

## Appendix A

### Response to Submissions

#### Department of Planning, Industry and Environment (DPIE)

DPIE Industry Assessments	Comment/Response
<b>1. The Proposal</b>	
<u>Temporary Sewage Infrastructure</u> Provide details about the proposed interim operating pump station (IOP).	<ul style="list-style-type: none"> <li>The proposed IOP will be addressed under a licence granted by Sydney Water under section 68 of the <i>Local Government Act 1993</i>, to be obtained prior to commencing construction.</li> <li>Further details on the IOP will be provided at detailed design stage.</li> <li>The Applicant would accept a condition of consent regarding this.</li> </ul>
<u>Staff and Visitor Amenities</u> Outline what other amenities for staff and visitors would be available from the commencement of operation of the development.	The following amenities will be available: <ul style="list-style-type: none"> <li>bathroom and end of trip facilities for staff and visitors</li> <li>kitchen and dining facilities for staff</li> <li>the shaded western forecourt which can host food trucks for visitors and staff</li> <li>meeting spaces for staff</li> <li>public viewing platform for staff and visitors</li> <li>landscaped area and community space to the south of the building</li> </ul>
<u>Infrastructure Staging and Delivery</u> how the delivery of the roads under the first building development application (DA) and the WSA Metro project will be coordinated and staged. Provide a staging plan or staging delivery table to illustrate this.	<ul style="list-style-type: none"> <li>The Sydney Metro Aerotropolis station and supporting infrastructure, services and utilities are being constructed on land currently owned by the Applicant.</li> <li>TfNSW is nearing completion of construction of the access road to the new Metro station adjoining the First Building site, as shown in Figure 1.</li> <li>This access will be used by the Applicant during construction of the First Building, with the two access points to the site shown with blue arrows in Figure 1.</li> <li>The Applicant will deliver the construction access as part of construction and it will be fully functional prior to commencing operation of the AMRF First Building.</li> <li>These works are governed by a commercial governance arrangement and interface agreement, that includes a construction lease and licence between Sydney Metro and the Applicant, as acknowledged by TfNSW in its submission.</li> </ul>

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Figure 1: Sydney Metro construction access, June 2022 (Source: Nearmap)

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What contingency measures are in place for the development in the event there are delays associated with the construction of the access roads approved under the WSA Metro project?	<ul style="list-style-type: none"> <li>As noted above, agreements are in place between the Applicant and Sydney Metro to address the delivery of infrastructure to the Metro and First Building site, with construction of the metro construction access road nearing completion.</li> <li>Sydney Metro's follow-on works on Western Parkland City Authority (WPCA) land in respect of the station, systems, trains, operations and maintenance will be managed by a commercial governance arrangement between Sydney Metro and the Applicant.</li> <li>This agreement is currently being negotiated.</li> </ul>
Provide details of the party responsible for the delivery of the footpaths and cycling paths around the First Building Site and the timing of delivery	<ul style="list-style-type: none"> <li>The WPCA is the party responsible for developing the Masterplan for the precinct, which is currently in preparation.</li> </ul>
<b>2. Aerotropolis Strategic Plans</b>	
Provide further detail on achieving compliance with the draft Western Sydney Aerotropolis Development Control Plan (DCP) – Phase 2	<ul style="list-style-type: none"> <li>An updated assessment of the proposal against the DCP Phase 2 is provided in Appendix F.</li> </ul>
<b>3. Urban Design and Visual</b>	
<u>State Design Review Panel</u> Address the revised comments from the Government Architect issued advice from the State Design Review Panel (SDRP) issued on 13 December 2021.	<ul style="list-style-type: none"> <li>Refer to Table 2 of this Appendix, which outlines the design response to the Government Architect and SDRP's comments issued on 7th October and 13th December.</li> <li>Presentations made to the SDRP meetings are provided in Appendix D and Appendix E.</li> </ul>
Describe how the feedback provided by the SDRP has been incorporated into the revised building and landscape design and outline what design elements have changed following the SDRP sessions.	<ul style="list-style-type: none"> <li>Enhancing the water story in the landscape has been a major development of the building's design. The building design has also evolved through more detailed solar analysis to justify the façade design.</li> <li>The building has two main entries to the east and west, connecting arrivals from the Metro station to the east and the innovation uses to the west.</li> <li>As noted in the Design Report (page 74), the design considered a northern entry option to the building and has maintained the</li> </ul>

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	<p>ability to establish a northern entry in the future should this be required.</p> <ul style="list-style-type: none"> <li>The Applicant explored the potential for a northern entrance and noted that the objectives of a flexible workplace design for the initial design would be restricted by dividing the space with an entry to the north.</li> </ul>
<p><u>Landscaping and Visual Impacts</u></p> <p>The plans do not show the temporary sediment basin and IOP which are proposed to be located east and south-east of the First Building.</p>	<ul style="list-style-type: none"> <li>Updated landscape design plans are provided in Appendix G which demonstrate how the proposed landscaping will integrate with the First Building structures and supporting infrastructure.</li> <li>The Applicant is developing its design of the stormwater infrastructure in consultation with Sydney Water to obtain a notice of requirements (NOR) regarding the capacity and location of this infrastructure following the determination of the application.</li> <li>The indicative location of the IOP is shown in Appendix I, to the south of the temporary car park.</li> <li>Detailed design plans will include the location of stormwater infrastructure and the IOP as the exact location is not yet finalised.</li> </ul>
Provide a visual impact assessment as per the SEARs requirements	<ul style="list-style-type: none"> <li>A Visual Impact Assessment is provided in Appendix H and summarised in Section 3.4 of the Submissions Report</li> <li>The VIA found that the visual impacts of the First Building on all receptors would be negligible to minor, with the exception of two receptors to the west of the site experiencing moderate to high visual impacts.</li> <li>Visual impact mitigation measures are described in the VIA and summarised in the Submissions Report.</li> </ul>
Typographical error – Winter Solstice 21 December	<ul style="list-style-type: none"> <li>The diagram on Page 64 of the Architectural Design Report marked Winter Solstice should be referring to 21 June not 21 December, as it represents solar access in the Winter solstice.</li> </ul>
<b>4. Contributions</b>	
To ensure the developer contribution requirements towards State and regional infrastructure are met, please contact Infrastructure	<ul style="list-style-type: none"> <li>The NSW Department of Planning, Industry and Environment exhibited a Draft Special Infrastructure Contribution (SIC) for the</li> </ul>



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<p>Partnerships and Agreements. (Address Clause 50 of the <i>State Environmental Planning Policy (Western Sydney Aerotropolis) 2020</i>)</p> <p>The Applicant must enter into a Planning Agreement with Liverpool Council prior to determination of the DA.</p>	<p>Western Sydney Aerotropolis from November 2020 to February 2021.</p> <ul style="list-style-type: none"> <li>• The SIC is proposed to help fund the delivery of key State and regional infrastructure in the Western Sydney Aerotropolis.</li> <li>• The Applicant proposes to enter into a Planning Agreement with the Minister for Planning and Homes to meet the requirements of both special and local contributions.</li> <li>• The planning agreement is currently on exhibition until 23 July 2022</li> </ul> <ul style="list-style-type: none"> <li>• Council exhibited its Draft Western Sydney Aerotropolis Contributions Plan VPA from November 2020 to January 2021.</li> <li>• Council is yet to adopt the contributions plan and the Applicant is in discussions with the Minister for Planning and Homes regarding an agreement to cover special and local contributions.</li> <li>• The planning agreement is on notification until 23 July 2022</li> </ul>
<p><b>5. Major Infrastructure Corridor</b></p> <p><u><i>State Environmental Planning Policy (Major Infrastructure Corridors) 2020 (MIC SEPP)</i></u></p> <p>Include the Major Infrastructure Corridor (MIC) overlay in the architectural plans.</p>	<ul style="list-style-type: none"> <li>• Refer to Appendix I (Drawing reference: 60646285-SHT-00-1000-CI-0031) which shows the location of the MIC in relation to the First Building site.</li> <li>• With the exception of the temporary access road and drainage infrastructure, this demonstrates that the First Building development, including the temporary parking, does not intersect the MIC at any point.</li> <li>• TfNSW concurrence is required for the proposed works adjacent to the corridor, which comprise the temporary stormwater infrastructure and site parking, which may require excavation greater than 2 m below the surface within 25 m of the MIC.</li> <li>• The Applicant has requested concurrence from TfNSW and TfNSW has advised that concurrence is not required.</li> </ul>
<p><u>Reporting of zoning and land use permissibility in the EIS</u></p> <ul style="list-style-type: none"> <li>• Page 31 of the EIS does not recognise the SP2 Infrastructure zoning of the MIC which traverses the development site. Please clarify.</li> </ul>	<ul style="list-style-type: none"> <li>• The land zoning map in the EIS (Figure 13) shows the land use zones under the Aerotropolis SEPP, which notes the area of land</li> </ul>

