process and project specific CEMP and Operational Management Plans (OMP) that will be developed as detail design progresses.

Environmental impacts of the project have been assessed and will be managed through the WSA Construction Environment Management Framework (Figure 29).

Figure 29 - WSA Construction Environmental Management Framework



Source: Western Sydney International Airport

The following sections consider the construction and operational impacts and opportunities of the development, and actions and mitigations measures to be adopted.

8.1. Sustainability

The WSA Sustainability Plan (2019) (Sustainability Plan) addresses requirements outlined in the Airport Plan and the WSA Environmental Impact Statement (2016) (EIS).

The Sustainability Plan focuses on sustainability in Airport development, across design, procurement, construction, and operations. The Plan outlines the following drivers of sustainability:

- Improvements for Future Generations through wise resource use.
- Cost reduction through minimisation of use of water, electricity, and other materials/consumables and resource-efficient design minimising operating costs.
- Improved Asset Value through innovative technology and flexible design.
- Planning for the future through adaptability.
- Meeting Stakeholder Expectations by integrating social, environmental and economic sustainability into all elements of the project.

Actions to be taken to ensure the BPSO MDP addresses these drivers are summarised under the following six key focus areas:

- Carbon and energy
- First Nations empowerment
- Resilience and adaptation
- Circularity
- Diversity and inclusion
- Community

How the BPSO MDP responds to each of these focus areas is detailed below, noting that carbon and energy is addressed in a number of the key focus areas.

First Nations Empowerment

In delivering the BPSO project, WSI and its development partner will work with the local First Nations community of Western Sydney to celebrate indigenous culture and tradition through integration of local indigenous plantings, public art, placemaking, and the creation of opportunities for indigenous employment and skills training.

The BPSO project has been designed to allow ‘connection to country’ opportunities to be explored, such as view lines through and to outside of the site, including the landscape connections provided by the bio-retention basin and Badgerys Creek.

The BPSO project will include the following Indigenous empowerment measures:

- 3% of spend will be with First Nations Business
- at least 2.4% of the workforce will be of indigenous heritage

Resilience and Adaptation

Climate change will result in an increase in temperature in Western Sydney and higher frequency and intensity of weather events including drought, dust, hail, strong winds and high rainfall. Adaptation measures to be explored for inclusion within BPSO project will include:

- Develop climate change risk assessment for precinct design, construction and operation based on Australian Standards AS 5334:2013 and AS 31000:2009
- Minimising the risk of heat through the inclusion of shading, orientation, and insulation, with roofing materials to comply with the Green Star Buildings heat island credit
- 100% of all buildings will achieve 5 Star Green Star
- Install water-efficient fittings to reduce risk on potable water which may be impacted during drought
- Designing for energy efficiency and grid resilience
- 100% of irrigation and toilet flushing to be undertaken by non-potable water (future onsite reuse and recycled water supply)
- 70% of project landscaping to be drought-tolerant Australian natives, with at least 50% Cumberland Plain Woodland species
- Maximise tree canopy cover where possible, while meeting any aviation safety requirements

Opportunities will also be explored to deliver Precinct-wide energy, water and waste initiatives that maximise use of shared infrastructure, such as embedded electricity networks and water capture and reuse strategies.

Circularity

Circularity will be targeted by reducing reliance on raw materials, and maximising reuse, recycling, repurposing, repair and leasing, while embodied carbon can

be reduced through using alternative cementitious material and maximising reuse of recycled steel.

Circularity objectives will be achieved by the BPSO project pursuing the following initiatives:

- 90% of waste diverted from landfill, including supplier engagement to mitigate waste in delivery
- Design for the separation of waste streams
- Inclusion of organic waste treatment for compostable materials, including partnership with offtake provider
- Optimisation, and achieve Green Star credits for use of recycled content in concrete and steel construction products, pavements, road base etc.
- Working with waste contractors to maximise opportunities for recycling and reuse
- Reduction in embodied carbon from upstream construction related emissions
- Minimising waste to landfill through organic waste treatment and Green Lease clauses.

Stretch targets will also be explored, such as seeking to deliver a 100% reduction in upfront emissions (construction and embodied carbon).

Diversity and Inclusion

The diversity and inclusion focus for the BPSO project will be the creation of a strong and inclusive community through meaningful employment opportunities. Measures that will be pursued include:

- Working with WSI to bring the Skills Exchange to life in partnership with TAFE NSW, and to establish skills pathways for diverse and disadvantaged workers
- 10% workforce diversity construction, including Aboriginal and Torres Strait Islander peoples, women in leadership roles, women in non-traditional roles and people with disabilities
- 30% of workforce to be Western Sydney local residents in construction, increasing to 50% in operations
- Compliance with Disability Discrimination Act and Universal Design Principles

Community

The BPSO project addresses an important component of social sustainability: a sense of place and

amenity. The development of a hotel, gym/wellness centre, café, end-of-trip facilities, public open space; as well as envisaged a future childcare centre, pharmacy and supermarket (subject to a separate approval processes), will support social sustainability and will help to build social license and a sense of community.

The MDP will also provide opportunities for emergency services to be located within the BPSO super-lots.

The BPSO project will seek to support and promote the social, physical and psychological health and wellbeing of the community through measures that include:

- 100% of office assets will be assessed to identify opportunities to achieve WELL certification based on tenant demand
- Inclusion of wellness facilities, including end-of-trip facilities to support active, healthy lifestyles
- Provision of healthy food offerings during construction and operations

The opportunity to create and report on a social value framework to capture the socio-economic benefits of the Business Precinct (including BPSO) to Western Sydney will also be explored.

8.2. Stormwater/ Hydrology

The site is located within the Badgerys Creek catchment. The site is located at a level above the 1% Average Exceedance Probability (AEP) flood level for Badgerys Creek.

As part of the early bulk earthworks for Stage 1 development of the airport, a flood study was undertaken to determine the overall impacts of the airport development on Badgerys Creek. The flood study demonstrated that, with the incorporation of Basin 1 and Basin 3 attenuating discharge to Badgerys Creek, there is no adverse impact on properties adjoining Badgerys Creek.

The site sits within the WSI stormwater catchment which drains to Basin 1 situated on the eastern side of Badgerys Creek Road. The site naturally falls to bio-retention basin 1N (BB1N). The stormwater management plan for the entire WSI included development of the BPSO site and has been designed to meet both water quality and water quantity objectives for the entire site.

The stormwater management plan was designed in compliance with the Airports

(Environment Protection) Regulations 1997 and was approved by the Airport Building Controller as part of the Bulk Earthworks Construction (BEC) package. As a result, there is no need to provide any additional stormwater quality treatment of detention as part of this development. The entire site will require a stormwater conveyance network including pits, pipes and channels to convey all runoff to BB1N during all storm events up to and including the 1% AEP event.

BB1N and Basin 1 are of adequate size and capacity to deliver water quality and quantity outcomes including:

- Reduction of Total Suspended Solids of 85%
- Reduction of Total Nitrogen of 45%
- Reduction of Total Phosphorus of 60%
- No increase in peak discharges from the Airport site for all events up to and including the 1% AEP storm event
- No increase in water levels outside the Airport site for all events up to and including the 1% AEP storm event

The airport’s water complex purpose is to meet the Airport Plan requirements to store at least two days of water supply on site as a contingency against external supply failure. All wastewater discharge from the site connects back into the Sydney Water network at the agreed discharge location for WSI.

8.3. Visual impact

Existing environment

The existing environment surrounding the BPSO site is largely open fields and low density and scale dwellings set in the far distance. The landscape is under considerable change because of airport, road and rail infrastructure being constructed.

Building scale

The height of buildings has been designed to organise a tiered height and exposure on the site. The hotel provides a landmark building at the gateway to the BPSO, from there we have identified the retail precinct with low-level buildings of a pavilion nature and on grade carparking for convenience.

Over time, as the commercial and mixed-use precincts develop, carparking may require basements and the extent of on-grade car parking may reduce. The design has the flexibility to respond to the

changing demands as they arrive.

The built form for the commercial and mixed-use super-lots are proposed to vary in height from two to four levels. This provides a transition and variety in building mass to the larger footprints of the industrial precinct.

A large format bulky goods building will be visible from Elizabeth Drive and the northern access road, allowing clear identification and wayfinding. The building is publicly accessible from the northern access road, with service access being from the southern access road.

Landscaping

The landscape and built form interface have been designed to maximise the opportunity to allow the landscape to be celebrated and create the desired street and public domain interface, consistent with the Airport Business Park Master Plan vision.

Long term impacts and mitigation

The BPSO project is the first significant landside development to occur at the Airport and therefore will result in considerable change to the visual environment in the long term.

The BPSO design will provide a high degree of modulation and large landscaped areas, providing valuable separation between the large buildings and amenity spaces. It will create an attractive and inviting gateway environment to the Airport and the Airport Business Precinct. The design will support future connectivity, create active spaces and will bring together varying uses and operations in a functional, organised, safe and architecturally appealing manner.

The BPSO has been designed to provide active public facing façades that will be further refined through the detailed design stages to ensure compliance with the public realm objectives of the DCP. This will include an analysis against Crime Prevention Through Environmental Design (CPTED) principles.

8.4. Noise and Vibration Management

Construction impacts

The nearest sensitive receptors are located approximately 800 metres to the east of the project site; therefore, it is expected that any noise and vibration during construction of the project will be largely confined within the Airport site.

However, a project specific CEMP that aligns with the WSA Noise and Vibration CEMP will be developed as the detailed design of the development progresses. The CEMP will provide the management approach and requirements (including environmental mitigation measures, controls, monitoring, and reporting) for managing noise and vibration during construction.

Operational impacts

Due to the significant separation of the site from the nearest sensitive receptors, it is unlikely that there will be any significant noise impacts associated with the operation of the proposed development.

Acoustic standards for proposed buildings

Prior to detailed design of the individual buildings to be constructed as part of the MDP, and any buildings to be constructed in future stages (subject to separate approvals), aircraft noise levels across the site will be predicted or measured using a methodology provided in the Australian Standard AS 2021:2015 (Acoustics—

Aircraft noise intrusion— Building siting and construction).

This will inform the construction methodology necessary to achieve internal sound design levels recommended in Australian Standard AS 2021-2015.

