

## Appendix S

### Western Sydney Aerotropolis Plan

#### Section 2 – A vision for the Aerotropolis

Western Sydney Aerotropolis Plan	Comment	Compliance
<b>2.1 Achieving the vision – a landscape-led approach</b>		
<b>Retain water in the landscape</b>	<ul style="list-style-type: none"> <li>The landscape design includes water features which are coordinated with the local topography and site drainage strategy for the overall Bradfield development (Masterplan)</li> <li>The Site is not within the floodplain of Thompsons creek nor is it within lands identified within the Blue-Green grid in the WSAP</li> <li>The Site is elevated and does not intersect any streams or ephemeral drainage lines</li> <li>A stormwater management plan for the precinct masterplan is currently under preparation which will describe</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
<b>Preserve, extend and restore the green</b>	<ul style="list-style-type: none"> <li>The site of the AMRF First Building is consistent with the broader Bradfield masterplan and aligns with the planned road network and public transport network under the masterplan</li> <li>The 15<sup>th</sup> avenue corridor is established under the Western Parkland City Precincts SEPP and the First Building aligns with this corridor (Figure 1)</li> <li>The retention of existing native vegetation has occurred through the provision of a Local Open Space land reservation in the Western Parkland City Precincts SEPP</li> <li>The proposed development includes a comprehensive landscaping strategy with species representative of the Cumberland Plan and informed by an indigenous design team</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
<b>Locate transit corridors within walking distance to landscape amenity</b>	<ul style="list-style-type: none"> <li>Transit corridors are addressed under the broader masterplan and the proposed development is located within walking distance to the Metro station</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Orientate urban development towards landscape amenity, connected to transit corridors</b>	<ul style="list-style-type: none"> <li>The First Building is located close to the Metro station and includes landscaped areas to provide amenity</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
<b>Adopt urban typologies</b>	<ul style="list-style-type: none"> <li>The proposal includes water features in the landscape design and tree canopy within the open space areas of the Site</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
<b>2.1.1 Starting with Country</b>	<ul style="list-style-type: none"> <li>The design of the development, including built form and landscaping, has adopted the principles of cultural connection with Country</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>

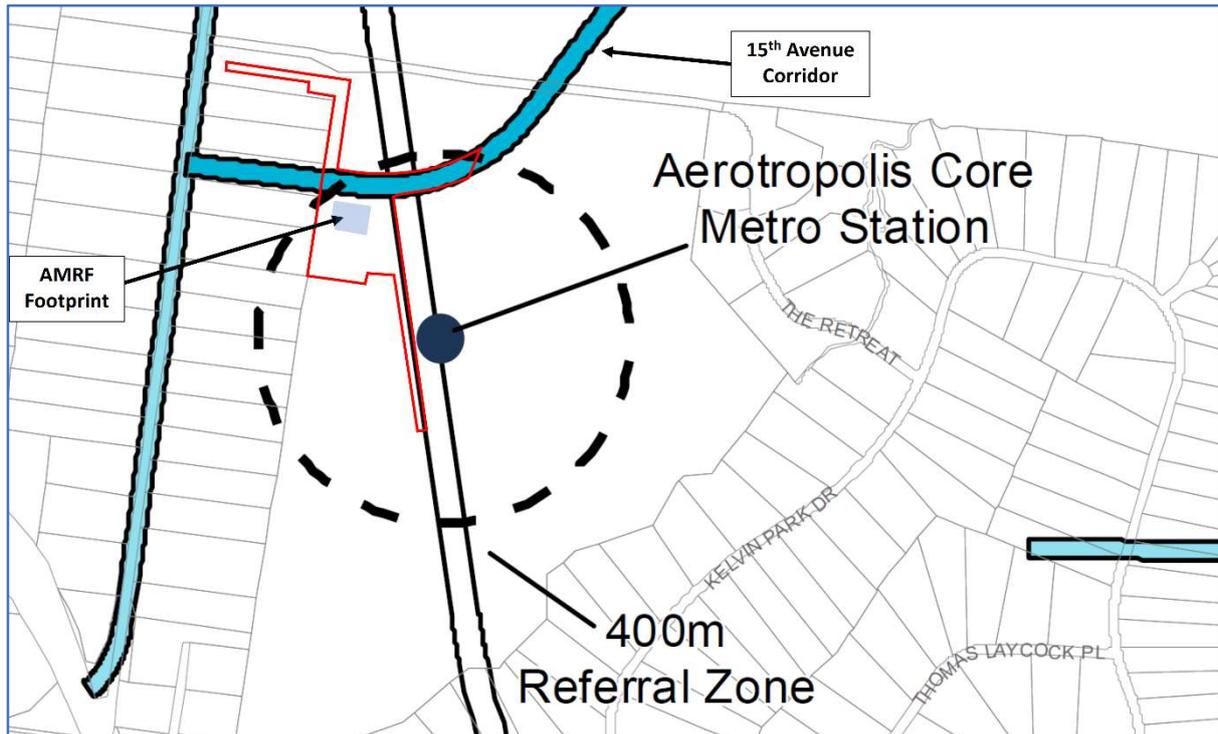


Figure 1 - Transport Corridors Map (Source: Western Parkland City Precincts SEPP)

