

Sally Munk

From: Dayle Bennett <DBennett@wsairport.com.au>
Sent: Friday, 11 July 2025 3:55 PM
To: Sally Munk; Andrew Watson
Cc: Planning and Safeguarding; Kirk Osborne; Natasha Williams
Subject: RE: [SEC=OFFICIAL] FW: Notice of Exhibition - Badgerys Creek Industry Park (SSD-74191717)

OFFICIAL

Dear Sally,

Apologies for the delay in coming back to you. Thank you for the opportunity to comment on the Environmental Impact Statement (EIS) SSD-74191717 for Badgerys Creek Industry Park located at 85 Martin Rd, Badgerys Creek. We understand that the proposal comprises:

- Staged development consent for up to 4x warehouse and distribution centres.
- Stage 1 includes three warehouses with ancillary offices and parking for 294 cars, associated services, temporary stormwater via on-lot OSD basins/wetlands and landscaping.
- Stage 2 seeks to remove the temporary stormwater and landscaping, to construct warehouse 4 with an ancillary office and 134 additional car parks.

WSI requests that the following matters be considered and relevant conditions be imposed if the application is recommended for approval:

Impact	General Comments
Aircraft Noise	
Warehouse buildings	The site is located within ANEC/ANEF 30 to 35+ for the future second runway and must comply with Australian Standard 2021: 2015 to achieve specified indoor sound levels. The Australian Standard 2021 that ‘other industrial’ activities are acceptable within all ANEF zones and the applicant considers the proposed warehouses are considered to ‘other industrial’ uses The applicant should be aware aircraft overflight will occur in the site’s vicinity any time of the day or night and the buildings should be treated with the appropriate acoustic attenuation.
Wildlife Hazards	

Wildlife Management	As the site is located within the 3km Wildlife Buffer and to minimise potential wildlife attraction and bird strike risk, a condition of consent should be imposed requiring the proposed mitigations measures detailed in the Wildlife Hazard Assessment and Section 6.6.3 of the EIS to be implemented.
Lighting	
Permanent lighting	Lighting on the site must not exceed an intensity of light of Zone B – 50cd and Zone C – 150 cd above the 3-degree horizontal plane. External lighting is to be fitted with a screen/shroud that prevents the light emission above the horizontal plane. A condition of consent should be imposed to this effect.
Construction lighting	Construction lighting should be detailed prior to the commencement of works and include measures to ensure that lighting used in construction does not point upwards or potentially result in distraction or risk to pilots.
Airspace Operation	
Protected Airspace	Based on the information provided it appears that the height of the development is below the OLS. Should the proposal and design change have the potential to impact the prescribed airspace the proposal will need to assess the development's potential impacts on the OLS, during construction and operation. It should be noted that the <i>Airports Act 1996</i> covers any intrusions into prescribed airspace, which could include: a. constructing permanent structures, such as buildings, into the protected airspace. b. temporary structures such as cranes protruding into the protected airspace; or c. activities causing non-structural intrusions into the protected airspace such as air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter. Note: Emissions from mechanical ventilation systems may impact on protected airspace if the velocity of emissions is greater than 4.3m/s at point of emission or protected surface. If it is likely that any of the above components would result in an impact on protected airspace, then approval will need to be obtained in accordance with the <i>Airports Act 1996</i> and the <i>Airports (Protection of Airspace) Regulations 1996</i>.
PANS-OPS	The PANS-OPS is not yet finalised. Once finalised the PANS-OPS surface will be protected airspace, and any Controlled Activity applications will be referred to Airservices Australia. It should be noted that under the Airports (Protection of Airspace) Regulations permanent intrusions are prohibited and temporary intrusions are limited to three (3) months.
Development is staged	Timeframes should be detailed for subsequent stages of operations. Noting that the Airport will become operational in 2026, confirmation is required of the timeframes for subsequent stages of development at the site.

Crane use impact on prescribed airspace	Construction cranes may be required to operate at a height significantly higher than that of the proposed development causing intrusion into prescribed airspace and consequently, require separate assessment and determination under the Airports (Protection of Airspace) Regulations. Approval to operate construction equipment (i.e. mobile and tower cranes) in the prescribed airspace should be obtained prior to any commitment to construct. Controlled Activity enquiries and applications should be directed to airspaceprotection@wsairport.com.au
Public Safety	
	The proposal seeks to include a warehouse (Warehouse 4) which will be developed in a future Stage 2. Any ancillary office component of Warehouse 4 should be positioned to be outside of the PSA. Should the future use change from a warehouse a modification application should be submitted.
Traffic	
Proposal includes access to Elizabeth Drive / Lawson Road / Martin Road	The proponent should continue to work with DPHI and TfNSW in relation to the design of any intersections on Elizabeth Drive, Martin Road and Lawson Road. These should be designed to be compatible with (and not reduce the efficiency of) intersections into the WSI site. These intersections should also be designed to avoid the queueing of vehicles within the Public Safety Area.

Should you have any further question or clarifications regarding the above please contact planning@wsairport.com.au

Regards,
Dayle



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