

Appendix T

Response to Western Sydney Aerotropolis Precinct Plan 2022

Precinct Planning Framework	Response	Compliance
2. Precinct vision and objectives		
2.1 Precinct Plan objectives		
01 Start with Country 02 Celebrate Culture	<ul style="list-style-type: none"> As demonstrated in the EIS, the proposal has been designed with consideration of the Connection to Country principles and has been integrated into the natural landscape The Applicant has procured Jiwah, an indigenous design team led by Clarence Slockee, for planting design to incorporate a cultural landscape-led approach. The planting design is informed by the Cumberland Plain ecologies and will be a diverse mix of species from ground cover to tree canopy The Applicant has also entered into a partnership agreement with the Gandangara LALC to facilitate traineeships, apprenticeships and landscaping and involve the indigenous community in the ongoing life of the development 	<ul style="list-style-type: none"> Yes
03 Maximise efficiency of infrastructure investment	<ul style="list-style-type: none"> The design and location of the First Building is consistent with the broader precinct infrastructure planning provisions including the Metro corridor and station and the corridor alignment of 15th Avenues established under the Western Parkland City Precincts SEPP The broader infrastructure network including roads, footpaths and cycleways will be address through the masterplan process which is currently underway 	<ul style="list-style-type: none"> Yes
04 Protect airport operations	<ul style="list-style-type: none"> The consideration of airport operations is addressed in Appendix S, which demonstrates that the proposal will not affect the operation of the airport 	<ul style="list-style-type: none"> Yes
05 Facilitate quality and innovative development	<ul style="list-style-type: none"> The AMRF will support the development of the advanced manufacturing sector within the Western Sydney Aerotropolis by housing shared high-tech manufacturing equipment for research and development 	<ul style="list-style-type: none"> Yes
06 Facilitate development that will contribute to building the Western Parkland City	<ul style="list-style-type: none"> The proposal is the First Building in the Aerotropolis Core and will support the development of an advanced manufacturing sector and the requisite workforce skills within the emerging Western Sydney Aerotropolis 	<ul style="list-style-type: none"> Yes
07 Implement a landscape-led approach	<ul style="list-style-type: none"> The Site is located at the top of the ridgeline and does not intersect with the Wianamatta-South Creek floodplain 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> As noted above, a comprehensive landscape plan, informed by cultural consultants, has been prepared for the Site 	
08 Social infrastructure	<ul style="list-style-type: none"> The proposed First Building is designed to be a flagship structure to encourage visitation and growth of the Aerotropolis, contributing to the social infrastructure of the Aerotropolis 	<ul style="list-style-type: none"> Yes
09 Transport network	<ul style="list-style-type: none"> The First Building is located within walking distance of the future Bradfield Metro station and will integrate with the active transport network to be developed as part of the broader precinct masterplan 	<ul style="list-style-type: none"> Yes
010 Prioritise pedestrian cycle and public transport networks	<ul style="list-style-type: none"> This is to be developed as part of the broader Precinct Masterplan 	<ul style="list-style-type: none"> N/A
011 Respond to the Western Sydney climate	<ul style="list-style-type: none"> The building is designed to include passive cooling and heating through the use of ventilation and shade structures and solar access in winter 	<ul style="list-style-type: none"> Yes
012 Manage water in the landscape	<ul style="list-style-type: none"> The proposal includes water sensitive urban design principles and water features within the landscaping to maintain waterway health and provide urban cooling 	<ul style="list-style-type: none"> Yes
013 Risk-based approach to managing natural hazards	<ul style="list-style-type: none"> The ARMF has been designed to respond to the natural hazards and constraints ensuring low impact on the natural environment, including asset protection zones to manage bushfire risk, flooding impact assessment which demonstrates the site is not impacted by flooding, and design to accommodate temperature extremes as noted above 	<ul style="list-style-type: none"> Yes
014 Reinstate and rehabilitate natural landscape	<ul style="list-style-type: none"> The proposal includes a comprehensive landscape plan which includes species representative of the Cumberland Plain and is generally consistent with landscape planting schedule of the DCP Phase 2 	<ul style="list-style-type: none"> Yes
015 Circular economy	<ul style="list-style-type: none"> The operation proposed development will adopt the principles under Section 11 of the DCP Phase 2 as described in Appendix F 	<ul style="list-style-type: none"> Yes
2.2 Aerotropolis Core		
01 Develop a metropolitan centre around the Metro station	<ul style="list-style-type: none"> The First Building will integrate into future development of the precinct including the nearby Metro Station and the surrounding roads and active transport network This will be developed as part of the precinct under the masterplan 	<ul style="list-style-type: none"> Yes
02 Be the location of choice for advanced	<ul style="list-style-type: none"> The proposal is the first building within the Aerotropolis Core that provides for a land use focused on advanced manufacturing, research and development that exhibits a high design quality 	<ul style="list-style-type: none"> Yes