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<ul style="list-style-type: none"> <li>Page 35 of the EIS includes the zoning map for the MIC under the MIC SEPP but incorrectly identifies the development site, with the map showing an 'approximate site location' adjacent to the corridor (see below screenshot). As noted above, the architectural plans should be updated to identify the MIC.</li> <li>Provide details of the land use permissibility of works within the SP2 corridor.</li> </ul>	<p>on which the MIC SEPP applies. Under the MIC SEPP, this land is zoned SP2.</p> <ul style="list-style-type: none"> <li>The Aerotropolis SEPP is now repealed by the <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i> (Western Parkland City Precincts SEPP).</li> <li>The EIS erroneously states the First Building is wholly within the ENT – Enterprise zone, however the only components of the project within this zone are the roads and associated infrastructure that are ancillary to the building.</li> <li>An updated land use zone figure is provided in Figure 2.</li> <li>The AMRF First Building site is located on land zoned MU - Mixed Use and as a "High Technology Industry," the proposed development is permissible with consent in the MU zone.</li> <li>The only works associated with the development within the MIC (SP2 zone) is the temporary access road connection with the Metro access road. Roads are permissible with consent in the SP2 zone.</li> </ul>
<p><u>Car parking and services in the corridor</u></p> <ul style="list-style-type: none"> <li>If temporary car parking is proposed in the corridor, TfNSW is to review the proposed sequencing of the development in relation to anticipated timing for the delivery of infrastructure.</li> <li>If the temporary parking is proposed in the MIC, clarify the intended sequencing of the proposed permanent parking arrangements. Permanent parking arrangements should be located outside of the MIC.</li> <li>The ability to grade separate 15th Avenue and the future rail should be addressed by the Applicant in their discussions with TfNSW and built into the Site arrangements and earthworks under the DA where required.</li> <li>Permanent Site arrangements such as parking and infrastructure should not be located in the corridor. Consider alternative Site layout arrangements where required.</li> </ul>	<ul style="list-style-type: none"> <li>No temporary parking is proposed on the MIC as shown in the revised plans in Appendix I.</li> <li>No issues have been raised by TfNSW regarding grade separation of 15<sup>th</sup> Avenue.</li> <li>This issue will be further addressed between the Applicant and WPCA during the master planning stage.</li> <li>No permanent features of the development are located in the MIC.</li> <li>The only temporary access road, which extends from the Sydney Metro access road and aligns with the road layout under the draft Masterplan, will not be used during operation of the development and will eventually be replaced by the permanent roads under the Masterplan.</li> <li>TfNSW has indicated this is acceptable as it forms part of an agreement between the Applicant and Sydney Metro.</li> </ul>

Table 1: Response to DPE Comments

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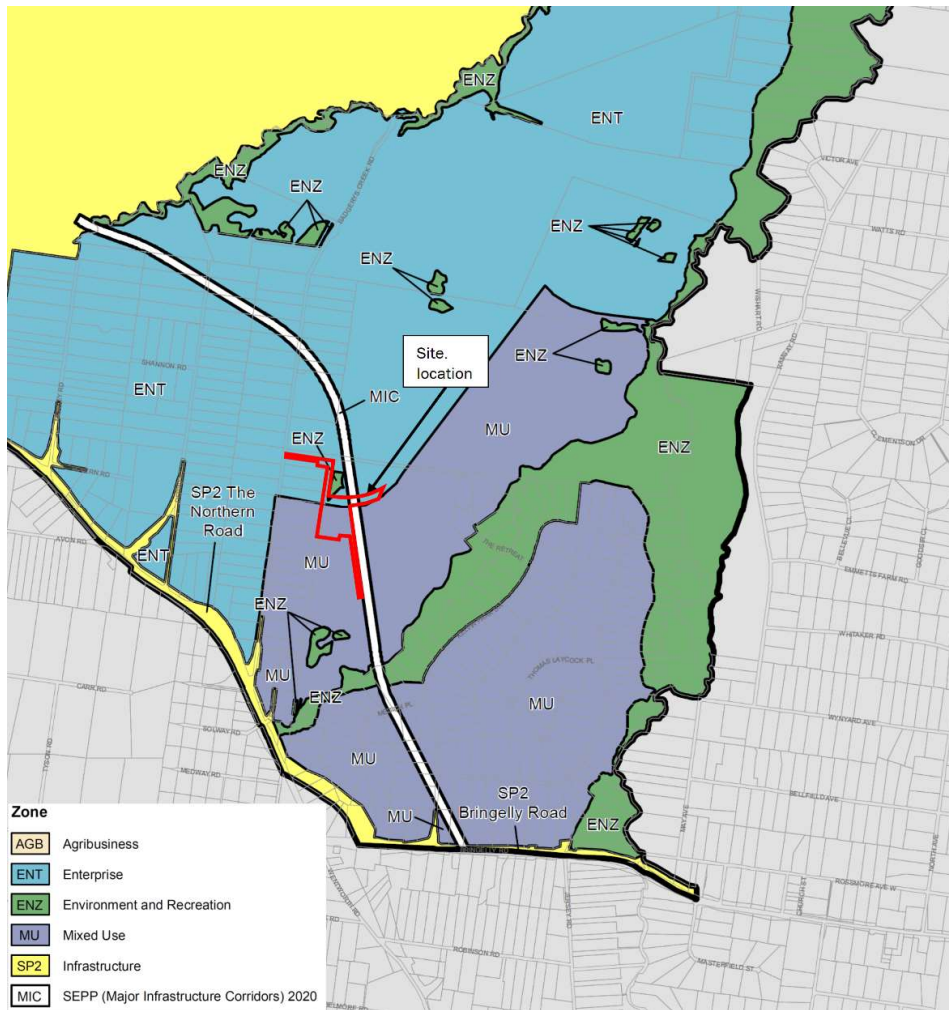


Figure 2: Updated Land Use Zone Figure (Source: Western Parkland City Precincts SEPP)

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<b>6. Traffic</b>	
<ul style="list-style-type: none"> <li>Please clarify inconsistencies in the proposed number of parking spaces.</li> </ul>	<ul style="list-style-type: none"> <li>The initial stage of the development includes 50 parking spaces, which comprises the proposed development subject of the SSD application.</li> <li>The parking area will be partly replaced by buildings in the future as the Bradfield City development progresses.</li> <li>The future development of these areas will be subject to separate applications.</li> <li>Long-term parking at the Site will be capped at 18 spaces (including 2 disabled spaces).</li> </ul>
<ul style="list-style-type: none"> <li>Designated heavy vehicle parking, loading and unloading and reversing</li> </ul>	<ul style="list-style-type: none"> <li>A porte-cochere is proposed at the ground level to facilitate loading activities. The porte-cochere is adjacent to the north-south vehicle access link and allows service vehicles or waste trucks to access the loading zone without reversing or parking.</li> <li>The designated loading zone is separated from the general travel lane by a median, which allows other vehicles to traverse through the Site while a heavy vehicle is parked.</li> <li>As noted on the civil design plans (Appendix I) swept path diagrams demonstrate the site will cater for the maximum 19 m articulated vehicles accessing the building for loading and unloading.</li> </ul>
<ul style="list-style-type: none"> <li>Are there plans for bus parking or bus access within the Site</li> </ul>	<ul style="list-style-type: none"> <li>Shuttle buses can access the Site through the service road and park at the port cochere while loading and unloading.</li> <li>Given the infrequent nature of heavy vehicle access to the building, the future tenants can manage the demand for deliveries and shuttle services to ensure that deliveries and shuttle bus services are not concurrent.</li> </ul>
<ul style="list-style-type: none"> <li>Confirm whether the roundabout is a permanent feature at the intersection with Badgerys Creek Road.</li> </ul>	<ul style="list-style-type: none"> <li>This is not part of the First Building SSD application.</li> <li>Sydney Metro has constructed the roundabout for the Metro construction access.</li> </ul>



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	<ul style="list-style-type: none"> <li>The long term status of the roundabout intersection at Badgerys Creek Road will be determined as part of the master planning phase.</li> </ul>
<ul style="list-style-type: none"> <li>Confirm if construction vehicle movements are for the Sydney metro construction traffic or does this include construction traffic generated by the First Building proposal.</li> </ul>	<ul style="list-style-type: none"> <li>Table 5-9 of the TIA provides the construction movements of Sydney Metro construction traffic only. The construction traffic generated by the First Building proposal is outlined in Table 6-3 of the TIA.</li> </ul>
<ul style="list-style-type: none"> <li>Clarify what is meant by the scaled background traffic models (2023 and 2028) in Table 6.2</li> </ul>	<ul style="list-style-type: none"> <li>SCT Consulting has clarified this issue in Appendix J, which notes that the construction modelling for the Metro project used future years in 2026 and 2036 and given the SEARs requested modelling for 2028, the TIA adopted a figure between those used by Metro to establish background traffic.</li> </ul>
<ul style="list-style-type: none"> <li>Provide details of construction parking arrangements – is this being shared with the Sydney Metro project?</li> </ul>	<ul style="list-style-type: none"> <li>Given the large Site area there is no need for offsite parking to be shared with the Metro project. Adequate space is available on the First Building site to accommodate parking for construction vehicles, which will be detailed in the CEMP traffic management plan.</li> </ul>
<b>7. Noise</b>	
<ul style="list-style-type: none"> <li>Undertake a cumulative construction noise assessment of the proposal and include a construction timeline of the development and the WSA Metro project.</li> </ul>	<ul style="list-style-type: none"> <li>Refer to Appendix K, which includes an updated construction noise assessment by WSP Australia Pty Ltd, including a timeline of the development and the Metro Project.</li> </ul>
<ul style="list-style-type: none"> <li>Provide an assessment of traffic noise impacts based on the construction traffic estimates included in the TIA.</li> </ul>	<ul style="list-style-type: none"> <li>Refer to Appendix K, which includes an updated assessment of construction traffic noise impacts.</li> </ul>
<ul style="list-style-type: none"> <li>Confirm if the noise and mitigation measures identified in the Construction NVIA is consistent with the measures approved for the Sydney Metro project.</li> </ul>	<ul style="list-style-type: none"> <li>The Sydney Metro Project manages noise in accordance with the Construction Noise and Vibration Standard (CNVS).</li> <li>Mitigation in the CNVS is consistent with the mitigations recommended in the construction noise report.</li> </ul>
<ul style="list-style-type: none"> <li>Provide justification for why the criterion adopted for residential receivers is the suburban amenity criterion instead of the rural residential amenity criterion.</li> </ul>	<ul style="list-style-type: none"> <li>The use of suburban amenity criteria was based on the measured night-time noise level of 34 dBA, which exceeds the noted typical existing noise levels for rural areas night</li> </ul>