8.5. Heritage

Indigenous heritage

As part of Airport Plan Stage 1 Airport Development, the WSA Aboriginal Heritage CEMP was developed, providing the management approach and requirements during construction. Specific measures and requirements to address impacts on Aboriginal cultural heritage during construction include the recording and salvage of heritage sites identified in the Stage 1 Development area. The salvage works were undertaken in accordance with the approved salvage plan and completed in two stages across the Early Earthworks (in 2018) and Bulk Earthworks (October 2019-August 2020) Contracts. The Australian Government is responsible for working with First Nations communities and other stakeholders to develop a Keeping Place for Aboriginal heritage items found on the site during salvage works.

European heritage

There were 20 European heritage items located at the airport site and an additional 22 heritage items located within the surrounding area. No known European heritage items were located within the BPSO project area.

None of the European heritage items identified within the airport site were listed on the World Heritage List, National Heritage List or Commonwealth Heritage List.

No European heritage items of State significance were identified within the airport site.

Given the significant earthworks undertaken and identification and management practices controlled through the Aboriginal and European cultural and heritage CEMPs, any impacts from the proposed development are expected to be negligible and adequately managed through WSA Unexpected Finds Protocol.

8.6. Geology, Hydrology and Site Contamination

The Business Precinct area was subject to an approved Remediation Action Plan (RAP) to achieve site suitability as an operational airport. Remediation was completed in 2022 in accordance with the RAP and the site currently operates under an Unexpected Finds Protocol. The validation report is in preparation, however, a Long-Term Management Plan will be prepared to inform operations. The site is being validated by an external site auditor that states the site will be suitable for use as an operational airport.

Prior to the commencement of works on the Airport Site a sitewide per- and poly-fluoroalkyl substances (PFAS) risk assessment was undertaken by a contamination specialist to assess the

potential for the presence of PFAS in the surface and sub-surface environment at the Airport site.

This assessment was completed to specifically address the potential for PFAS to be present on the Airport site as a result of the historical uses of the site and to provide recommendations on the requirements, if any, for further assessment and/or remediation in relation to PFAS.

It was developed with reference to the requirements of the following documents:

- NSW Office of Environment and Heritage (NSW OE&H) (2011) Guidelines for Consultants Reporting on Contaminated Sites
- National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPC, 2013) (the NEPM)
- PFAS National Environmental Management Plan (HEPA NCWG and DoEE, 2018) (the PFAS NEMP)
- Relevant guidelines made or endorsed by NSW Environment Protection Authority (EPA).

The assessment concluded that the WSI Site has not been historically used for activities that present a potential source of PFAS contamination to the surface and sub-surface environment. Therefore, it is determined risk of PFAS contamination is negligible and can be managed through the Unexpected Finds Protocol.

Any storage of fuels, chemicals or hazardous materials required for

construction or operation will be managed through the project specific CEMPs and OMPs and assessed through the ABC building approval process.

8.7. Air Quality

Construction impacts

A project specific CEMP will be developed prior to construction that will provide the management approach and requirements (including environmental mitigation measures, controls, monitoring and reporting) for managing air quality during construction of the BPSO project. The project specific CEMP will be developed in line with the WSA Construction Environment Management Framework.

Given the significant separation from sensitive receptors, any impacts are expected negligible and will be effectively mitigated.

Operational impacts

Due to the nature of the proposed land uses, the separation between proposed building and the significant distance from any sensitive receptors, any operational air quality impacts are expected to be negligible and managed through the detailed design process.

8.8. Flora and Fauna

The project site has been cleared and levelled in accordance with approved early works packages and any flora and fauna matters have been managed according.

Any flora and fauna matters that arise during construction will be managed in accordance with the WSA Unexpected Finds Protocol and the project specific CEMP.

8.9. Waste Management

Construction impacts

Waste generated during the construction process will be managed by a project specific CEMP that will align with the WSA Waste and Resources CEMP and wider Construction Environment Management Framework.

Operational impacts

WSI will require an Operational Waste Management Plan to be provided by each tenant of the development prior to occupation. Sufficient areas have been provided within the warehouse, bulky goods building and hotel precinct developments to allow for the appropriate management of waste sorting, storage, and collection.

Waste management will also be subject to WSI's sustainability initiatives.



09

Consistency with the Airport Plan

9.1. Overview

Part 4 Section 91 of the Airports Act prescribes the contents of an MDP, with subsection (1)(d) requiring an assessment of whether the development is consistent with the final master plan for the airport.

As there is no final master plan in place for the airport, there is no requirement to meet subsection (1)(d). However, as the current Airport Plan provides strategic guidance as to how the airport should be developed, an assessment of the consistency of the BPSO project with the Airport Plan and supporting planning documents has been undertaken.

The Western Sydney Airport – Airport Plan (Airport Plan) was originally prepared in 2016 to provide the authorisation for Stage 1 design and development of Western Sydney International Airport. There have been subsequent variations to the Airport Plan in 2020 and 2021.

There are also a number of supporting documents which have been prepared by Western Sydney International Airport relevant to this MDP. They include:

- Western Sydney Airport Business Park Master Plan Urban Design Report
- Western Sydney Airport (Business Park) Development Control Plan
- Western Sydney Airport Terminal, Landside and Airside Precincts Design Guidelines

9.2. Western Sydney Airport Plan

Western Sydney Airport Plan

- Originally prepared in 2016
- Provides the authorisation for Stage 1 of the development of Western Sydney Airport

- Subsequent variations to the Airport Plan
- Latest version of the Airport Plan (September 2021)



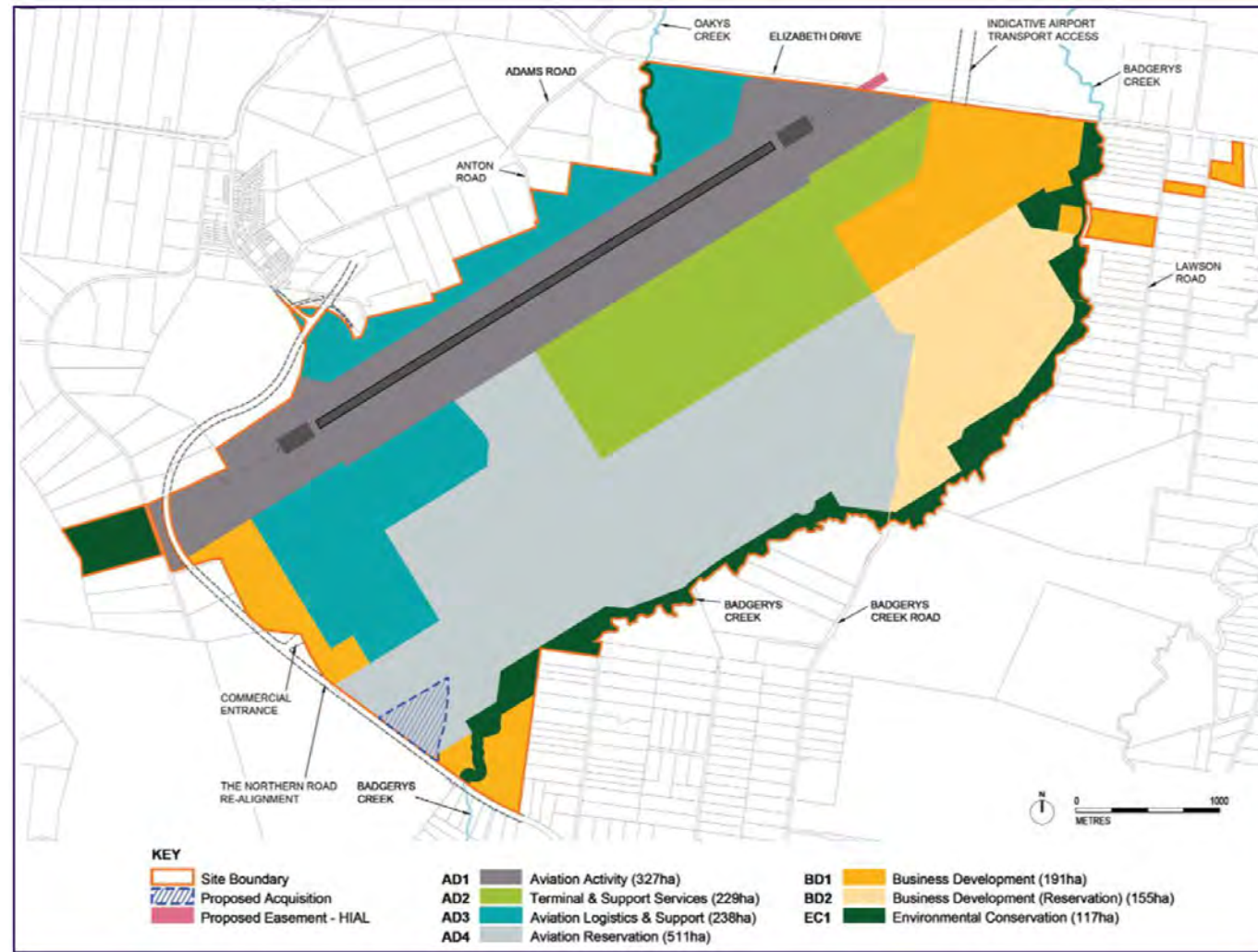
As described in Section 2.2, the Airport Plan (September 2021) is set out in three parts:

- Part 1 – Contextual and legislative background
- Part 2 – Concept Design
- Part 3 – Specific Developments

Part 2 of the Airport Plan sets out the development objectives for the Airport, a Land Use Plan, and indicative noise contours.

The Land Use Plan (see Figure 30 below), applies from the grant of an Airport Lease until approval of the first Airport Master Plan for Western Sydney Airport.

Figure 30 - Airport Site Land Use Plan



Source: Western Sydney Airport Plan (Figure 16, Page 58)

The Airport Site Land Use Plan includes approximately 191 hectares of land at the north-eastern end of the Airport site zoned BD1 – Business Development Zone.

The Project site is located within the BD1 – Business Development Zone.

The BD1 – Business Development Zone is reserved for onsite business development and has been informed by the operational requirements of the Airport.

The Objectives of the BD1 – Business Development Zone, and how the Project meets these Objectives, are included in Table 19.