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manufacturing and high tech industries		
03 Facilitate the development of aerospace and defence industries	<ul style="list-style-type: none"> The First Building has the capability to facilitate and support these industries 	<ul style="list-style-type: none"> Yes
04 Facilitate the development of educational uses accessible by public transport	<ul style="list-style-type: none"> The design of First Building incorporates facilities to encourage educational uses and is located near the future proposed TAFE precinct The First Building is located near the future Metro station and will encourage future access through public transport. 	<ul style="list-style-type: none"> Yes
05 Prioritise pedestrian and active transport	<ul style="list-style-type: none"> This aspect will be addressed through the masterplan and the First Building will fit within the broader pedestrian and active transport network 	<ul style="list-style-type: none"> Yes
06 Enable residential development	<ul style="list-style-type: none"> The proposed development does not include residential development, and it would not prevent mixed use development on surrounding land 	<ul style="list-style-type: none"> N/A
	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
3 Infrastructure and Development Staging		
3.1 Infrastructure delivery	<ul style="list-style-type: none"> The facility will provide for appropriate infrastructure services including: <ul style="list-style-type: none"> Electricity Water Sewer Interim solutions will be provided for the First Building to support its operations, until the infrastructure network to support the broader precinct is installed Sydney Water Corporation (SWC) has advised that the First Building and Bradfield will be within the catchment of the Upper South Creek Advanced Water Recycling Centre (AWRC) which will have capacity to treat wastewater generated by the development The First Building Interim Operation Pump will be decommissioned after the First Building is connected to the AWRC. 	<ul style="list-style-type: none"> Yes
3.2 Development Sequencing	<ul style="list-style-type: none"> The facility is within the first priority area The site will have access to the Sydney Metro approximately 400m away once construction finishes 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> The site will be established before the metro is complete as such will support a variety of interim transport methods to support access to the site until the metro is finished 	
3.3 Out of sequence development	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
4 Urban Structure		
4.1 Proposed Land Use and Structure Plan	<ul style="list-style-type: none"> The proposed AMRF is located within the <i>Commercial centre – mixed use</i> land as shown in Figure 3 of the Precinct Plan The proposed land use is permissible with consent under the Western Parkland City Precincts SEPP The proposal addresses the objectives of the control through a low-density built form, that is located within 400m of the future metro station with a design response informed by the Connection with Country principles The proposed civil works are consistent with the future alignment of the road network, including 15th Avenue under the transport corridors mapping in the SEPP and the proposed stormwater drainage addresses the requirements of the DCP Phase 2 to ensure protection of downstream water quality The proposed designs include passive ventilation and high quality design is achieved through the review by the State Design Review Panel The facility has been designed to respond to the natural environment constraints and is located on a ridgeline and outside of the floodplain of Thompsons Creek The proposal has minimal impacts on the operation of the Western Sydney Airport 	<ul style="list-style-type: none"> Yes
4.2 Subdivision and Block Structure	<ul style="list-style-type: none"> The proposal achieves the requirements of the control by providing a block size that supports a large floor plate to enable an industrial based activity on the site The block structure enables pedestrian permeability and supports an active transport network 	<ul style="list-style-type: none"> Yes
4.3 Aboriginal Culture and Heritage – Recognising Country	<ul style="list-style-type: none"> The proposal has been designed in consideration of the Connection to Country guidelines The buildings design and build elements have been integrated to the land through themes, landscaping and naming features Consultation has occurred and Aboriginal Cultural Heritage Assessment Report has previously been provided to DPE A detailed design response to Aboriginal culture has informed design outcomes as outlined in Appendix C of the EIS 	<ul style="list-style-type: none"> Yes
4.4 Non-Aboriginal and European Heritage	<ul style="list-style-type: none"> The site is near State Heritage Register items Kelvin (SHR 00046) and the Church of the Holy Innocents (SHR 02005) 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> An updated SOHI accompanies submission at Appendix M confirming minimal impacts are identified 	
4.5 Blue-Green Infrastructure Framework	<ul style="list-style-type: none"> Because the First Building Site sits elevated within the overall Bradfield Site, it does not cut across or contain any existing ephemeral drainage lines While it does drain under existing conditions to a series of ephemeral streamlines that ultimately discharge to Thompsons Creek, measures to ensure that these drainage lines are retained within the overall development will be determined through the master planning phase for the rest of the Bradfield Site The First Building is south of the planned corridor for 15th Avenue, which adjoins an open space and high biodiversity values area The First Building does not impact these areas and does not impede the establishment of the Blue-Green Infrastructure network identified in the Precinct Plan 	<ul style="list-style-type: none"> Yes