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	<p>time noise level (&lt;30 dBA) per Table 2.3 in the <i>Noise Policy for Industry</i> (EPA 2017)</p> <ul style="list-style-type: none"> <li>Notwithstanding, the updated Operational NVIA in Appendix L (Section 4.1.1.2) has been revised to adopt a 'rural' amenity criteria.</li> <li>As noted in the updated Operational NVIA, changing to the 'rural' amenity criteria results in a 1 dB reduction in the night time project screening criteria, which does not affect the predictions in the assessment.</li> </ul>
<ul style="list-style-type: none"> <li>Provide details of the mechanical plant and equipment proposed to be used in the development and update the Operational NVIA where necessary.</li> </ul>	<ul style="list-style-type: none"> <li>Both the Construction and Operation NVIA reports were updated to reflect the plant and equipment listed in the EIS and AQIA.</li> <li>This does not influence noise generation during operation given the plant will be located indoors.</li> </ul>
<b>8. Ecological Sustainable Development</b>	
<ul style="list-style-type: none"> <li>Consider the SDRP suggestion about the adoption of a external blinds system</li> </ul>	<ul style="list-style-type: none"> <li>The project architects considered the potential for external blinds and given the northern roof overhang of 4.5 m protects the northern facade effectively in the hottest months and is enough to achieve the required comfort levels</li> <li>The passive first approach has ensured that the space can be naturally ventilated for over 60% of the occupied hours. This is well in excess of the performance of a typical office building.</li> <li>However, internal blinds to the north and west would be required for glare as shading is ineffective against low angle sunlight which causes glare without compromising passive performance for the remainder of the year</li> <li>The building envelope has been designed to exceed the energy and thermal comfort requirements of NCC Section J without reliance on the significant PV installation.</li> </ul>
<ul style="list-style-type: none"> <li>Encouragement of electric vehicle usage</li> </ul>	<ul style="list-style-type: none"> <li>The design incorporates electrical charging facilities to support electric vehicle usage, with two spaces (up to 10%</li> </ul>

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	<p>of the long term parking spaces) to support electric charging.</p> <ul style="list-style-type: none"> <li>Based on the longer term parking spaces, the proposal includes two level 4 EV spaces.</li> </ul>
<ul style="list-style-type: none"> <li>The ESD report should describe further or cross reference with other sections of the EIS on how the development has achieved these ESD principles.</li> </ul>	<ul style="list-style-type: none"> <li>Refer to Appendix M for an updated ESD report detailing how the proposal achieves the relevant ESD principles.</li> <li>The building will be carbon positive through the embodied carbon in the building materials (predominantly timber).</li> <li>The structure is designed for disassembly through a modular component based kit so the building can be moved to another site or adapted into a different use. This is achieved by modular components and mechanical fixings.</li> </ul>
<ul style="list-style-type: none"> <li>Provide further details on how the development is consistent with the requirements in Section 11 of the Aerotropolis DCP Phase 2, as it relates to energy, reducing waste and supporting the circular economy through design and construction.</li> </ul>	<ul style="list-style-type: none"> <li>Refer to Appendix F for an updated table discussing DCP Phase 2 requirements.</li> <li>Refer to Appendix M for a letter addressing the performance outcomes of Section 11 of the DCP Phase 2.</li> </ul>
<b>9. Non-Aboriginal Heritage</b>	
<ul style="list-style-type: none"> <li>Consider whether any additional measures are required for works within the development footprint and provide details in the Submissions Report.</li> </ul>	<ul style="list-style-type: none"> <li>An updated SOHI is provided at Appendix N which recommended that an Unexpected Finds Procedure should be in place prior to the commencement of ground disturbance.</li> </ul>
<b>10. Air Quality</b>	
<ul style="list-style-type: none"> <li>Provide a table of receptor addresses and receiver types.</li> </ul>	<ul style="list-style-type: none"> <li>The AQIA has been updated to include a table of receptor addresses at Appendix O</li> </ul>
<ul style="list-style-type: none"> <li>The specialised equipment and machinery listed in Section 2.2 of the AQIA is not consistent with the equipment and machinery described elsewhere in the EIS and other technical studies.</li> </ul>	<ul style="list-style-type: none"> <li>The AQIA has been updated to ensure the machinery listed in the AQIA is consistent with the proposal and the noise and vibration impact assessment.</li> </ul>
<ul style="list-style-type: none"> <li>The air dispersion model assumes the development would include a 12-metre-high stack. Provide further details of the stack and its location on the building.</li> </ul>	<ul style="list-style-type: none"> <li>No stacks are proposed as part of the development. The 12 m high stack is assumed for the purposes of air quality modelling</li> </ul>

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<ul style="list-style-type: none"> <li>Does the AQIA consider dust impacts from the construction of the Sydney Metro project as part of the cumulative impact assessment?</li> </ul>	<ul style="list-style-type: none"> <li>The updated AQIA concludes that negligible cumulative dust impacts are expected with the construction of the Metro.</li> </ul>
<b>11. Vegetation Removal</b>	
<ul style="list-style-type: none"> <li>Provide details of the existing vegetation that is proposed to remain on-Site or to be removed. The SDRP noted in its advice that any removal of trees on-Site should be supported by an arborist report.</li> </ul>	<ul style="list-style-type: none"> <li>An arborist's report has been prepared for the development and is provided in Appendix P.</li> <li>This report identifies trees on the site within the development footprint, including seven trees identified as high value within this zone, which are marked for removal.</li> <li>Notwithstanding, the Applicant intends to minimise the disturbance and removal of high and medium value trees.</li> <li>The identification of trees to be removed or retained will occur prior to commencing construction.</li> </ul>
<b>12. Contamination</b>	
<ul style="list-style-type: none"> <li>Provide a copy of the Detailed Site Investigation Report and Remedial Action Plan for the Site. As per ERM's advice, the documents must be reviewed and approved by an EPA accredited Site Auditor before submission to the Department.</li> </ul>	<ul style="list-style-type: none"> <li>A Detailed Site Investigation (DSI) is provided in Appendix Q.</li> <li>The DSI reviewed the site's potential contamination issues and determined that the Site was suitable for its intended use without the need for a Remedial Action Plan (RAP).</li> <li>The DSI has been reviewed by an EPA accredited Site Auditor who has advised that no further changes to the DSI are required and it can be accepted as final.</li> </ul>
<b>Supplementary comments</b>	
<b>13. Stormwater</b>	
<ul style="list-style-type: none"> <li>The EIS notes the site's interim stormwater strategy relies on overland flows to discharge stormwater from the site towards Moore Gully. Provide details of any potential flooding or salinity impacts associated with this approach</li> </ul>	<ul style="list-style-type: none"> <li>Advisian has superimposed the most recent (June 2022) digital terrain model for the Bradfield Masterplan over its plan for the AMRF site showing the results of the latest flood modelling for the 1% AEP event (refer Appendix U).</li> <li>Advisian has confirmed that the latest version of the landform proposed as part of the Masterplan will not alter</li> </ul>

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	<p>our earlier advice on mainstream flooding, as detailed in our report for the SSDA dated 15th November 2021.</p> <ul style="list-style-type: none"> <li>• Consequently, Advisian has advised that there is no risk of inundation of the First Building Site from flooding of Moore Gully or Thompsons Creek</li> <li>• Based on the Dryland Salinity Map in the <i>Aerotropolis Core Precinct Review of Contamination Issues</i> (ERM, 2021) shown in Figure 3, the site is located in an area of 'Moderate Salinity Potential.'</li> <li>• Discharge from the site will be directed via on site detention basins with controlled release towards Thompsons Creek, which is denoted an area of 'Known Salinity'</li> <li>• Given the site discharge will not be directed from an area of higher salinity to lower salinity, the proposed development would not increase the salinity hazards across the site (consistent with principle PO8 in Section 4.3.2 in DCP Phase 2).</li> </ul>
<ul style="list-style-type: none"> <li>• Describe how the development has been designed and developed so it is capable of connecting to future precinct wide stormwater infrastructure when it is available. Please note section 4.5.1, BG3 of the precinct plan (pg 27) states:   <i>"Where development uses on-lot or on-street measures to achieve the performance criteria for ambient water quality and the flow objectives, the development application must demonstrate, to the satisfaction of the consent authority, the ability to connect the development to regional stormwater infrastructure when it is available"</i> </li> </ul>	<ul style="list-style-type: none"> <li>• The design of the First Building has been coordinated with an overall site drainage strategy which is being developed to support the overall Bradfield Development.</li> <li>• The First Building design considers both this strategy and the existing drainage scenarios (and catchments).</li> <li>• The roads and drainage connecting the site are aligned with roads and drainage in the overall site masterplan.</li> <li>• WPCA can provide the preliminary draft concept designs for DPE review if necessary.</li> </ul>