Table 19 BD1 – Business Development Zone Objectives

BD1 Objectives	How the Project meets the Objective
Enable a mix of business, retail and industrial uses in locations that are close to and that support the functioning of the Airport	The Concept Plan allows for a mix of business, retail and industrial uses which support the airport construction workforce and the early commercial and operational success of the Airport and wider community.
Integrate suitable and compatible land uses in accessible locations so as to maximise public transport patronage and encourage cycling	The Project is located within close proximity to the future Business Park rail station and incorporates cycle access from Badgerys Creek Road through the Development.
Encourage employment opportunities and promote businesses along main roads	The Project will support up to an additional 450 construction jobs and almost 2,000 permanent jobs once the Precinct is fully occupied and operational. The Project site is visible from Elizabeth Drive and Badgerys Creek Road.
Enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of the local workforce	The Concept Plan for the Project site identifies future retail and commercial uses, including restaurants/cafes, a supermarket and a service station, to meet the day-to-day needs of the local workforce and the wider community.
Maximise, where possible, the use of existing access and egress points	The Project includes two new roundabouts on Badgerys Creek Road, providing access and egress into the Business Park, along with a new egress-only point north of the northern roundabout. Such arrangements provide safe and convenient access/egress to the Business Park and separate heavy vehicle access from the boulevard treatment from the northern entry point.

Permissible Uses within the BD1 – Business Development Zone relevant to the MDP (both Stage 1 and future development within the Precinct) include:

Table 20 BD1 – Business Development Zone Permissible Uses

BD1 Permissible Uses	MDP Stage 1 Development	Future Precinct Development
Business premises		√
Car parking and parking spaces	√	√
Hotel or motel accommodation	√	√
Office premises	√	√
Recreation facility (indoor)	√	√
Retail premises	√	√
Road	√	√
Service station		√
Shop		√
Signage	√	√
Warehouse and distribution centre	√	√

Such uses are further defined in Appendix B of the Airport Plan.

The Project meets the Objectives and the Permissible Uses within the BD1 – Business Development Zone. Future uses identified within the Business Park are also consistent with the Permissible Uses for the BD1 – Business Development Zone.

Additionally, Part 2 and Part 3 of the Airport Plan set out objectives and specific details for the development of a Business Park Precinct Station and road and pedestrian infrastructure (tunnels, covered walkways and bridges) to enable development within the BD1 – Business Development Zone. The Project will benefit from such development.

9.3. WSA Business Park Master Plan Urban Design Report

WSA Business Park Master Plan Urban Design Report

- Prepared in September 2019
- Provides a master plan for the Business Park

- Ensures the vision for the Business Park is consistent with the aspirations of the Airport Plan
- Seeks to deliver a flexible sustainable framework with a high quality public domain and built form



The Airport Plan sets the conceptual approach and expectations for the development of an Airport Business Park (now known as the Business Precinct). To help realise this concept the Development Control Plan (DCP) have been prepared to set the strategic direction and provide a set of guidelines that will apply to future development of the Airport Business Park.

The Business Park covers approximately 228 Hectares of land in the north-west and north-east sectors of Airport, on either side of the main approach to the terminal precinct.

Future land uses envisaged for the Business Park include:

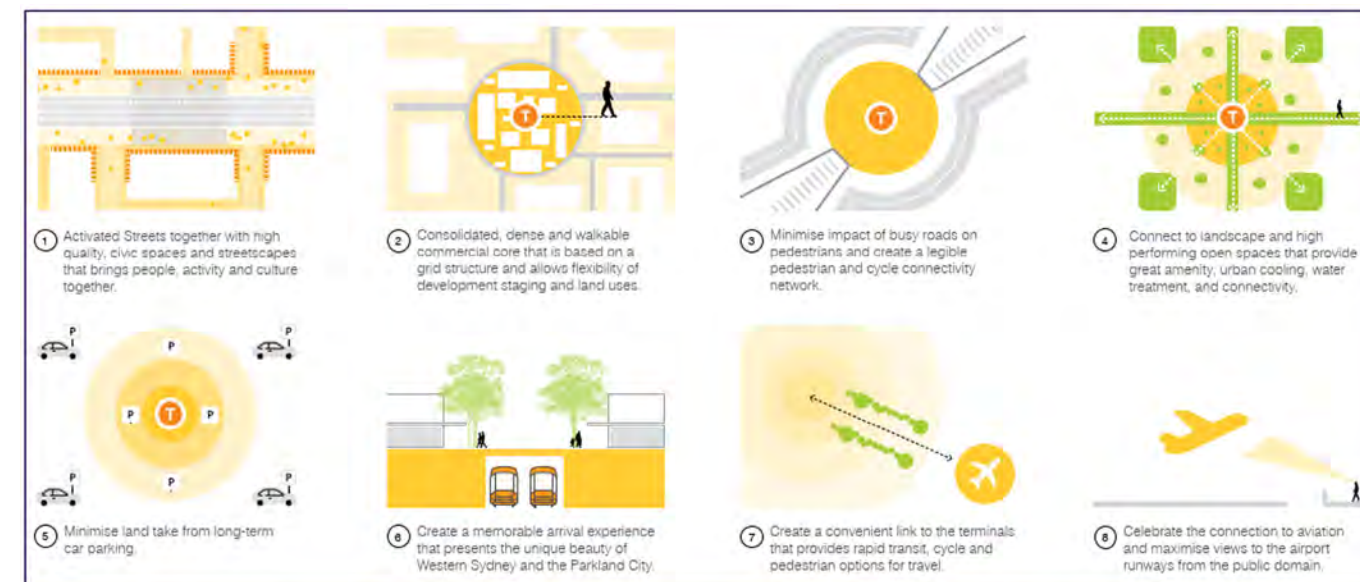
- Commercial office / mixed business uses with finer grain urban scale and amenity, accessible to public transport (including a new metro station)
- Business and light industrial uses associated with an airport or leveraging off WSI (such as catering firms, laboratories, warehousing and distribution, technology, and manufacturing)
- Airport related activities such as some freight and logistics

- Retail
- Entertainment
- Short-term accommodation (hotels and serviced apartments)
- Ancillary services that support the working population of WSI and WSI Business Park (e.g. childcare centre, medical centre, cafes, retail, sport and recreational facilities)

Concept Plan for the MDP Precinct has incorporated these design principles into its design.

The BPMP UDR includes eight design principles for making the Business Park a 'great place' (see Figure 31, below). The

Figure 31 - WSA Business Park Design Principles

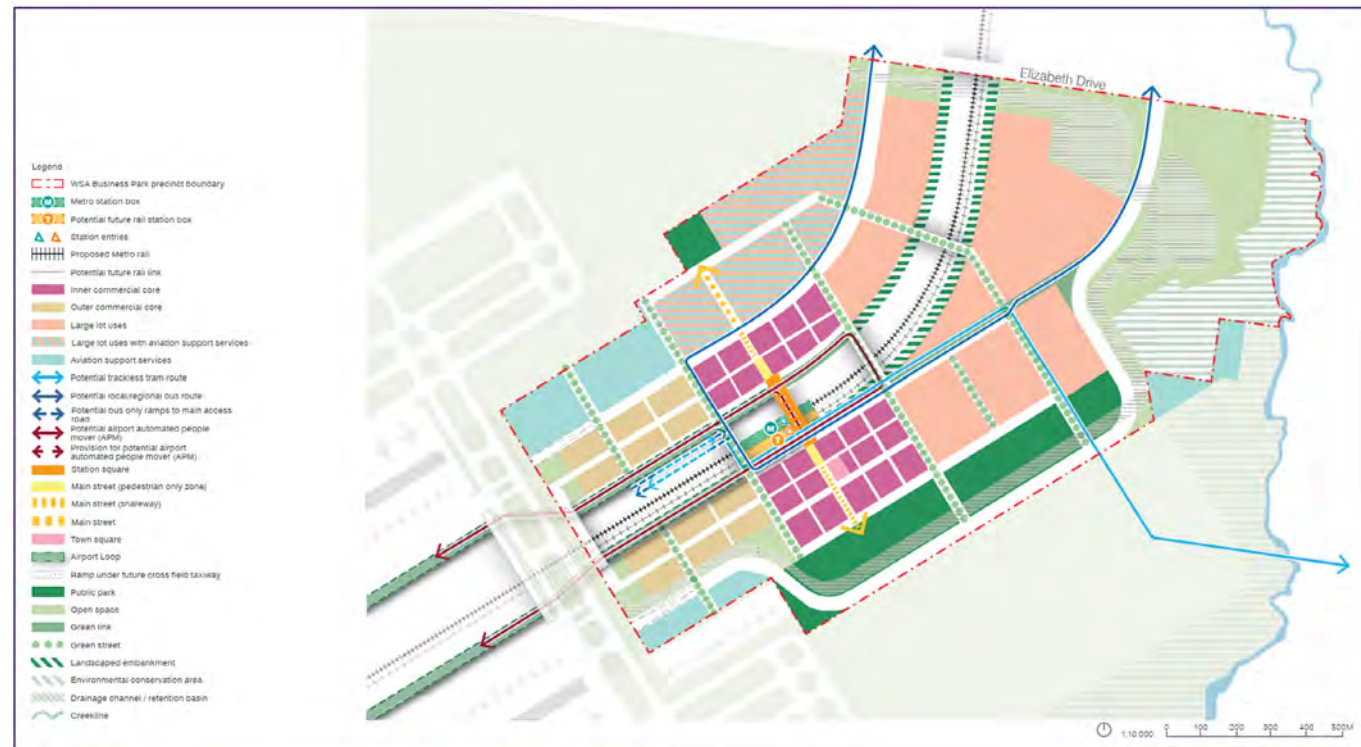


Source: WSA Business Park Master Plan Urban Design Report

The Structure Plan for the overall Business Park is shown in Figure 32. Specific to the BPSO MDP, the Structure Plan illustrates:

- Continued access from Badgerys Creek Road off Elizabeth Drive
- Open space and drainage channel/retention basin to the south-west of the junction of Elizabeth Drive and Badgerys Creek Road
- The site of the MDP Precinct being within an area identified for 'large lot uses'

Figure 32 - WSA Business Park Structure Plan



Source: WSA Business Park Master Plan Urban Design Report

Section 4 of the BPMP UDR provides guidance on the public realm aspects of the Business Park, including guidance to the street hierarchy, landscaping approach and planting. The Concept Plan for the MDP Precinct aligns with this guidance.

Section 5 of the BPMP UDR includes typical built form typologies envisaged within the Business Park. This includes typologies and land use principles for large lot development proposed within the MDP Precinct. Key land use principles include:

- Light industrial uses located off key arterial roads with good heavy vehicle access
- Bulky goods retail located along key arterial roads, with good visibility and access

- Big box retail located off key arterial roads, providing good visibility and access and good walkability to public transport links

Whilst short term accommodation is identified as generally being located in clusters within Inner Commercial Core of the Business Park, the proposed hotel development within the MDP Precinct is seen as an initial catalyst development within the Business Park, providing short term accommodation for the Airport construction workforce and future airport employees/travelling public.