### Section 5 (Safeguarding the 24-hour airport)

Western Sydney Aerotropolis Plan	Comment	Compliance
<b>5.1 National Airports Safeguarding Framework</b>		
<b>5.1.1 Aircraft noise and development</b>	<ul style="list-style-type: none"> <li>The Site is not within the ANEC contour of 20 or greater and the proposal is not noise sensitive development pursuant to clause 19(6) of the Aerotropolis SEPP</li> <li>The proposal is consistent with the control as it is a more noise tolerant land uses (such as industry) and is compatible being located closer to the Airport</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
<b>5.1.2 Protected operational airspace</b>	<ul style="list-style-type: none"> <li>The Site is within the 125.5 m Obstacle Limitation Surface (OLS) contour identified on the OLS Map</li> <li>The proposal does not exceed a height of 125.5 m above ground level and complies with the control</li> <li>The proposal is not anticipated to generate pollutants that would penetrate past the maximum ADH if this does occur further approval would be sought under the <i>Airports Act 1996</i> and <i>Airports (Protection of Airspace) Regulations 1996</i></li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
<b>5.1.3 Wildlife strike</b>	<ul style="list-style-type: none"> <li>The Site is within the 3km &amp; 8 km wildlife buffer zones however the proposal is not relevant development under clause 21(4)</li> <li>The applicant would accept a condition of consent requiring a wildlife management</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>

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	plan and landscaping plan consistent with Appendix B of the Phase 2 DCP	
5.1.4 Wind shear and turbulence	<ul style="list-style-type: none"> <li>The Site is not mapped within Wind Shear Assessment trigger area</li> <li>Therefore, the Commonwealth body does not need to be consulted in accordance with this clause</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
5.1.5 Public safety areas	<ul style="list-style-type: none"> <li>The Site is not mapped to be within the 'public safety area figure on page 49 of the Western Sydney Aerotropolis Plan 2020</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
5.1.6 Lighting and reflectivity	<ul style="list-style-type: none"> <li>The Site is mapped within the 6km Lighting Intensity Radius zone; however, the proposal is not prescribed development in clause 23(2)(a) of the Aerotropolis SEPP</li> <li>Should construction occur once the operation of the airport commences, lighting will be designed to ensure it is not obtrusive and not impact airport operations</li> <li>Appropriate colours and materials are to be proposed to minimise any chance of reflecting occurring</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
5.1.7 Wind turbines	<ul style="list-style-type: none"> <li>This does not apply to the proposal</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
5.1.8 Communications, navigation and surveillance facilities	<ul style="list-style-type: none"> <li>All equipment and machinery at the First Building will be tested and verified to ensure that the proposal does not unreasonably impact communications navigation and surveillance systems, which can pose a risk to pilots</li> <li>The Applicant would agree to a condition of consent to ensure proposed machinery and technologies use on Site does not disrupt communication and surveillance systems.</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>
5.1.9 Helicopter landing Sites associated with hospitals	<ul style="list-style-type: none"> <li>This does not apply to the proposal</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>5.2 Implementing the NASF</b>		
<p>Principles to safeguard the aviation operations of Western Sydney Airport will be implemented through:</p> <ul style="list-style-type: none"> <li>the Aerotropolis SEPP</li> <li>the Aerotropolis DCP</li> <li>Section 9.1 directions 3.5 Development Near Regulated Airports and Defence Airfields and 7.8 Western Sydney Aerotropolis Plan</li> <li>precinct planning</li> <li>master planning.</li> </ul> <p>Master plans will not be approved unless they satisfy all principles, including aviation safeguarding principles, identified in the Aerotropolis</p>	<ul style="list-style-type: none"> <li>An assessment of the Aerotropolis SEPP was provided in Section 7 of the EIS</li> <li>The relevant Aerotropolis DCP's where addressed in the EIS</li> <li>An updated Phase 2 DCP is provided at Appendix F</li> <li>The information provided has demonstrated the proposal is generally consistent with the controls and performance outcomes of the relevant guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>

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SEPP.DAs must demonstrate how they satisfy performance outcomes of the DCP, either through identified benchmark solutions or proposed alternative solutions. Some development will trigger		