Table 1 (cont.): Response to DPE Comments



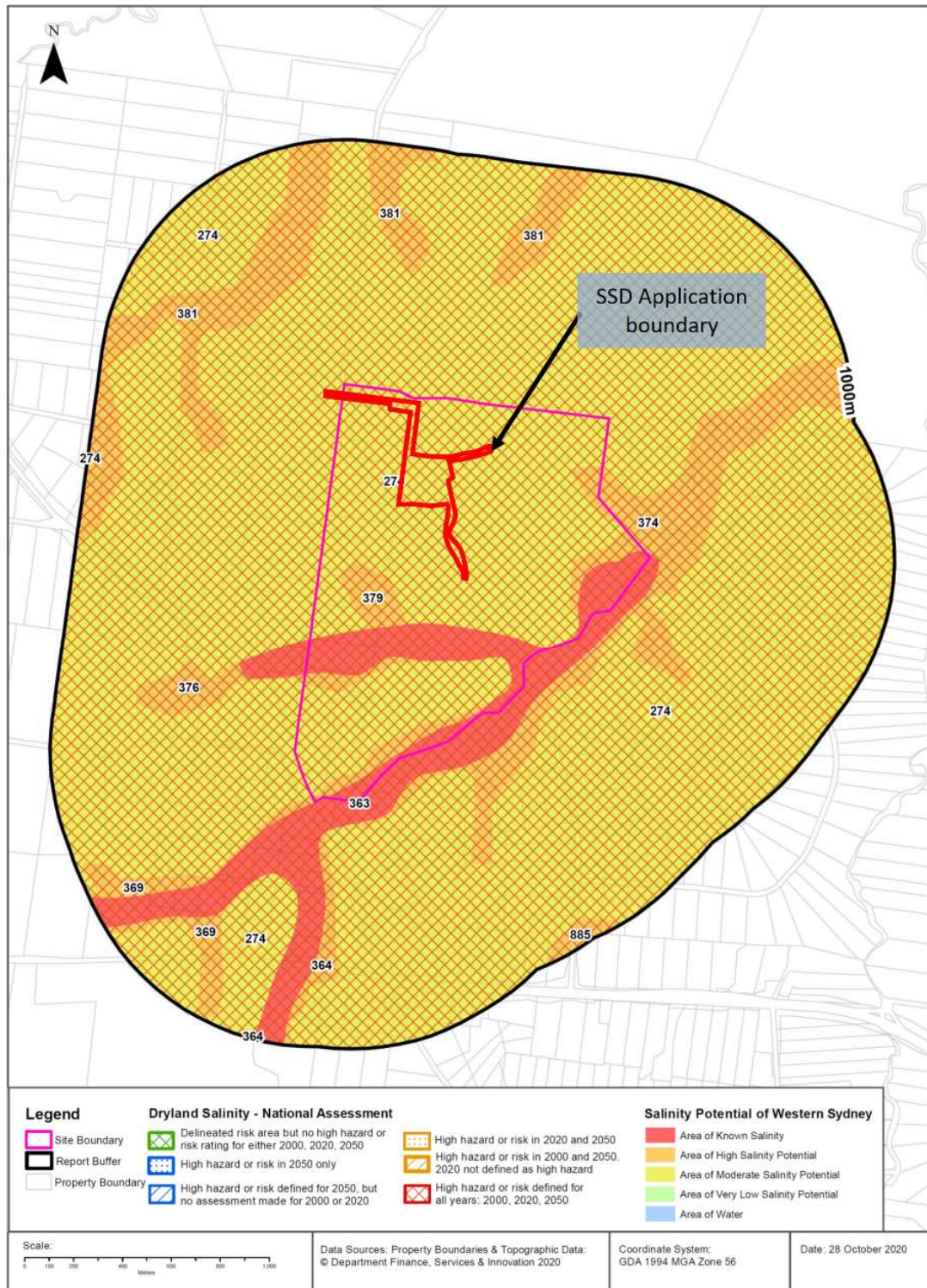


Figure 3: Salinity potential First Building site (Source: ERM 2021)

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<b>14. Traffic</b> <ul style="list-style-type: none"> <li>Clarify access arrangements with the construction access road and connection with the Sydney Metro construction access road</li> <li>Confirm whether WPCA is delivering the remaining half road construction on the pan handle access and if this is going to be completed and operational prior to commencement of operation of the First Building</li> </ul>	<ul style="list-style-type: none"> <li>An extract of the civil plans (Appendix I) showing the access arrangements is provided in Figure 4 below.</li> <li>WPCA is delivering the construction access road which will be completed prior to commencing operation of the First Building</li> </ul>

Table 1 (cont.): Response to DPE Comments

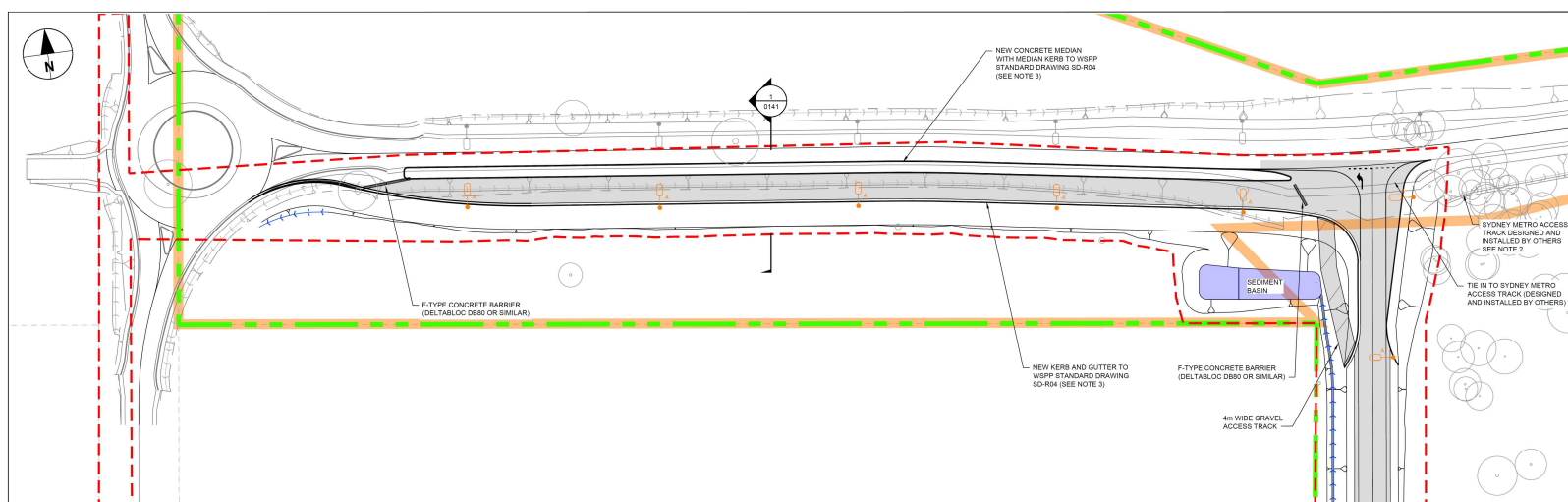


Figure 4: Site access arrangements (Source: AECOM)

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### Government Architect NSW (State Design Review Panel, SDRP)

SDRP Comment	Comment/Response
<b>14 October 2021</b>	
<b><u>Connecting with Country and Landscape design</u></b>	
1. Strengthen how the water story is reflected in the landscape design. Consider extending the water element into the building	<ul style="list-style-type: none"> <li>The landscape design is exploring the water story through a variety of methods. Firstly, the aim is to maximise permeability of the ground surface as an important, precedent for future landscapes within Bradfield.</li> <li>This work is prioritising planted areas over hard surfaces, and ensuring hard surfaces or permeable where possible, or providing passive irrigation to adjacent planted areas.</li> <li>Water will be expressed in the plaza landscape in a series of ponds/water features, following the natural drainage line across the plaza.</li> </ul>
2. Develop concrete initiatives for the empowering and enterprise of the Aboriginal community. Explore initiatives beyond construction traineeships and supply chain, for example in the ongoing management of the landscape.	<ul style="list-style-type: none"> <li>Empowering and enterprise of the Aboriginal community, specifically the Gandangara Local Aboriginal Land Council, is described in the presentation to the SDRP second meeting, in Appendix E.</li> <li>This comprises 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.</li> </ul>
3. Develop a robust planting strategy demonstrating contribution to tree canopy targets and strategies to foster native fauna (e.g. butterflies, reptiles).	<ul style="list-style-type: none"> <li>A detailed landscape plan and planting schedule is provided at Appendix G, which is generally consistent with the requirements of the DCP.</li> <li>Variations to the DCP species list are a result of the cultural planting strategy developed with the involvement of Jiwah.</li> <li>The landscape strategy will achieve the canopy targets established in the DCP</li> <li>The Applicant commits to achieving no net loss of tree canopy cover as a result of the development – given the constraints of the site, it is unlikely that the landscaping of the First Building site will achieve this objective,</li> </ul>

## Appendix A - Response to Submissions

SDRP Comment	Comment/Response
	<ul style="list-style-type: none"> <li>Therefore, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover</li> </ul>
<b>Block Structure</b>	
4. Develop block wide parameters and delivery strategy for:	
a. building footprints/site coverage and site permeability.	<ul style="list-style-type: none"> <li>Paving of the carpark will include permeable pavers.</li> <li>Pathways around the site were considered in terms of a central movement for pedestrians to transit through or also stop and pause within nature.</li> <li>The building roof overhang provides shade at certain times of the day to the public domain, as does tree canopy cover.</li> </ul>
b. the location of entries (main and service entries) to ensure buildings will have a recognisable building address	<ul style="list-style-type: none"> <li>The design team developed a strong rationale around the locations of entries to the east and west.</li> <li>To the west is a highly activated street (central loop west), which is envisaged to have entries for multiple education and innovation related facilities, providing forecourts and activation and cross block east/west connections.</li> <li>The entry to the east addresses arrival at commencement of operations most likely via car (before the Metro comes online). Temporary parking to the east provides a primary address.</li> <li>In 2026 when the Metro comes online the movement of people will be diagonally northwest through the block, the eastern entry intends to pick up this movement. The east and west entries work strongly together in connecting the block East West, addressing the level changes of the site together</li> </ul>
c. the treatment of levels and topography	<ul style="list-style-type: none"> <li>The building utilises the topography through different internal levels, whilst maintaining DDA compliance. A series of datum are created through a clear access &amp; operational strategy. The buildings external language follows the line of the topography.</li> </ul>
d. carparking provision, for the interim and the long term.	<ul style="list-style-type: none"> <li>Long term parking addresses the requirements of the DCP and intends to encourage travel to the site by public and active transport rather than private vehicle.</li> </ul>