9.4. WSA Development Control Plan

WSA Development Control Plan

- Prepared in November 2021
- Provides a set of guidelines that will apply to future development of the Business Park

- Provides guidance with regard to future character, built form and landscaping within the Business Park



The aims and objectives of the DCP are:

- To ensure all development in the Business Park precinct aligns with the Business Park Master Plan
- To ensure development complies with the Airport Plan, Sustainability Plan and relevant, federal legislation and planning policies, including the National Airports Safeguarding Framework
- To provide a vision and design principles to guide future development of the Business Park

- To promote high quality design and public domain outcomes in the Business Park
- Ensure development is economically, socially and environmentally sustainable
- To provide opportunities for a range of development whilst ensuring that the operations of the Airport are not compromised

The principles guiding development of the Business Park are shown in Figure 33.

Figure 33 - WSA Development Control Plan Principles



Source: WSA Development Control Plan

The DCP recognises the MDP Precinct as an 'Early Services Precinct' and Stage One of the Business Park. Further, the DCP prescribes that the preferred land uses for this part of the Business Park include:

- Big box retail
- Bulky goods retail
- Light industrial (with aviation support facilities)
- Service stations
- Hotel
- Food and drink beverage premises

The Land Use Strategy Design Guidance within the DCP also states that short-term and hotel accommodation should be located as part of the Business Precinct Stage One.

Section 3 of the DCP recognises the distinct characteristics of the various parts of the Business Park, with the MDP Precinct identified as part of the 'Large lot' Precinct.

Figure 34 - WSA Development Control Plan Large Lot Precinct



Source: WSA Development Control Plan

In relation to the MDP Precinct, the Future Character statement for the Large Lot Precinct states:

"This precinct will also contain the Business Precinct Stage One, which will provide early development opportunities for services that support the development of the airport and surrounding infrastructure. The early services precinct will likely contain a range of uses including logistics warehouses, light industrial units, service station, other related large format retail services, medical services, hotel accommodation and fast food outlets."

Table 21 - Response to DCP Built Form Objectives

DCP Built Form Objectives	MDP Stage 1 Development
<p>Desired Future Character</p> <ul style="list-style-type: none"> • Prioritise access and servicing to support diverse businesses and industry types in the Business Park • Provide a mix of lower scale employment and light industrial uses such as aviation support services, big box and bulky goods retail and potential long-term car parking to support the growth of the Business Park and the Airport, generally • Ensure large lot development contributes towards enhancing connectivity, visual amenity and the quality of landscape in the Business Park 	<p>The BPSO project will deliver a diverse mix of land uses that will service the near-term demand of the large construction workforce within the region and early Airport users.</p> <p>The proposed super-lot configuration will allow for future land use development that will service the needs of the community and provide employment opportunities within the region.</p> <p>The proposed warehouse, bulky goods and hotel precinct buildings are connected by the proposed internal road and active transport networks.</p> <p>Large areas of landscaping and open space provide visual relief, outdoor space and shade for users of the Precinct.</p> <p>Whilst large, the buildings have been designed to minimise visual intrusion in the landscape through modulation, articulation and a variety of finishes and materials.</p>
<p>Built Form</p> <ul style="list-style-type: none"> o To guide preferred building envelopes and typologies o To achieve attractive streetscapes and reduce overall bulk and scale o To provide sufficient area for open space and landscaping o To encourage creative, resource efficient and innovative building design of a high architectural standard <p>Large Lots</p> <ul style="list-style-type: none"> o Maximum site coverage 60-70% o Height – 25-35 metres outside of windshear zone o Floor Space Ratio – 0.5:1 to 1.5:1 	<p>Large areas of landscaping and open space are provided throughout the BPSO Precinct.</p> <p>The road network has been designed with a minimum road reserve width of 20 metres that allows for pedestrian connectivity and landscaping zones.</p> <p>The proposed buildings are designed to a high architectural standard and will create attractive and active spaces that are appealing to work within and visit.</p> <p>Development on super-lots A, B and C are within the range of site coverage envisaged in the DCP. Further, large landscape areas are proposed throughout the BPSO Precinct that are set aside and protected from future development.</p> <p>The proposed developments do not fall within the windshear zones.</p>
<p>Building Height</p> <ul style="list-style-type: none"> • To establish a comfortable building height which enhances pedestrian amenity, allows reasonable levels of daylight to streets and lessens wind impact at street levels • To create a consistent street wall height and built form edge that frames the public domain • To ensure the safety of the airport operations by compliance with the Obstacle Limitation Surface (OLS) and building induced wind shear • Maximum building heights up to 35 metres outside of windshear zone 	<p>The height of the proposed buildings generally accord with the recommendations of the DCP- noting that the hotel marginally exceeds the recommended maximum height (35 metre) by approximate 1.5 metres.</p> <p>Consistent building setbacks are provided throughout the BPSO that frame the public areas and provide active connections.</p> <p>The BPSO project will not impact the safe operation of the Airport. Refer to the Aviation Assessment in Appendix 4 for further details.</p>

DCP Built Form Objectives	MDP Stage 1 Development
<p>Setbacks</p> <ul style="list-style-type: none"> • To create an active and defined street edge in the inner commercial core • To provide quality landscaped settings along primary and secondary streets • To reduce bulk and scale and minimise streetscape impacts • To provide a landscaped buffer to light industrial, manufacturing, loading, and blank façades • To enhance the amenity of building occupants in terms of daylight, outlook, view sharing, ventilation and wind mitigation • Minimum 10 metre built form setbacks 	<p>Consistent building setbacks are provided throughout the BPSO that frame the public areas and provide active connections.</p> <p>Large road reserves and landscaped areas have been provided in the BPSO and a detailed landscaping strategy will be developed in accordance with the DCP and Airport requirements.</p> <p>Loading and 'back of house' areas associated with the proposed buildings are discreetly located away from the public domain.</p> <p>Blank facades will be softened through landscaping and variation in materials and building articulation.</p> <p>10 metre building setbacks are generally achieved throughout the BPSO.</p>
<p>Building Design</p> <ul style="list-style-type: none"> • To encourage a high quality and contemporary architectural design • To ensure the scale and character of the development is compatible with the vision for the Business Park and adjoining development • To establish buildings that contribute to the Desired Future Character of each precinct • To ensure development enhances the streetscape and visual quality of the Business Park. • To reduce the bulk and scale of buildings and ensure buildings provide an appropriate scale to the street • To promote resource-efficient, passive design and sustainable development principles 	<p>The BPSO Precinct will present a high-quality architectural design that responds positively to its context and achieves an attractive and active environment for employees and visitors.</p> <p>Further detail on the BPSO Precinct design approach is provided in Section 4.2.</p>

DCP Built Form Objectives	MDP Stage 1 Development
<p>Applicable to all development</p> <ul style="list-style-type: none"> • Servicing and loading docks not located on primary street frontage • Building design minimises opportunities for wildlife • Building design is to make allowance for infrastructure and services requirements • Building materials selection demonstrate low carbon choices • Passive design solutions should be expressed in building design <p>Applicable to development for Large Lot Uses</p> <ul style="list-style-type: none"> • Buildings should not contain long, blank and unarticulated walls, particularly on primary street frontages • Development must use architectural elements to articulate the front and other façades visible from the public domain • Where blank walls are unavoidable, landscape screen planting is to be utilised to reduce visual impact • The main entry to the building shall be easily identifiable and directly accessible from the street • Office components of industrial development should be located at the front of the property with windows and entrances facing the street 	<p>Servicing areas are located to the rear of buildings, away from public view.</p> <p>An infrastructure and service provision concept has been developed and sufficient area set aside for connection within each super-lot.</p> <p>The selection of building materials will accord with WSA Sustainability Plan.</p> <p>The proposed buildings will minimise the risk of heat through the inclusion of shading, appropriate orientation, insulation, and roofing materials to comply with the Green Star Buildings heat island credit.</p> <p>Due to the nature of the warehouse and bulky goods uses, the proposed buildings do have some long and unarticulated facades. The visual impact of these facades is mitigated by providing a mix of materials and colours, setting the buildings to the rear of the Precinct, and large landscaped areas that will providing visual screening.</p> <p>The proposed buildings have been orientated to the street and car parking areas and will provide attractive and active frontages that are easily identified.</p>
<p>Materials and Finishes</p> <ul style="list-style-type: none"> • To enhance the visual quality of the Business Park through the selection of appropriate high-quality materials and finishes <p>To encourage the use of materials that minimise impact on the environmen</p>	<p>The proposed buildings will be finished in a variety of high-quality materials and finishes, with a particular focus on the areas fronting the public domain.</p> <p>The materials palette will be continued through to future development of the BPSO.</p> <p>Material selection will be informed by the WSA Sustainability Plan.</p>
<p>Business Signage</p> <ul style="list-style-type: none"> • To ensure signage is compatible with the building design and landscaped character of the Business Park • To ensure that signage does not detract from the visual appeal of development or the Business Park • To promote signs which add character to the streetscape of the Business Park • To encourage well designed and suitably located signs that contribute to the commercial vitality of the Business Park that promote active uses at the street level of buildings. 	<p>Building and wayfinding signage will be finalised at a later stage in the development and through a separate approval process. Any signage will be designed in accordance with the DCP.</p>

DCP Built Form Objectives	MDP Stage 1 Development
<p>Public Domain and Open Space</p> <ul style="list-style-type: none"> • Planting species • Fencing • Safety and security • Vehicular access • Parking <ul style="list-style-type: none"> o Retail (big box) – 1 space/100 sq metres GFA o Retail (bulky goods) – 1 space/100 sq metres GFA o Short term accommodation – 1 space per 5 rooms • Bicycle parking <ul style="list-style-type: none"> o Retail (big box) – 1 space/1500 sq metres GFA o Retail (bulky goods) – 1 space/1500 sq metres GFA o Short term accommodation – 1 space per 10 staff 	<p>Detailed landscaping plans will be developed during the detailed design process. Plant species, surface materials, street furniture, and boundary treatments will comply with the DCP.</p> <p>Vehicle access and car and bicycle parking provisions are discussed in Section 7 report.</p>
<p>Services and Utilities</p> <ul style="list-style-type: none"> • Essential services • Telecommunications 	<p>Electrical, hydraulic and communications service demand analysis has been undertaken and will inform the detailed design. Services will predominantly be provided through the Badgerys Creek Road corridor and the new internal road network. Sufficient areas have been set aside within proposed super-lots for site specific services.</p> <p>Further details are provided in Section 4.</p>
<p>Environmental Considerations</p> <ul style="list-style-type: none"> • Stormwater and water sensitive urban design • Sustainable development • Air quality and odour • Waste management • Acoustic impact 	<p>Refer to Section 4.</p>



10

Consistency with state & local planning instruments

Although State and local government land use planning systems do not apply to Commonwealth land, the Airports Act requires that an MDP must describe the consistency with such planning schemes. It is expected that airports should, to the greatest extent possible, be compatible with local planning regimes.