4.5.1 Total water cycle management	<ul style="list-style-type: none"> Updated plans for the First Building project are provided demonstrating compliance with the Wianamatta Toolkit and the DCP Phase 2 AECOM and WPCA are developing the final / ultimate stormwater quantity and quality strategy for the broader precinct in consultation with Sydney Water It is intended that this strategy (when approved) will supersede the temporary strategy for the First Building 	<ul style="list-style-type: none"> Yes
4.5.2 Riparian corridors	<ul style="list-style-type: none"> No works are proposed in riparian corridors and the proposed development includes an integrated stormwater management strategy in accordance with the Draft DCP Phase 2 to ensure the water health in Thompsons Creek is maintained The proposed WSUD strategies are consistent with the requirements of the Precinct Plan The proposal delivers urban cooling strategies, such as green roofs and integrated water within the landscape for recreation 	<ul style="list-style-type: none"> Yes
4.5.3 Public domain and canopy cover	<ul style="list-style-type: none"> The AMRF will be the first building within the Aerotropolis Core, which will provide for an interconnected facility with an integrated public domain and landscaping plan The proposal will provide for deep soil opportunity to ensure appropriate canopy cover is achieved to assist in reducing the urban heat island effect Tree canopy cover proposed is consistent with the Phase 2 DCP requirements 	<ul style="list-style-type: none"> Yes
4.5.4 Biodiversity and vegetation corridors	<ul style="list-style-type: none"> The facility will be constructed away from the high biodiversity value areas of Thompsons Creek riparian corridor 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> The proposal will result in minimal impacts on biodiversity and vegetation, with the site layout designed to retain the area of native vegetation to the north of the site The scheme provides a landscaping plan using native species to assist with vegetation corridor connections 	
4.5.5 Scenic and cultural connection	<ul style="list-style-type: none"> The AMRF is integrated into the natural landscape and sits below surrounding tree canopies The facility will be constructed with high quality materials and appropriate design to ensure the scenic value of the area is preserved 	<ul style="list-style-type: none"> Yes
4.6 Movement Framework		
4.6.1 Transport strategy	<ul style="list-style-type: none"> The facility is designed to encourage alternative transport methods once the Aerotropolis core is functional The facility delivers a safe and active transport network, supporting passive and active transport methods as outlined in Appendix N The facility will be within 400m of the metro station once operational 	<ul style="list-style-type: none"> Yes
4.6.2 Street hierarchy and typology	<ul style="list-style-type: none"> The proposal will be consistent with the street hierarchy, as it creates a street environment that is safe, functional and integrated into the land The facility has been designed to align with the future road network 	<ul style="list-style-type: none"> Yes
4.6.3 Development adjacent to protected transport corridors	<ul style="list-style-type: none"> The Applicant is committed to continue working with Sydney Metro to coordinate the construction site requirements and interfaces with the First Building development Further consultation is to occur during the development of detailed design and construction planning 	<ul style="list-style-type: none"> Yes
4.7 Sustainability and Resilience	<ul style="list-style-type: none"> As outlined in the EIS and Appendix C the development has been designed to exceed the relevant sustainability standards, with the aim of achieving the living building challenge Information outlining the scheme's proposed sustainability outcomes is provided at Appendix G and Appendix M of the response to submissions report 	<ul style="list-style-type: none"> Yes
5 Land Use and Built Form		
5.1 Hierarchy of Centres	<ul style="list-style-type: none"> The facility is in the Aerotropolis Core which is the primary centre of the Aerotropolis Although the AMRF use isn't consistent with the typical land use seen within the Aerotropolis core, it delivers the objectives through the provision of walkable, safe and engaging public domain The AMRF will connect to the wider Aerotropolis Core once developed 	<ul style="list-style-type: none"> Yes

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5.2 Height	<ul style="list-style-type: none"> The site is within an area with a designated maximum height control of 62m (Figure 12 of the Precinct Plan) The proposed building height of 16.7m complies with the control 	<ul style="list-style-type: none"> Yes
5.3 Floor Space Ratio	<ul style="list-style-type: none"> The site is within an area with a maximum Floor Space Ratio (FSR) of 3.5:1 (Figure 13 of the Precinct Plan) The proposed FSR of 0.68:1 complies with the control 	<ul style="list-style-type: none"> Yes
5.4 Yield and Density	<ul style="list-style-type: none"> The proposal requires to provide employment consistent with General Industrial: 25 – 30 jobs/hectare The proposal provides for 22.3 jobs per hectare 	<ul style="list-style-type: none"> Yes
5.5 Temporary land uses	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> N/A
5.6 Design Excellence	<ul style="list-style-type: none"> No design excellence competition has been held, however the proposal was referred to the State Design Review Panel (SDRP) on 7 October 2021 and 13 December 2021. The proposed design incorporates the SDRP's feedback which has been addressed in detail at First Building Response to Submissions Table 	<ul style="list-style-type: none"> Yes