## Appendix A - Response to Submissions

SDRP Comment	Comment/Response
e. the tree canopy and public open space target and vision	<ul style="list-style-type: none"> <li>The extent of tree canopy cover will be governed by the controls under the DCP Phase 2.</li> <li>This will be described in the detailed landscape plans for the Site.</li> <li>As noted above, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover as a result of the development</li> </ul>
f. the public realm. Include consideration of: <ul style="list-style-type: none"> <li>who will be responsible for building what elements and when, including adjacent streetscapes and public spaces. Method of procurement</li> <li>materials and furniture pallet</li> </ul>	<ul style="list-style-type: none"> <li>These elements will be described in the detailed landscape plans for the site and broader public realm considerations will be outlined in the Masterplan which is currently in development</li> </ul>
g. loading, delivery and waste management strategies (short and long-term) to minimise impact on the public domain	<ul style="list-style-type: none"> <li>Minimal waste will be produced in relation to workplace occupancy.</li> <li>The waste bins will be stored in the lower ground basement space and put out for weekly collection.</li> </ul>
h. development controls	<ul style="list-style-type: none"> <li>These will be established under the DCP and implemented through the Masterplan</li> </ul>
5. Demonstrate coordination and integration of any other design work being undertaken within the block and the immediate context.	<ul style="list-style-type: none"> <li>The First Building and initial block planning that was undertaken will form the basis for other design work on the block to follow.</li> <li>If other buildings on the block undertake concept design stage whilst the First Building is still in the design process, then coordination will take place.</li> </ul>
<b>Architecture</b>	
6. Consider the location of the building address, at present and in the future. As the precinct develops, 15th Avenue will gain prominence as building address. Explore options for future access to the building from 15th Avenue.	<ul style="list-style-type: none"> <li>A study was undertaken and presented to the SDRP, including the potential for an entry off 15<sup>th</sup> Avenue.</li> <li>As the building is designed to be flexible into the future through modular construction and flexible workplace planning, should in the future 15<sup>th</sup> Avenue realisation and foot traffic indicate an address should be present it could be accommodated.</li> <li>However, as the city evolves 15<sup>th</sup> Avenue will be a busy transport corridor and being a very wide boulevard an address off this</li> </ul>



## Appendix A - Response to Submissions

SDRP Comment	Comment/Response
	<p>street won't provide the intimacy or human scale that a two story building demands.</p> <ul style="list-style-type: none"> <li>Under the Masterplan, Central Loop West will become a highly activated more intimate education and innovation street, with cross block connectivity of a more appropriate scale for a two-story building.</li> </ul>
7. While the lightness of the built form and visibility of the central open space through the building is supported, the performance of the glass façade in relation to solar exposure/heat (including radiant heat) is of concern.	
a. Further develop the building systems (e.g. cooling and natural ventilation) to demonstrate the building will meet appropriate environmental comfort and sustainability standards.	<ul style="list-style-type: none"> <li>A detailed solar analysis is taking place as part of detailed design.</li> <li>Building and façades are being designed to appropriate comfort levels.</li> <li>Regarding mechanical displacement and natural air systems, a red light green light system is in place that will inducted to employees which system will be used the following day. This will allow employees to dress accordingly.</li> </ul>
b. Noting it will be some time before there are large mature trees in the surrounds, consider the use of shading devices (e.g. loggia, canopy) for thermal comfort.	<ul style="list-style-type: none"> <li>The 4.5m roof cantilever provides shading for considerable proportions of the year which provides for appropriate thermal comfort.</li> </ul>
c. Ensure systems support the use of highly transparent glass to provide views through the building to internal uses and landscape spaces beyond, consistent with the drawings provided.	<ul style="list-style-type: none"> <li>A cross section of the building showing glass and the façade is provided in Appendix C.</li> </ul>
8. Access and security	
a. Further illustrate how the buildings' central circulation spine and the roof observatory will balance the intent to provide public access with any security and access requirements.	<ul style="list-style-type: none"> <li>The central public spine will be closed/locked after hours.</li> <li>The lift will require swipe access to each level.</li> <li>Access to toilets will be before the secure line to enable easy use when events are taking place in the central lobby space.</li> <li>A concierge will be located to direct and monitor through the day when the lobby is open.</li> </ul>

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SDRP Comment	Comment/Response
	<ul style="list-style-type: none"> <li>Whilst a functioning office building, it's also a very special exhibition building, showcasing advanced manufacturing and sustainable architecture.</li> </ul>
b. Noting that the design intent is for a building in the landscape, provide further detail of how this intent will be balanced with any security requirements (i.e. in order to ensure no retrofitting of fences)	<ul style="list-style-type: none"> <li>The building is enclosed by a façade on all sides, with two entry points which are locked after hours.</li> <li>No fencing is proposed as part of the development.</li> </ul>
9. Amenity	
a. Provide suitable building amenities from day one, including end of trip facilities (i.e. bicycle parking, lockers, showers), lunch time/cafe facilities, meeting spaces, etc.	<ul style="list-style-type: none"> <li>EOT showers and lockers are located on the ground floor. Bike parking is at lower ground.</li> <li>Dedicated food preparation space is provided for the workplace and potential for catering preparation spaces for events in the central lobby.</li> <li>The western forecourt has the capability for food and coffee trucks to park and provide more specific but flexible/temporary amenity.</li> <li>The landscaped space to the south in its own right is an amenity to the building occupancy, other future surrounding developments, and the community.</li> </ul>
b. Ensure facilities are appropriate to serve on site workers, visitors to the facility and the local community.	<ul style="list-style-type: none"> <li>The western forecourt has the capability for food and coffee trucks to park and provide more specific but flexible/temporary amenity.</li> <li>The landscaped space to the south is an amenity to the building occupancy, other future surrounding developments, and the community</li> <li>There is potential in the communal kitchen at ground level to house a small coffee shop.</li> </ul>
10. It was noted the level difference on the north-east corner of the building is being used to locate utilities (e.g. water tanks). Demonstrate how the exterior treatment of this corner, which is set at about a person height, will not create a blank wall effect onto adjacent public space.	<ul style="list-style-type: none"> <li>The articulation of the eastern corner will utilise pigmented concrete and profiling to speak to the façade design so that the texture and colour speak to that of the ground whilst feeling like the expression of the facade is coming right to the ground.</li> <li>Vegetation will also be used to provide that depth within the public realm, naturally screening the corner.</li> </ul>

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SDRP Comment	Comment/Response
11. Provide further detail of how the proposed structure and material (cross laminated timber - CLT) for the building canopy will integrate and support the green roof.	<ul style="list-style-type: none"> <li>The Applicant carried out load testing modelling on the timber roof based on the loads from the green roof, PV's and other construction materials.</li> <li>This information was provided at the second meeting of the SDRP.</li> </ul>
<b>Procurement</b>	
12. Early contractor engagement for the construction materials (CLT/roof structure)	<ul style="list-style-type: none"> <li>The Applicant has contacted number of Australian timber suppliers to confirm the parameters and what is available in Australia.</li> <li>Of particular interest is a product called MASSLAM supplied by Ash timber.</li> <li>Their timber is sustainability sourced and machined using advanced technology that speaks back to the building function and ambitions.</li> </ul>
13. Establishing an ongoing role for a designer to be responsible for coordinating overall precinct strategies and interfaces between projects, including matters such as public realm, carparking, tree canopy, water quality, etc	<ul style="list-style-type: none"> <li>This is underway as part of the detailed design.</li> </ul>
14. At the Panel debrief it was recommended that the proponent provides a staging strategy illustrating: <ul style="list-style-type: none"> <li>the development application boundary</li> <li>what is temporary and what is permanent</li> <li>what will be delivered as part of stage 1 (including amenities, public spaces, streetscapes, etc)</li> </ul>	<ul style="list-style-type: none"> <li>This information was provided at the second meeting of the SDRP.</li> </ul>
<b>13 December 2021</b>	
<b>Connecting with Country and Landscape design</b>	
1. Further develop the ephemeral water elements and how they manifest in the landscape, noting that these will rarely exhibit the high-water levels currently indicated in the renderings.	<ul style="list-style-type: none"> <li>Seasonal swales and dry creek beds are present in the landscape design, mirroring the natural processes that water takes in this context.</li> </ul>
2. Resolve any potential conflicts between the water elements, the pedestrian circulation and service vehicles entrances and circulation.	<ul style="list-style-type: none"> <li>Swales are concealed within larger planted areas away from paths and trafficable zones. Any water element in the central lobby of the building will not obstruct pedestrian movement.</li> </ul>

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	<ul style="list-style-type: none"> <li>Water features allow sufficient space for pedestrian and vehicle circulation.</li> </ul>
3. As much as possible retain mature trees. Support any proposed tree removals with an arborist report.	<ul style="list-style-type: none"> <li>An arborist's report has been prepared for the development and is provided in Appendix P.</li> <li>This report identifies trees on the site within the development footprint, including seven trees identified as high value within this zone, which are marked for removal.</li> <li>Notwithstanding, the Applicant intends to minimise the disturbance and removal of high and medium value trees.</li> <li>The identification of trees to be removed or retained will occur prior to commencing construction.</li> </ul>
4. Amplify the cultural dimension beyond the natural environment to areas such as architecture, interiors, naming and wayfinding.	<ul style="list-style-type: none"> <li>Interiors are raw and exposed natural material that speak to country and place. The colour hues and tones also reflecting the context and country.</li> <li>A colour palette has been derived from the soil samples taken from the geotechnical survey.</li> </ul>
<b>Block Structure</b>	
5. Confirm the long-term canopy targets at block scale and provide evidence of how this will be achieved. Include integration of future building footprints. Canopy cover targets should not rely solely on streetscape trees.	<ul style="list-style-type: none"> <li>The extent of tree canopy cover will be determined by wildlife strike controls under the DCP Phase 2, which requires a minimum tree canopy target of 25% of the site area.</li> <li>As noted above, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover as a result of the development</li> </ul>
6. Avoid consolidated basement car parks that extend beyond the building footprints. Allow provision of deep soil areas between buildings.	<ul style="list-style-type: none"> <li>No basement carparking is proposed.</li> <li>Parking areas will provide for deep soil.</li> </ul>
7. Consider hostile vehicle mitigation strategies and how any resulting structures can be integrated into the landscape design.	<ul style="list-style-type: none"> <li>The landscape design will incorporate traffic calming measures through planting zones and the use of sinuous curves.</li> </ul>
8. Develop a proactive strategy for the implementation of 15th Avenue, rather than letting the outcome be the aggregated result of sequential developments along this important connection. Such a	