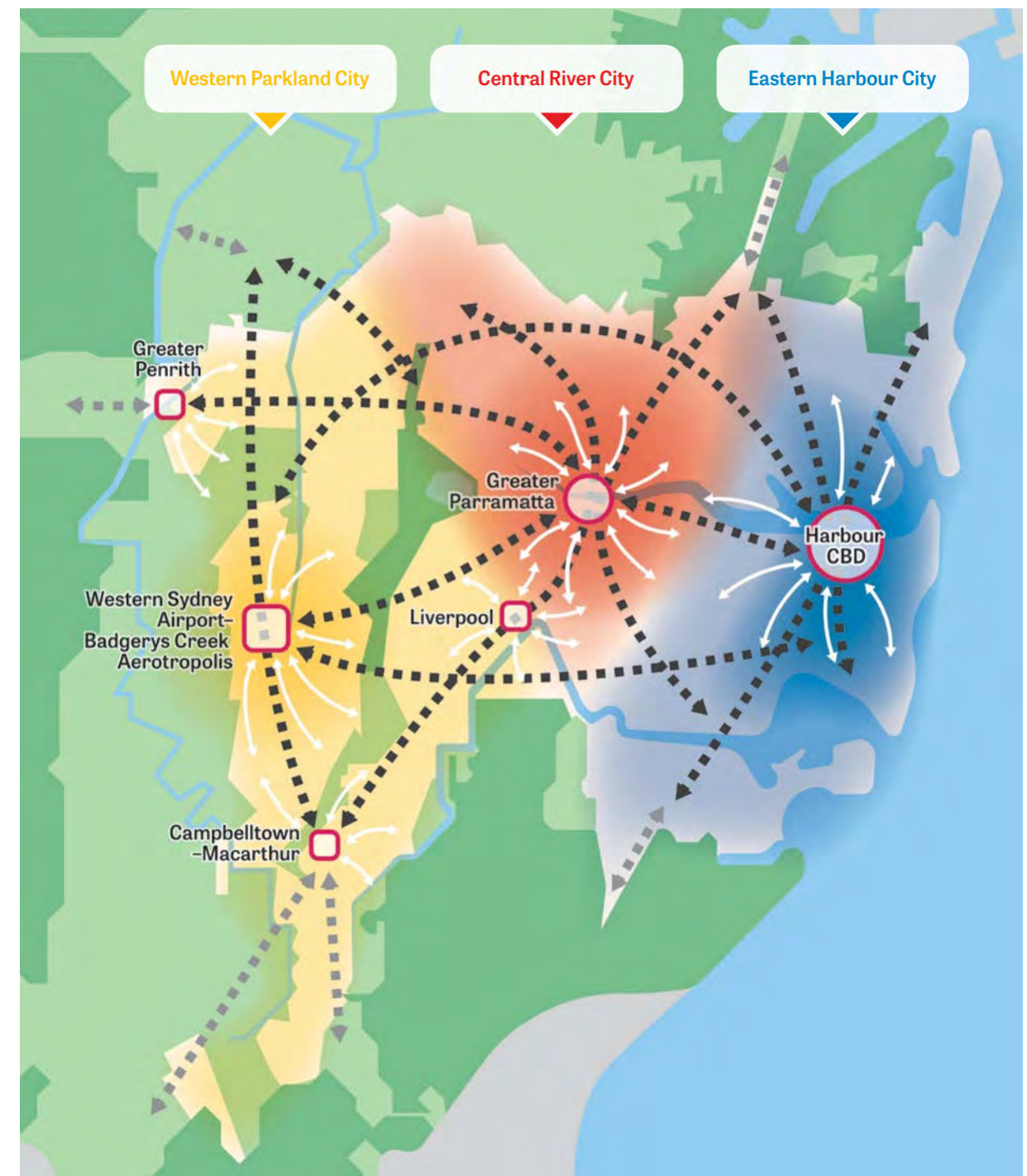
The following section describes the State and Local Government strategic and statutory planning frameworks that relate to Western Sydney International Airport and outlines how the Project aligns with them.

10.1. NSW State Government Strategic Instruments

Greater Sydney Region Plan

The Greater Sydney Region Plan 'A Metropolis of Three Cities' sets out a 40-year vision (to 2056) for Greater Sydney, envisaging that the Western Sydney Parkland City will be one of three interconnected cities within Greater Sydney.

Figure 35 – Greater Sydney Plan 'A Metropolis of Three Cities'



Source: Greater Sydney Region Plan (Page 7)

The Western Sydney Parkland City is being built on the strength of the new Western Sydney International Airport and Bradfield City Centre.

The Greater Sydney Region Plan is supported by four goals addressing infrastructure, liveability, productivity and sustainability.

The Plan recognises the economic catalyst of Western Sydney International Airport for the Western Parkland City and the importance of protecting the operational activities of the new Western Sydney International Airport.

Western City District Plan

The Airport is located within the Western City District of Greater Sydney. The Western City District Plan supports the Greater Sydney Regional Plan.

The Western City District Plan published by the Greater Sydney Commission in 2018 is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan and a bridge between regional and local planning.

In undertaking strategic planning processes, and preparing or considering Planning Proposals to amend LEPs, planning authorities must give effect to the District Plan.

The District Plan acknowledges Western Sydney International Airport as a major catalyst for development within the region, supporting 'tens of thousands of jobs', supporting airport and employment activities, and servicing the needs of the Western Parkland City.

Key Planning Priorities relevant to this MDP, include:

Planning Priority W8	Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis
Planning Priority W10	Maximising freight and logistics opportunities and planning and managing industrial and urban services land
Planning Priority W11	Growing investment, business opportunities and jobs in strategic centres.

10.2. Western Sydney International Airport and Aerotropolis Strategic Instruments

The Western Sydney Aerotropolis is an 11,000-hectare region set to become Sydney's third city (the Western Parkland City), and the gateway and economic powerhouse of Western Sydney.

The Aerotropolis comprises of the new Western Sydney International Airport surrounded by ten (10) precincts which focus on advanced manufacturing, technology, research, training, education, freight and logistics, agribusiness, and mixed-use development.

The first phase of the Western Sydney Aerotropolis Planning Package was finalised in September 2020, and includes:

- Western Sydney Aerotropolis Plan (WSAP)
- Western Parkland City State Environmental Planning Policy (Western Parkland City SEPP)
- Western Sydney Aerotropolis Precinct Plan (Precinct Plan)
- Western Sydney Aerotropolis Phase 2 Development Control Plan (DCP)
- Western Sydney Aerotropolis and Surrounding Areas – Aviation Safeguarding Guidelines

Western Sydney Aerotropolis Plan 2020

The Western Sydney Aerotropolis Plan (WSAP) was released by the Western Sydney Planning Partnership (WSPP) in September 2020. The Plan includes:

- Overarching principles, distribution of land uses, the phasing of precincts and identification of high-level transport framework, Blue-Green infrastructure and other key infrastructure
- Introduces statutory mechanisms to implement the vision and objectives
- A Structure Plan (see Figure 36) – which divides the 11,200 Ha Aerotropolis site into 10 precincts (identifying the intended land use planning outcomes for each precinct)

The WSAP aligns with the Greater Sydney Region Plan: A Metropolis of Three Cities and the Western City District Plan. It informs the development of a Precinct Plan and Master Plan in the Aerotropolis.

The Aerotropolis will create an innovation precinct and a home for technology, science and creative industries, ensuring the Western Parkland City has:

- World class jobs that will sustain prosperity within the region, creating more than 100,000 new job opportunities across the Aerotropolis Core, Badgerys Creek,