## Appendix A - Response to Submissions

SDRP Comment	Comment/Response
strategy would identify ways to support the precinct vision in relation to:	
a. Promoting public transport as the main mode of travel in the precinct	<ul style="list-style-type: none"> <li>This is addressed through the development of the Masterplan</li> </ul>
b. Tree canopy cover and streetscape quality. Include consideration of ways to irrigate trees and green areas.	<ul style="list-style-type: none"> <li>This is to be developed in detailed design. Landscape irrigation will be provided from rainwater harvested from the roof of the built form.</li> <li>The extent of tree canopy cover will be determined by wildlife strike controls under the DCP Phase 2, which requires a minimum tree canopy target of 25% of the site area.</li> <li>This will be described in the detailed landscape plans for the site.</li> </ul>
c. Building address, service and serviced areas.	<ul style="list-style-type: none"> <li>This is addressed in response to the issue raised in the first meeting of the SDRP</li> <li>Loading arrangement to the east at grade. Dealt with in a highly considered manner using rain gardens to break up loading aprons required of the building operation and an advanced manufacturing facility. Other services such as fire boosters concealed in the landscape and architectural features that serve other functions.</li> </ul>
9. It was noted that while the area is expected to develop a level of urbanity that signals the area as the CBD of the Parkland City, street interfaces would be different from a standard CBD.	
a. Develop a clear statement about the expected character for streetscapes and public-private interfaces.	<ul style="list-style-type: none"> <li>This is to be developed in Masterplan design</li> </ul>
b. Identify spatial and design features that will contribute to the expected outcome.	<ul style="list-style-type: none"> <li>This is to be developed in detailed design. Use of low rammed earth walls, to divide space in the landscape and provide necessary seating</li> </ul>
c. Identify suitable benchmarks and examples. For example, explore streetscapes in Waterloo in Sydney and Mission Bay in San Francisco.	<ul style="list-style-type: none"> <li>This is to be developed in detailed design.</li> </ul>
10. Establish ways to foster consistency and continuity of design approaches and quality standards. For example, from a planning perspective through the conditions of consent and the development	<ul style="list-style-type: none"> <li>Following the determination of the application, the Applicant will remain as the delivery authority for the First Building ensuring</li> </ul>



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SDRP Comment	Comment/Response
application. From an Agency perspective through what is included in the procurement contracts and by implementing design integrity strategies.	continuity of the design principles and objectives considered by the SDRP.
<b>Architecture</b>	
11. The proposed access from 15th Avenue is supported. However, having to relocate the stair to the mezzanine level to enable this entry is questioned. It is strongly recommended to reconsider this approach to provide a configuration whereby the entrance from 15th Avenue is integrated from day one or can be enabled with minimal changes to the building layout and without generating major future additional costs.	<ul style="list-style-type: none"> <li>A study was undertaken and presented to the SDRP on potential for an entry off 15<sup>th</sup> Avenue.</li> <li>As the building is designed to be flexible into the future through modular construction and flexible workplace planning, should in the future 15<sup>th</sup> Avenue realisation and foot traffic indicate an address should be present it could be accommodated.</li> <li>However, as the city evolves, 15<sup>th</sup> Avenue will be a busy transport corridor and being a wide boulevard an address off this street won't provide the intimacy or human scale that a two-storey building demands. Central loop West will become a highly activated more intimate education and innovation street, with cross block connectivity of a more appropriate scale for a two-storey building</li> </ul>
12. Recommend further documentation and design detail to demonstrate:	
a. How the façade design positively contributes to ESD targets and performs well in relation to radiant heat. Consider the integration of blinds into the façade design rather than leaving the blinds as an optional feature.	<ul style="list-style-type: none"> <li>A detailed solar and façade analysis is being undertaken. The findings support the design approach, with analysis that suggests that the roof overhang provides protection through most of the year.</li> <li>To mitigate glare, automated blinds will be used internally to the north, east, and west facades of the workplace.</li> </ul>
b. Provision of thermal comfort and shaded areas in the central circulation area.	<ul style="list-style-type: none"> <li>Skylights have an external shading device that mitigates direct sunlight, and provides a dappled light to the public spine below, reflecting that of the light quality found through the tree canopies of Cumberland plain.</li> </ul>
13. Reiterate recommendation to use highly transparent glass to provide views through the building to internal uses and landscape spaces beyond, consistent with the drawings provided.	<ul style="list-style-type: none"> <li>This recommendation follows item 7c of the comments from the first SDRP review</li> </ul>

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SDRP Comment	Comment/Response
	<ul style="list-style-type: none"> <li>• The building has been designed to maximise passive performance through the use of significant shading features and natural ventilation.</li> <li>• The building has been modelled to be capable of being naturally ventilated in excess of 55% of occupied hours and effectively night purged for approximately 200 days a year.</li> <li>• The mechanical system utilises displacement ventilation to purge residual solar heat gains from the space when actively conditioned.</li> <li>• All energy used by the office spaces is generated on site on an annual net basis by zero emissions solar photovoltaic panels.</li> <li>• The glazing proposed is a low-E coated (on surface 2) warm climate IGU that provides a spectral selectivity factor in excess of 2. Proposed VLT is 68% and proposed solar transmittance is 29%.</li> <li>• This glass provides better solar performance than a traditional dark super grey tinted glass with significantly enhanced daylighting characteristics.</li> </ul>
<b>Procurement</b>	
14. Recommend including warranty periods and longevity and maintenance clauses for new construction technologies and materials as part of the procurement strategy.	<ul style="list-style-type: none"> <li>• This will be addressed through the procurement phase consistent with NSW Government procurement guidelines.</li> </ul>
15. Ensure the contract retains client access to the design architects and an independent design integrity process.	<ul style="list-style-type: none"> <li>• Design finalisation will be overseen by the Applicant and final designs will be endorsed by the Applicant to ensure design integrity is maintained.</li> <li>• This will be addressed through the procurement process.</li> </ul>

Table 2: Response to SDRP Comments

## Appendix A - Response to Submissions

### Liverpool City Council (LCC)

LCC Issue	Comment/Response
<b><u>Service Provision</u></b>	
<p>1) The application must demonstrate that a connection to the Sydney Water reticulated sewer system is available in accordance with Clause 51 of State Environmental Planning Policy (Western Sydney Aerotropolis) 2020.</p> <p>Council does not support the proposed Interim Operating Procedure (IOP) of trucking out sewerage.</p> <p>If the IOP is supported, the Applicant will need to request approval under section 68 of the Local Government Act 1993 to construct, alter and operate a waste treatment device. Details of requirements in relation to a wastewater treatment system are provided at Appendix B.</p>	<ul style="list-style-type: none"> <li>Given the site constraints, timing and absence of a reticulated sewerage system, an IOP system must be implemented to support initial sewage removal. This strategy is consistent with clause 51 of the Aerotropolis SEPP.</li> <li>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.</li> <li>Stage 1 construction of the AWRC is due to be delivered by 2026, to align with the operation of the new Western Sydney Airport (WSA). The First Building IOP will be decommissioned after the sewer infrastructure is installed from First Building to AWRC.</li> <li>The proposed IOP will be under a Sydney Water license obtained under s68 and will be covered in the Notice of Requirements. Approval from Sydney Water to be obtained prior to construction.</li> <li>Further details on the IOP will be provided at detailed design stage.</li> <li>The Applicant would accept a condition of consent regarding this.</li> </ul>
<b><u>Starting with Country</u></b>	
<p>2) Excessive earthworks are proposed in regard to civil works.</p> <p>The excessive earthworks are not consistent with requirements of the Precinct Plan and Draft DCP Phase 2 that seek to limit the amount of earthworks on the Site</p> <p>Council would request that the existing topography be retained to the greatest extent possible.</p>	<ul style="list-style-type: none"> <li>The civil designs are based on the architectural design plans, which were developed in accordance with the connection to country principles</li> <li>An updated DCP Phase 2 table has been prepared (Appendix F) which addresses this requirement.</li> <li>The Metro station construction site is immediately to the east of the First Building site, which includes significant excavation to</li> </ul>

## Appendix A - Response to Submissions

LCC Issue	Comment/Response
	<p>construct the station box and which intersects the site topography and drainage lines.</p> <ul style="list-style-type: none"> <li>• These works constrain the civil designs, requiring all site drainage from the First Building site to be directed around the metro construction site, which necessitates the required designs including excavation of the temporary drainage swale</li> <li>• The Site's context requires the appropriate earthworks to be undertaken to ensure the First Building responds to the future master plan and existing land conditions.</li> <li>• This includes the overall precinct road grading which is influenced by factors including the metro station box access levels (RL 73.5m), the grading of the east-west roads to Badgerys Creek Road, a potential future road crossing of Thompson's Creek and the levels of the eastern boundary of the site to ensure no significant level changes over the site.</li> <li>• Therefore, the earthworks are not excessive and are necessary to facilitate the development of the Site and support the proposal with appropriate infrastructure.</li> <li>• The Aboriginal Cultural Heritage Assessment Report for the application found the proposed earthworks do not impact archaeological sites and minimises impacts on cultural heritage values of the Site.</li> <li>• The Applicant is committed to reducing earthworks as much as possible to minimise impacts on cultural values.</li> </ul>
<p><b>Green Grid</b></p> <p>3) The proposal should demonstrate compliance with Clause 27 of State Environmental Planning Policy (Western Sydney Aerotropolis) 2020. Any areas of vegetation mapped as being of high biodiversity value should be retained.</p>	<ul style="list-style-type: none"> <li>• Clause 27 of the Aerotropolis SEPP was addressed in the submitted EIS at page 33.</li> <li>• Clause 27 applies to land in the Environment and Recreation Zone, and land shown as "high biodiversity value" on the SEPP's High Biodiversity Value Area Map.</li> <li>• Based on the footprint outlined in the EIS, the First Building occurs outside of these land types. Therefore Clause 27 does not apply.</li> </ul>

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LCC Issue	Comment/Response
	<ul style="list-style-type: none"> <li>• The Western Parkland City Precincts SEPP includes updated land use zones and a new Environment and Recreation Zone (ENZ) which extends into a portion of the First Building interim access road and the planned alignment of 15th Avenue under the SEPP.</li> <li>• However, under the savings and transitional provisions of clause 4.51 of the Western Parkland City Precincts SEPP, this restriction does not apply to the application as it was lodged prior to the commencement of the new SEPP.</li> <li>• Notwithstanding, the proposal has been designed to minimise the clearing of existing vegetation as much as possible.</li> <li>• The proposed development will use the construction access corridor of the Metro project as much as possible, with the use of an existing cleared corridor for the north-south access road to the site from Badgerys Creek Road once the Metro construction road can no longer be used.</li> <li>• The proposal includes landscaping with Cumberland Plain species, generally consistent with the DCP Phase 2, to compensate for any loss of this vegetation and where possible retention of high value vegetation is to be retained.</li> </ul>
<p>4) It is requested that the proposal be supported by an Arboricultural report and associated tree survey prepared by an AQF Level 5 Qualified Arborist.</p>	<ul style="list-style-type: none"> <li>• An arborist's report has been prepared for the development and is provided in Appendix P.</li> <li>• This report identifies trees on the site within the development footprint, including seven trees identified as high value within this zone, which are marked for removal.</li> <li>• Notwithstanding, the Applicant intends to minimise the disturbance and removal of high and medium value trees.</li> <li>• The identification of trees to be removed, relocated or retained will occur prior to commencing construction and tree protection measures will be implemented for those trees to be retained.</li> </ul>
<p>5) Developing a more detailed landscape documentation is recommended for the proposed development for further assessment.</p>	<ul style="list-style-type: none"> <li>• Updated detailed Landscape Plans are provided in Appendix G.</li> <li>• The Applicant has procured an indigenous design team, Jiwah, led by Clarence Slookee for planting design. The planting design</li> </ul>



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LCC Issue	Comment/Response
	<p>is informed by the Cumberland Plain ecologies and will be a diverse mix of species from ground cover to tree canopy.</p> <ul style="list-style-type: none"> <li>An ecologist has been engaged to assist in the restoration of Cumberland Plain floral grassland through seeding of temporary landscape areas associated with the car park and future building plots.</li> </ul>
<p>6) Urban heat Island effect – Tree Canopy provision for shading of roads, footpaths, car parking areas and building facades is to be demonstrated with appropriate native/locally endemic (or locally endangered) canopy and under storey planting.</p>	<ul style="list-style-type: none"> <li>The First Building's architectural response has been developed specifically to address the urban heat island effect as shown in the proposed roof structure.</li> <li>High level shading analysis from trees and the building structure is shown at Appendix C.</li> <li>The proposed porous pavement reduces the urban heat island effect as water can absorb into the pavement and reduces solar reflectiveness from the pavement.</li> <li>As noted above, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover as a result of the development.</li> </ul>
<p>7) The civil plans should provide sufficient detail of verge/tree pit soil volumes, that will allow for the proposed canopy planting to reach a height and spread as detailed in Drawing 0103.</p>	<ul style="list-style-type: none"> <li>This will be further developed during the detailed design stage.</li> <li>The Applicant would accept a condition of consent requiring this to be prepared.</li> </ul>
<p>8) The plans should provide sufficient detail in relation to species type, mature height and spread and verge/tree pit/planter treatment.</p>	<ul style="list-style-type: none"> <li>The WPCA is preparing the Masterplan document which will detail tree planting requirements for the broader site.</li> <li>The landscaping of the site is described in the updated Landscape Plans in Appendix G.</li> </ul>
<p>9) A vegetation management plan is requested detailing ongoing management required to ensure compliance with the Wildlife Buffer Zone requirement of the DCP Phase 2.</p>	<ul style="list-style-type: none"> <li>The Applicant would accept a condition requiring a vegetation management plan consistent with the DCP Phase 2 wildlife buffer to be prepared at construction certificate stage.</li> </ul>
<p>10) Sufficient information is to be provided with the civil plans to detail how underground services are protected by root barriers or are located away from street tree planting.</p>	<ul style="list-style-type: none"> <li>The civil designs will incorporate root barrier details in consultation with the landscape architects during detailed design.</li> </ul>

## Appendix A - Response to Submissions

LCC Issue	Comment/Response
<b>Blue Grid</b>	
<p>11) Riparian Area treatment and stormwater disposal –</p> <p>The proposal does not identify riparian areas within the Site and does not identify how the existing natural creek system (and associated riparian areas and Site topography) are to be utilised to drain the Site.</p> <p>Provide supporting information on how the riparian areas are proposed to be improved within the Site</p>	<ul style="list-style-type: none"> <li>• The existing drainage lines from the First Building site to the receiving waters of Thompsons Creek are intersected by the Metro construction site, with the station box site immediately to the east of the First Building site.</li> <li>• This has influenced the civil designs which need to direct stormwater flows from the site around the Metro construction site.</li> <li>• The stormwater and flooding assessments for the SSDA for the First Building were prepared with a focus on the First Building Site.</li> <li>• Notwithstanding, they also recognised the concurrent work being undertaken to address flooding, stormwater management and riparian corridor management as part of the Masterplan for the Bradfield Precinct.</li> <li>• The drainage of the overall Bradfield Precinct will be formally addressed through the development of a Stormwater Management Plan (SMP) for the precinct.</li> <li>• Once the grading of the Bradfield site has been finalised, the SMP would ideally demonstrate the preservation of existing drainage characteristics at the site through the comparison of post-development flood behaviour with pre-development flood behaviour. The SMP may involve design options such as stormwater pits and pipes, swales and open channels.</li> </ul>
<p>12) Provide plans demonstrating the Site strategy of 'led by landscape and water'.</p> <p>Identify the larger creek network and align the proposed water features with the surround creek network.</p>	<ul style="list-style-type: none"> <li>• The SSD documentation for the First Building focusses on the Site, which sits elevated within the overall Bradfield Site.</li> <li>• As a result, the First Building Site does not cut across or contain any existing ephemeral drainage lines.</li> <li>• 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.</li> </ul>

## Appendix A - Response to Submissions

LCC Issue	Comment/Response
	<ul style="list-style-type: none"> <li>As noted above, the metro station construction site is immediately to the east of the First Building site which intersects the drainage lines below the First Building site.</li> </ul>
13) An appropriate stormwater drainage system is to be designed in accordance with the Flood Impact Assessment by Advisian dated 15 November 2021.	<ul style="list-style-type: none"> <li>At the detailed design stage, the stormwater drainage system for the site will be prepared to address local/site specific stormwater management consistent with the masterplan SMP and the flood impact assessment prepared by Advisian.</li> </ul>
14) The riparian area treatment and ongoing management is to be ascertained in accordance with the requirements of the stormwater authority and the draft DCP Phase 2.	<ul style="list-style-type: none"> <li>The proposed development is designed to be consistent with the overall precinct strategy in the <i>Western Sydney Aerotropolis (Initial Precincts) Stormwater and Water Cycle Management Study Interim Report – October 2020</i>.</li> <li>This will be addressed in more detail for the broader precinct through the Masterplan process.</li> <li>The stormwater treatments proposed for the Site are consistent with the objectives for the blue-green grid concept to the extent that they can be for such a relatively small area. It is envisaged that more extensive treatments will be provided on adjoining areas as part of the Masterplan for the remainder of the Bradfield Site.</li> <li>The Applicant would accept a condition requiring the design of the stormwater system and overland flows be consistent with the DCP Phase 2.</li> </ul>
<b>Traffic, Parking and Pedestrian access</b>	
15) The proposed built form and landscaping should address the northern street frontage and articulate the corner of this frontage / Central Loop West to provide the required legibility in the long run.	<ul style="list-style-type: none"> <li>The detailed landscape design will be prepared consistent with the DCP Phase 2</li> <li>The building fronting the northern street frontage will remain unchanged as noted in the response to the State Design Review Panel.</li> </ul>
16) Details of pedestrian linkages through the Site along existing riparian desire lines from west to east and along Thompsons Creek from North to South should be provided.	<ul style="list-style-type: none"> <li>Pedestrian linkages and connection to the active transport network is a broader consideration for the Masterplan which is currently under preparation.</li> </ul>