Northern Gateway and Agribusiness Precincts by 2056

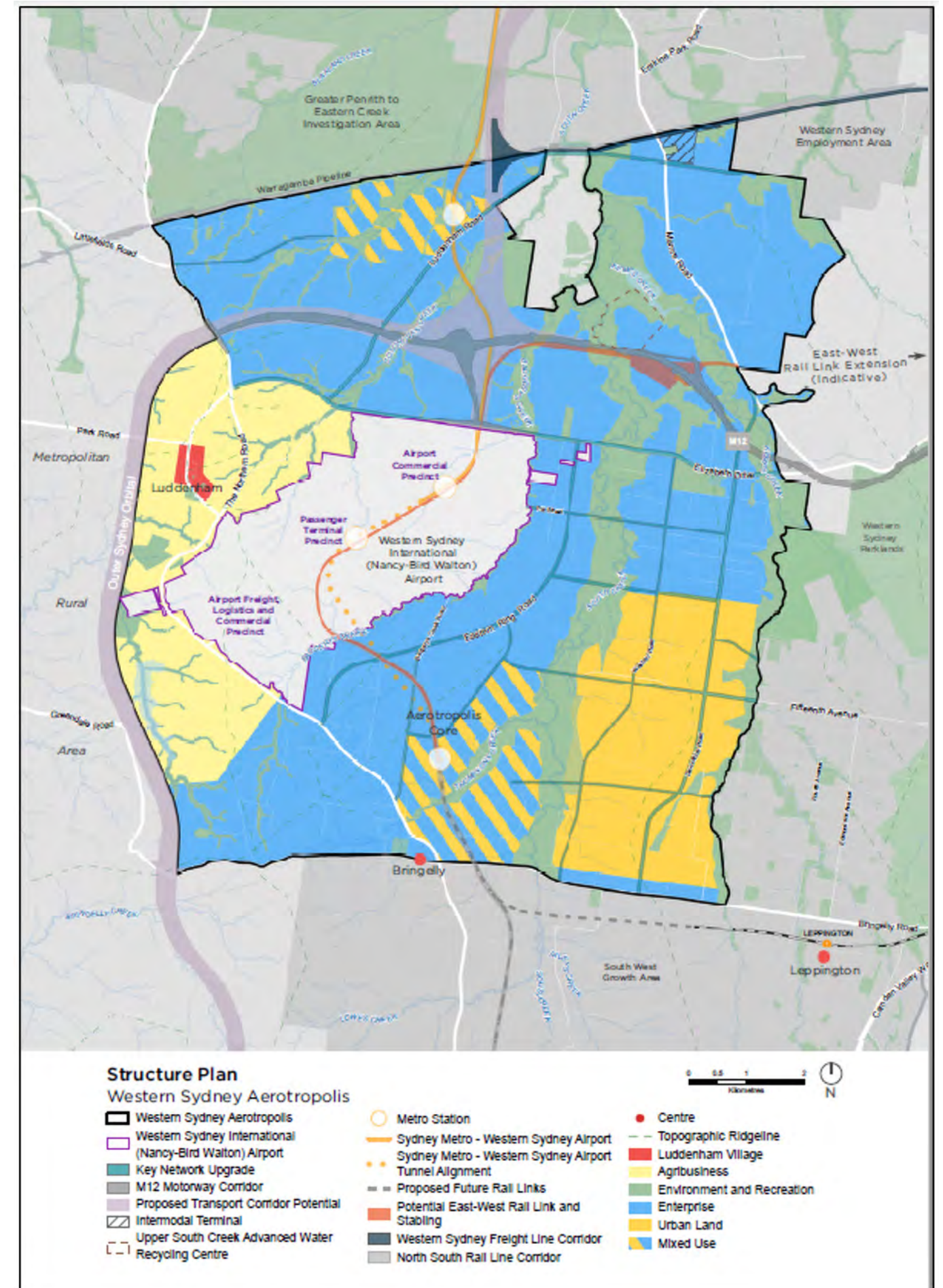
- Excellent access and connectivity, provided through public infrastructure
- Excellent liveability, where a 'beyond business as usual' approach will focus on creating a cooler and greener city

The Aerotropolis will make the most of the Western Sydney Infrastructure Plan, a NSW and Federal Government investment program to upgrade rail and roads within the region.

The development of the BPSO is consistent with the WSAP, as it is an expected form of development located within airport boundary and the SP2 Infrastructure Zone.

The BPSO will be a catalyst for economic growth within the Aerotropolis and will support the desired 24-hour economy. The proposed mix of land uses within the BPSO will improve opportunity, amenity and sustainability for workers and residents of Western Sydney and support the objective of a 30-minute city.

Figure 36 - Western Sydney Aerotropolis Structure Plan



Source: Western Sydney Aerotropolis Plan, September 2020

Western Parkland City State Environmental Planning Policy

The Western Sydney Aerotropolis State Environmental Planning Policy (Aerotropolis SEPP) is the environmental planning instrument created under the environment *Planning and Assessment Act 1979*, providing key development standards and controls for development in the Aerotropolis.

The Western Parkland City State Environmental Planning Policy (SEPP) came into effect on 1 March 2022. The Western Parkland City SEPP consolidated and repealed a number of previous SEPP documents, including the SEPP (Western Sydney Aerotropolis) 2020.

The Western Parkland City SEPP provides

the statutory basis to achieve the vision for the Aerotropolis – guiding how land will be zoned, developed and protected.

The Western Parkland City SEPP applies zoning to the initial precincts and provides performance criteria (planning rules) for master plans – and describes a framework for planning pathways (process for development projects and assessment).

The Land Use Zoning Map from the SEPP, highlighting the boundary of the MDP Project Area, is included as Figure 37.

The MDP Project Area is zoned SP2 – Infrastructure Zone.

Land to the north of Elizabeth Drive adjacent the MDP Project Area is

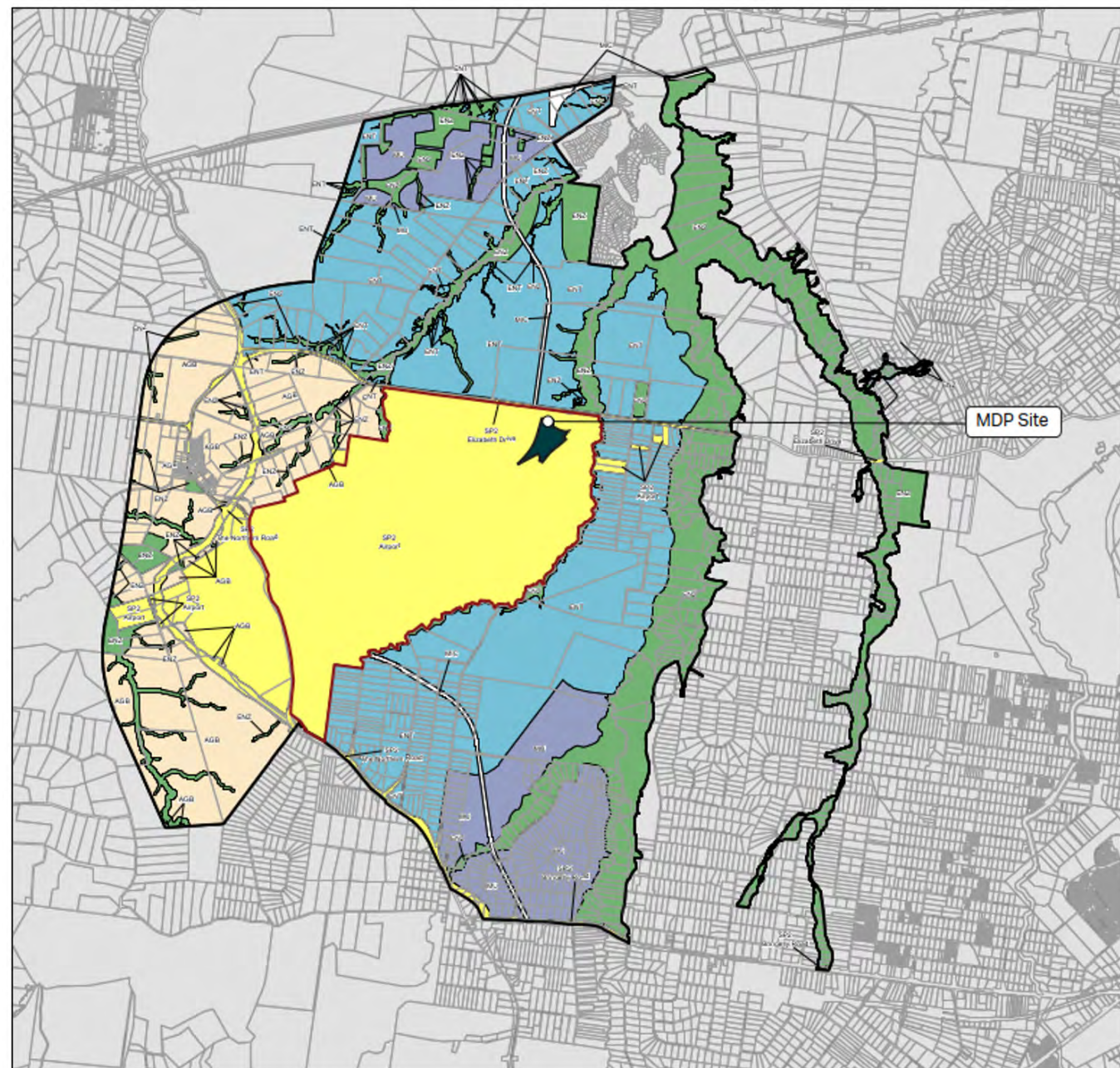
primarily zoned Enterprise Zone, with Badgerys Creek zoned Environment and Recreation.

The Aerotropolis SEPP also includes maps and polices relating to Airport safeguarding. These include:

- Noise Exposure Contour Map
- Obstacle Limitation Surface Map
- Lighting Intensity and Wind Shear Map
- Wildlife Buffer Zone Map
- Wind Turbine Buffer Zone Map
- Public Safety Area Map
- Building Restricted Area Map

These matters have been considered in section 6 of this report.

Figure 37 - Western Parkland City SEPP - Land Zoning Map



Source: Western Parkland City SEPP Land Zoning Map (and AECOM – Master Plan Boundary)

Western Sydney Aerotropolis Precinct Plan 2022

The Western Sydney Aerotropolis Precinct Plan (Precinct Plan) was part of the Aerotropolis Planning Package and supporting technical studies which came into operation in March 2022.

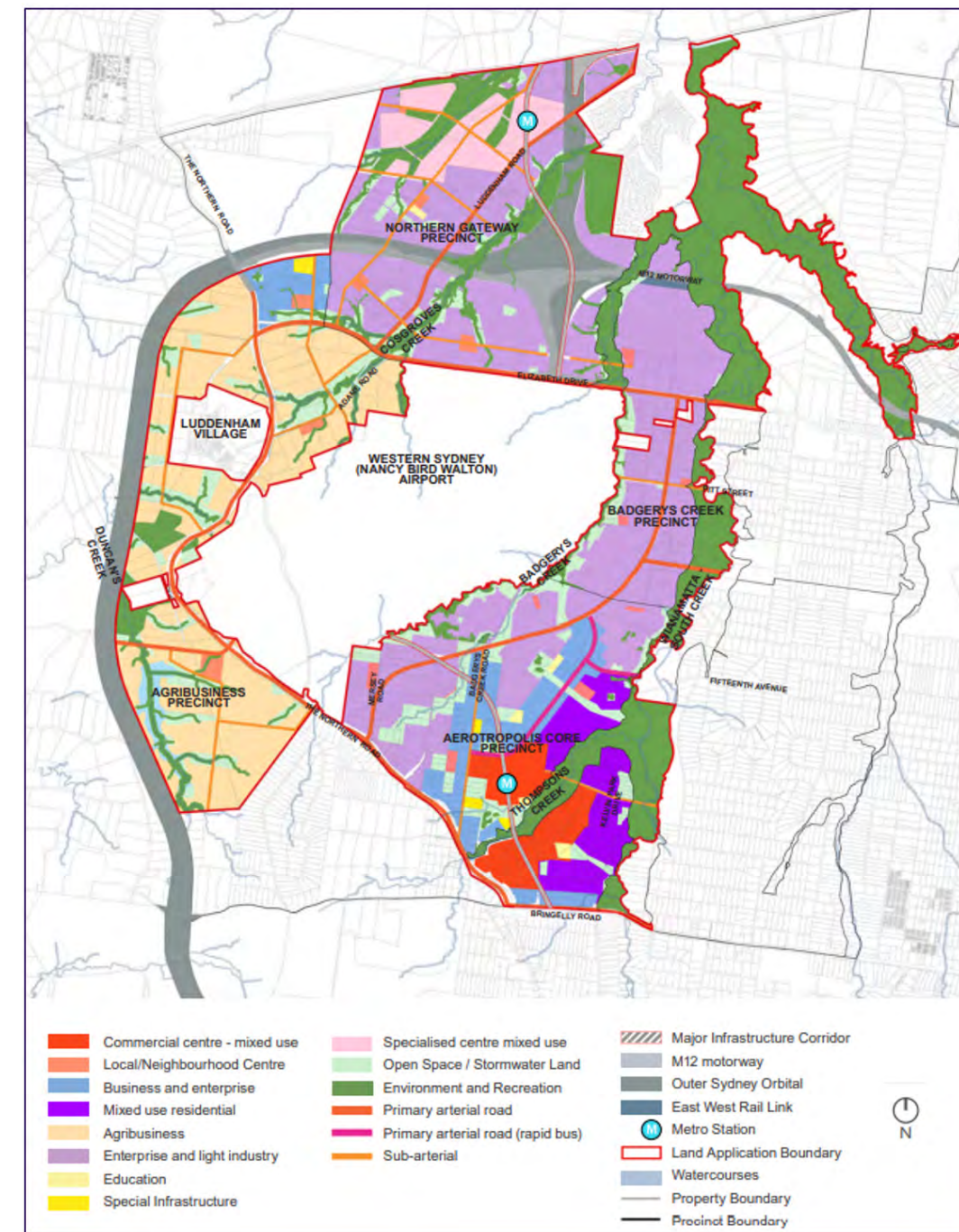
The Precinct Plan enables development to commence across the initial precincts of the Aerotropolis and realise the

benefits and opportunities that a new Western Sydney International Airport will bring. The Precinct Plan sets the strategic vision, proposed land uses, approach to infrastructure and water management for the initial precincts (Aerotropolis Core, Agribusiness, Badgerys Creek, Northern Gateway, and Wianamatta-South Creek) of the Aerotropolis, providing a finer grain detail to support the land use zoning and other provisions of the Aerotropolis SEPP.

The Precinct Plan Land Use and Structure Plan is shown in Figure 38.

Land use to the north of Elizabeth Drive adjacent the MDP Project Area is proposed to be primarily Enterprise and Light Industry, with the Badgerys Creek River corridor shown Environment and Recreation.

Figure 38 - Precinct Plan – Land and Structure Plan



Source: Western Sydney Aerotropolis Precinct Plan

The proposed development of the BPSO will be compatible with the adjacent intended Enterprise and Light Industry and Environment and Recreation land uses and will facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.

Western Sydney Aerotropolis Phase 2 Development Control Plan

The Western Sydney Aerotropolis Development Control Plan – Phase 2 (Phase 2 DCP) was finalised on 10 November 2022. Phase 2 DCP supports the implementation of the Precinct Plan by providing controls to guide development across the initial precincts in the Aerotropolis. The initial precincts for development are Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Agribusiness and Northern Gateway Precincts.

The Phase 2 DCP has two accompanying documents: the Recognise Country Guideline and the Aviation Safeguarding Guidelines.

The proposed BPSO will be consistent with the aims of the Phase 2 DCP by providing a high quality, sustainable development that will support business and economic growth and provide local employment opportunities and access to amenities and services.

Western Sydney Aerotropolis and Surrounding Areas – Aviation Safeguarding Guidelines

The NSW Government released the Western Sydney Aerotropolis and Surrounding Area – Aviation Safeguarding Guidelines (Aviation Safeguarding Guidelines) in October 2021. The document was subsequently updated in November 2022 and is now read in conjunction with the Phase 2 DCP.

The purpose of these guidelines is to:

- Assist relevant planning authorities, consultants and proponents when assessing and preparing development applications which are impacted by aviation safeguarding controls

- Protect community safety and amenity
- Safeguard the 24-hour operations of the Western Sydney International Airport.

These matters have been considered in section 6 of this report.

10.3. Local Government Strategic Instruments

Western Sydney International Airport is located within Liverpool City Council, with the northern boundary of the Airport (Elizabeth Drive) being the boundary of the adjoining local government area, the Penrith City Council.

This section of the MDP provides an overview of the Liverpool City Council Local Environment Plan, along with relevant local strategic planning studies for both the Liverpool and Penrith City Councils.

Liverpool City Council Local Environment Plan

Under the Liverpool City Council Local Environmental Plan (LEP), Western Sydney International Airport site is zoned SP2 – Infrastructure Zone.

Land immediately to the east and south-east of the Airport site is zoned Enterprise Zone.

Council is currently reviewing the Liverpool Local Environmental Plan 2008 to further align it with the Liverpool Local Strategic Planning Statement 'Connected Liverpool 2040' and the Greater Sydney Commission's Western City District Plan.

Connected Liverpool 2040

'Connected Liverpool 2040' is Council's Local Strategic Planning Statement (LSPS). It is Council's long-term plan to

shape Liverpool's future which will help guide the development of suburbs and balance the need for housing, jobs and services as well as parks, open spaces and the natural environment.

The LSPS has been created to set Liverpool City Council's strategic planning vision for the next 20 years. The LSPS covers Council's planning priorities across four areas:

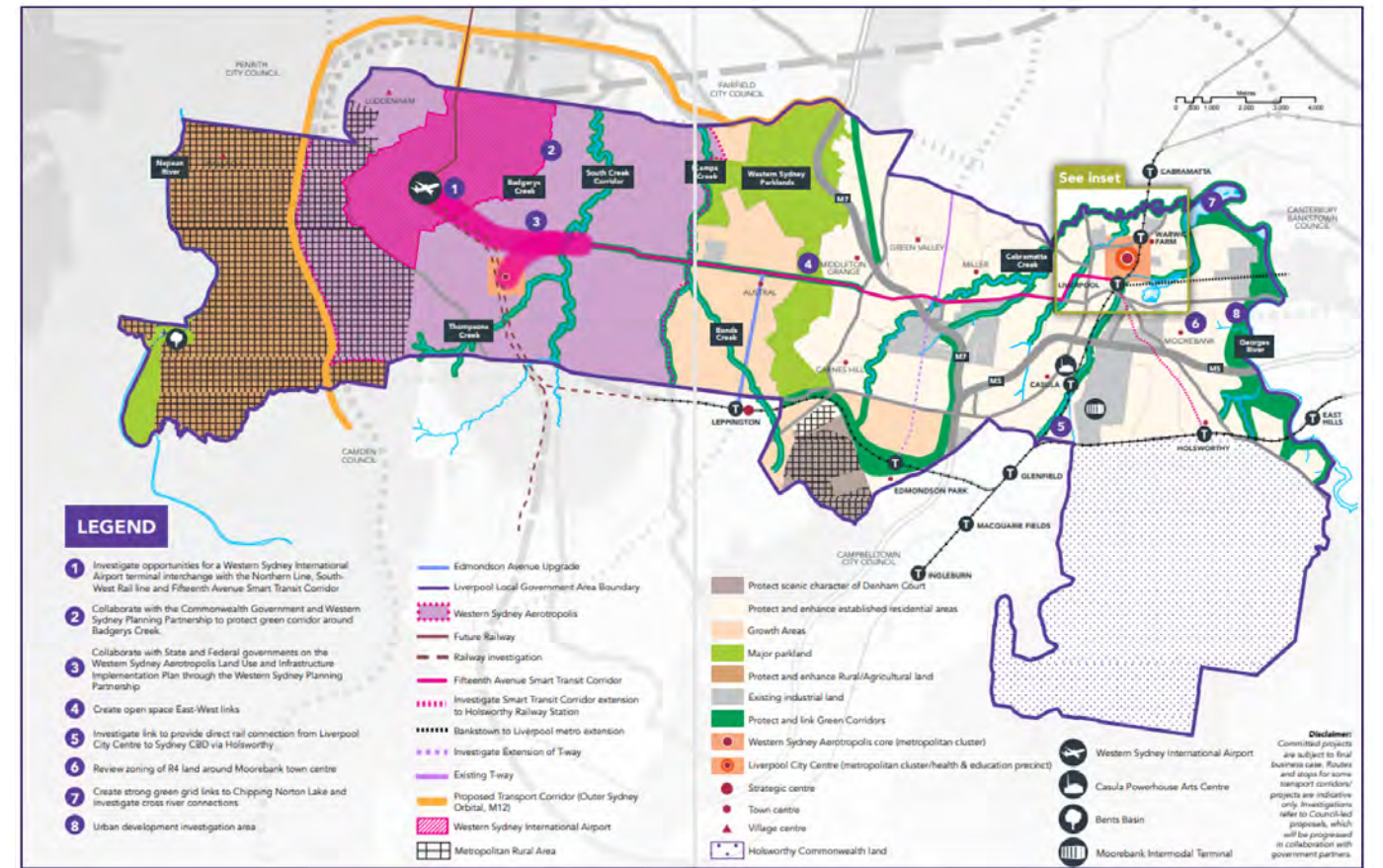
- Connectivity
- Productivity
- Liveability
- Sustainability

The Vision for 'Connected Liverpool 2040' is:

A vibrant place for people that is community focused, walkable, public transport-oriented, sustainable, resilient and connected to its landscape. A place that celebrates local diversity and history, and is connected to other Sydney centres. A jobs-rich city that harnesses health, research, education, innovation and growth opportunities to establish an inclusive and fair place for all.

The LSPS recognises that the development of Western Sydney International Airport, located entirely within the Local Government Area, provides one of the biggest opportunities for Liverpool City Council, to "... become the hub for the transport of goods, services and information between Sydney and the world." This is illustrated in the Liverpool City Council Structure Plan (see Figure 39).

Figure 39 – Liverpool City Council Structure Plan



Source: Connected Liverpool 2040 (Pages 20 & 21)

Transport improvements identified in the LSPS include the development of a rapid transit corridor between the Liverpool CBD and the new Western Sydney International Airport and Western Sydney Aerotropolis Core.

Specifically relevant to this MDP, the LSPS includes the following Local Planning Priorities:

<p>Local Planning Priority 11 An attractive environment for local jobs, business, tourism and investment</p>	<ul style="list-style-type: none"> • Council proposes to provide infrastructure, facilities and services needed to support and facilitate visitor economy and tourism growth in light of the opportunities provided by Western Sydney International Airport.
<p>Local Planning Priority 12 Industrial and employment lands meet Liverpool's future need</p>	<ul style="list-style-type: none"> • Council proposes to focus on opportunities provided by the Airport and strengthen its Innovation Precinct. • Leverage opportunities created by Western Sydney International Airport to promote agribusiness, food export and tourism.
<p>Local Planning Priority 13 A viable 24-hour Western Sydney International Airport growing to reach its potential</p>	<ul style="list-style-type: none"> • Council supports the delivery of Sydney's first 24-hour international airport

Penrith City Council Local Strategic Planning Statement

The Penrith City Council Local Strategic Planning Statement (LSPS) March 2020, outlines Penrith Council's economic, social and environmental land use needs over the next 20 years.

The LSPS identifies the strategic planning work to help inform a review of Council's planning controls. The LSPS is aligned with the Greater Sydney Region Plan and the Western City District Plan.

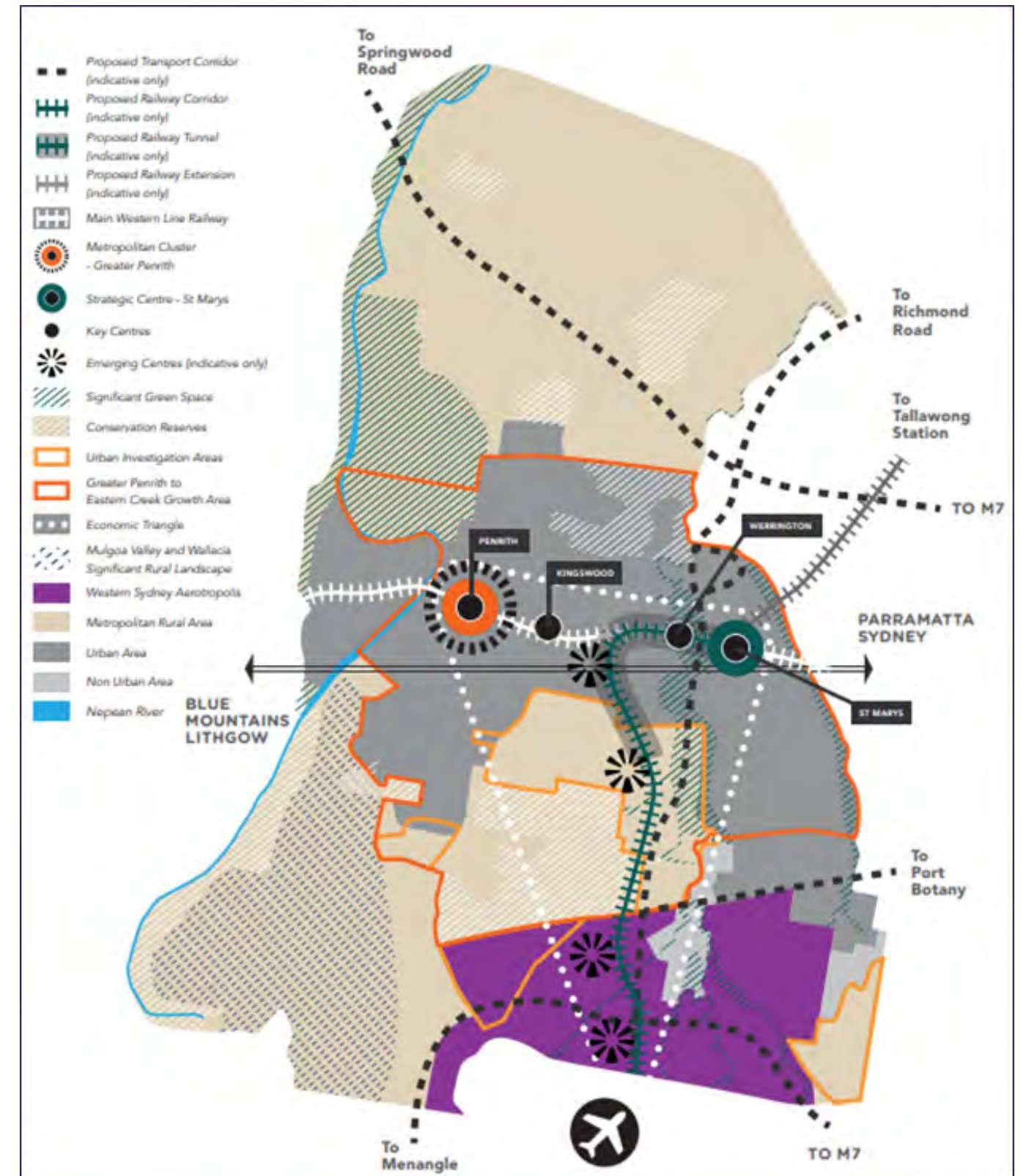
The LSPS supports the planning and development of the new Western Sydney International Airport, Aerotropolis, and the future North-South Rail Link.

The LSPS includes a Structure Plan to guide future development within the Local Government Area (see Figure 40).

Planning priorities for Penrith City Council relevant to this MDP include:

<p>Planning Priority 9 Support the North South Rail Link and emerging structure plan</p>	<ul style="list-style-type: none"> • Protect and zone future transport corridors • Participate in the business case planning for North South Rail • Work with the Western Sydney Planning Partnership to facilitate the rezoning of land in accordance with sequencing and servicing requirements outlined in the Western Sydney Aerotropolis Plan and associated Precinct Planning
<p>Local Planning Priority 11 Council proposes to provide infrastructure, facilities and services needed to support and facilitate visitor economy and tourism growth in light of the opportunities provided by Western Sydney International Airport.</p>	<ul style="list-style-type: none"> • Develop a Western Sydney Airport Action Plan to ensure the governments measure of success with the new airport are achieved and they have met our communities' expectations • Work with the Western Sydney Planning Partnership to deliver precinct planning of the initial and remaining precincts

Figure 40 – Penrith City Council Structure Plan



Source: Penrith City Council Local Strategic Planning Statement (Page 21)



11

Consultation

11.1 Introduction

The BPSO project will be the first commercial precinct to be delivered at the Airport and proactively engaging with all stakeholders and setting up a robust framework for future stages will be fundamental to its success.

As part of this project, WSI is committed to understanding the community and stakeholder's views, issues, and opportunities to minimise the impact during the planning, construction and operation of the facility.

11.2 Airports Act Consultation Requirements

Section 92 of the *Airports Act 1996* specifies the consultation process that must be undertaken in relation to a Major Development Plan (MDP). Specifically, the airport-lessee company must publish in a newspaper circulating with in the State, and on the airport's website, a notice stating:

- that a Preliminary Draft MDP has been prepared;
- the consultation period;
- where copies of the Preliminary Draft MDP is available for inspection during this consultation period; and
- where copies are available for purchase and inspection, and that copies are available free of charge on the airport's website throughout the consultation period.

As part of the consultation process on the Preliminary Draft MDP, the airport-lessee company must advise the following persons of its intention to undertake a MDP:

- the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land;
- the authority of that State with responsibility for town planning or use of land; and
- each local government body with responsibility for an area surrounding the airport.

The *Airports Act 1996* specifies a consultation period of 60 business days after the publication of the notice.

Public exhibition of the Preliminary Draft MDP occurred from 19 April 2023 to 13 July 2023.

11.3 Objectives of Consultation

-The key objectives of WSI's consultation

approach for this proposal are to:

- provide stakeholders and the community with accurate, consistent and up-to-date information about the proposal;
- ensure that stakeholders and the community have a clear understanding of the proposal and its impacts;
- seek early stakeholder feedback in the preparation of the proposal to identify and resolve, where possible, issues and concerns;
- ensure stakeholders and the community are easily able to access information about the proposal;
- provide the community with opportunities to input and to feedback into the proposal;
- ensure that stakeholders and community views are considered and responded to, where possible;
- meet all legal and statutory obligations; and
- maintain and enhance positive relationships with stakeholders and the community.

Adhering to these objectives has ensured a proactive and meaningful approach to stakeholder and community engagement during the public consultation of the Preliminary Draft MDP.

11.4 Approach to Consultation

The consultation approach adopted by WSI was based on meeting the statutory obligations as well as key initiatives to allow for stakeholder and community dialogue about the proposal.

As per the consultation requirements in the *Airports Act 1996*, WSI has:

consulted with the:

- NSW Minister for Planning
- NSW Department of Planning and Environment
- Western Parklands City Authority
- City of Liverpool
- City of Penrith

published notices in:

- state newspapers – The Australian and The Australian Financial Review

The notices detailed the consultation period of the Preliminary Draft MDP and locations of where copies were available for review or purchase

- made copies of the Preliminary Draft MDP available for review at council libraries and for review and purchase

at the WSI Experience Centre.

- made available, free of charge, the Preliminary Draft MDP on the WSI website www.westernsydney.com.au/BusinessPrecinct

Ongoing Community Engagement

WSI has an existing community engagement framework, which focuses both on residents and businesses immediately surrounding the airport development, and on ensuring communities across Western Sydney more broadly are informed and engaged on the airport and the opportunities it will create for the region in terms of economic growth, investment and job creation. A community engagement framework has been developed for BPSO that builds on the existing engagement landscape and will form a starting point for future stages of commercial development in the airport's Business Precinct.

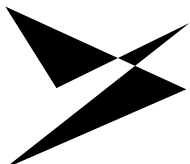
A community engagement plan for BPSO will be prepared and implemented in partnership with WSI's preferred development partner. It will build on and leverage the community engagement processes already employed by WSI, including:

- Maintaining an interactive website, and social media channels
- 24/7 phone line for community members
- Letterbox drops and community information sessions
- Information at the WSI Experience Centre.

Stakeholder and community feedback

During the consultation period, stakeholders and community members were encouraged to provide a submission via email to businessprecinct@wsaco.com.au. Further information on the proposal or how and where to review the Preliminary Draft MDP was able to be found at westernsydney.com.au or by calling the project hotline on 1800 972 972 during business hours.




Contact information, feedback and submissions received during the consultation period have been confidentially stored by WSI and. WSI has given due consideration to all submissions received. These have informed and assisted in the finalisation of the MDP.



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