## Appendix A - Response to Submissions

LCC Issue	Comment/Response
The development should consider how the proposal may form part of a link in the overall pedestrian / active transport network being proposed for the Aerotropolis Core and Bradfield.	<ul style="list-style-type: none"> <li>There are no primary active transport routes due to it being a city centre with a mix of commercial and residential land uses, urban spaces, parks and green links.</li> <li>This is recognised in the design report (EIS Appendix C), which included consideration of pedestrian connectivity within the Site and between adjacent buildings in the broader AMRF site.</li> <li>Further consideration of this will occur at the detailed design stage.</li> </ul>
17) Access road and other associated transport infrastructure should be provided in accordance with the Bradfield City Centre Master Plan, Transport Management Accessibility Plan (TMAP) and staged delivery of the identified transport infrastructure network	<ul style="list-style-type: none"> <li>Refer above response</li> </ul>
18) Detailed design plans of the proposed access road, roundabout, driveway and the layout of the parking in accordance with Australian Standards A.S. 2890, including gradient, turn paths, sight distances, aisle widths, signs and markings are to be submitted for review by Council	<ul style="list-style-type: none"> <li>It is noted that the roundabout does not form part of the application and is being delivered by the Sydney Metro construction project.</li> <li>The Applicant would accept a condition of consent requiring the design of site access, driveways and parking in accordance with AS 2890.</li> </ul>
19) The Applicant is to provide a construction traffic management plan for all demolition and construction activities including detailed vehicle routes, number of trucks, hours of operation, access arrangements, traffic control measures and impacts on the existing and proposed road network.	<ul style="list-style-type: none"> <li>Due to tendering considerations a construction management plan has not been provided at this stage.</li> <li>The Applicant would accept a condition of consent requiring this to be prepared as part of the CEMP for construction of the development.</li> </ul>
<b>Built form</b>	
20) Additional detail is requested in relation to the following: <ul style="list-style-type: none"> <li>The architectural drawings do not provide adequate details regarding the public domain.</li> <li>it is recommended that a detail solar analysis / heat gain study is undertaken for the Site.</li> <li>The proposed materiality of the built form is quite high level / generic. Providing further details regarding the proposed materials and finishes is requested.</li> </ul>	<ul style="list-style-type: none"> <li>Public domain will be addressed through the Masterplan which is still under preparation.</li> <li>Detailed solar analysis figures are provided in Appendix C.</li> <li>Materials and finishes will be developed further during detailed design.</li> </ul>

## Appendix A - Response to Submissions

LCC Issue	Comment/Response
<p>21) Council are members of the Southern Strength Agile Manufacturing Network (SSAMN) which is a key stakeholder in the development of the facility. It is recommended therefore that this organisation be involved in current and future consultations regarding the design and operation of the AMRF.</p>	<ul style="list-style-type: none"> <li>• The WPCA has engaged with the SSAMN during the 18 months of development of the First Building's planned capabilities and operations.</li> <li>• A primary objective for the Applicant is ensuring the First Building provides industry-relevant capabilities that are accessible and appropriate for local manufacturers as well as larger businesses.</li> <li>• This has led to the selection of technologies and advanced manufacturing equipment that are tailored to the requirements of supporting both current manufacturing operations but also assisting businesses to remain at the cutting edge of manufacturing technology into the future.</li> <li>• The Applicant will continue to engage with Southern Strength and broader industry throughout the final planning stages and into the operational phase of the facility.</li> </ul>
<b>Amenity and Safety</b>	
<p>22) Noise and Vibration –The assessment must:</p> <ul style="list-style-type: none"> <li>• detail construction and operational noise and vibration impacts (including cumulative impacts, provision of operational noise contours and sleep disturbance assessment) on nearby sensitive receivers and structures; and</li> <li>• outline the proposed management and mitigation measures that would be implemented.</li> </ul>	<ul style="list-style-type: none"> <li>• The CNVIA and ONVIA (Appendix O and Appendix P of the EIS, respectively) were prepared by suitably qualified acoustic consultants and address this issue.</li> <li>• Each report was undertaken in accordance with the relevant EPA guidelines and Australian Standards. Both reports assessed the noise and vibration impacts and included the following             <ul style="list-style-type: none"> <li>○ Assessment of cumulative impacts</li> <li>○ Operational noise contours</li> <li>○ Sleep disturbance assessments</li> <li>○ Proposed management and mitigation measures</li> </ul> </li> <li>• These reports have been updated to address comments from DPIE and are provided in Appendices K and L</li> <li>• A summary of mitigation measures was also provided in Section 9 of the EIS.</li> </ul>
<p>23) Air Quality and Odour. Provided an updated Air and Odour assessment which addresses the SEAR'S requirements.</p>	<ul style="list-style-type: none"> <li>• Odour has not been quantitatively assessed as no significant odour sources are identified, as discussed in Section 4.3 of the AQIA.</li> </ul>

## Appendix A - Response to Submissions

LCC Issue	Comment/Response
24) Contamination – the Applicant has not submitted sufficient information to enable the consent authority to give approval to carry out the Project.	<ul style="list-style-type: none"> <li>A Detailed Site Investigation (DSI) is provided in Appendix Q.</li> <li>The DSI reviewed the site's potential contamination issues and determined that the Site was suitable for its intended use without the need for a Remedial Action Plan (RAP).</li> <li>The DSI has been reviewed by an EPA accredited Site Auditor who has advised that no further changes to the DSI are required and it can be accepted as final.</li> </ul>
25) Waste Management - Suitable waste storage facilities should be provided as part of the proposal.	<ul style="list-style-type: none"> <li>Bin store provisions are to be finalised during detailed design. The Applicant would accept a condition requiring the preparation of a detailed waste management plan prior to commencing operation.</li> </ul>

Table 3: Response to Liverpool City Council

## Response to Liverpool City Council – Additional comments 8 June 2022

Council comments	Comment/Response
<b>Strategic Planning Response</b>	
<b>a. Western Sydney Aerotropolis Plan (September 2020)</b>	
<p><u>Landscape Led Approach</u></p> <p>It appears that the proposal has failed to consider significant trees on the site prior to the preparation of architectural and civil plans. This has resulted in a design that has failed to consider significant trees on the site.</p> <p>The recently provided "Preliminary Arboricultural Report," dated 17/03/2022, prepared by Owen Meekins identifies 10 trees with high retention value and 84 trees with a medium retention value. It is recommended that as part of a landscape led approach that these 94 trees are attempted to be retained through a redesign of the civil plans and architectural plans.</p>	<ul style="list-style-type: none"> <li>The avoidance of vegetation clearing is addressed through the land use controls in the SEPP as well as the Western Sydney Aerotropolis Precinct Plan (March 2022) and Western Sydney Aerotropolis Plan (September 2020).</li> <li>The site of the AMRF First Building is consistent with the layout of the broader Bradfield masterplan and aligns with the planned road network and public transport network under the masterplan</li> <li>An example of this was provided in the Architectural Design Report, with an extract of the report provided in Figure 5.</li> <li>The 15th avenue corridor is established under the Western Parkland City Precincts SEPP and the First Building aligns with this corridor</li> <li>There is an area of existing native vegetation to the north of the 15th Avenue corridor which is protected under the SEPP.</li> </ul>



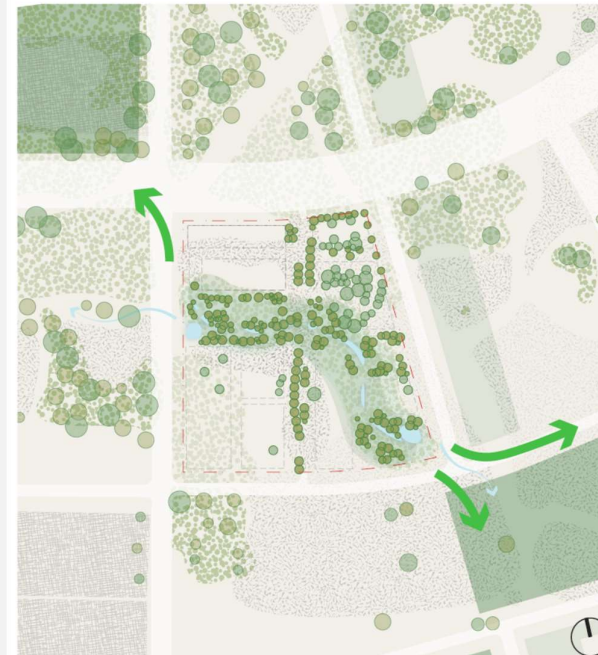
## Appendix A - Response to Submissions

### Council comments

In this regard it is recommended that the plans respond to the existing natural topography, limit earthworks and locate infrastructure outside of tree protection zones.

It is requested that the proponent provides an Arboricultural impact Assessment which includes a Tree Protection Plan pursuant to AS4970-2009 Protection of trees on development sites. This plan should guide the architectural design and civil design including any earthworks around the 94 identified trees for retention.

### Comment/Response



#### Led by landscape and water

- From the Dharug language meaning 'Mother Place' (Wiana meaning mother and Matta meaning water place), the site has a strong landscape presence of gentle undulations, with many subtle ridges and valleys creating a filigree of ephemeral creeks.

Figure 5: Landscape Led Design (Hassell)

## Appendix A - Response to Submissions

Council comments	Comment/Response
	<ul style="list-style-type: none"> <li>• A small portion of this vegetation is within the corridor of 15<sup>th</sup> avenue and within the disturbance footprint of the First Building SSD application associated with the access road within the 15<sup>th</sup> Avenue corridor.</li> <li>• However, due to the savings and transitional provisions in the SEPP, and because the First Building DA was lodged before this area of vegetation was listed in the SEPP, the protection measures in the SEPP to not apply to the First Building DA</li> <li>• The vegetation within the First Building footprint is not within the protected area and the vegetation to be cleared is on land certified under the <i>2007 Biodiversity Certification Order for State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i>.</li> <li>• Notwithstanding, the preliminary arborist report is based on the assessment footprint and is a conservative analysis of trees within this footprint.</li> <li>• The Applicant intends to minimise the disturbance and removal of high and medium value trees and there may be opportunity during detailed design to make minor changes to avoid clearing high and medium value trees.</li> <li>• The identification of trees to be removed or retained will occur prior to commencing construction and tree protection measures consistent with AS 4970 will be implemented for those trees to be retained.</li> <li>• Landscaping of the site is also proposed to establish native vegetation and tree canopy cover within the site with species representative of the Cumberland Plain and with input from cultural consultants Jiwah.</li> <li>• As noted above, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover as a result of the development.</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
<p>The civil/architectural/landscaping plans do not identify the existing Strahler order streams on the site and do not identify how the proposal is to achieve the vision of the WSAP in this regard.</p>	<ul style="list-style-type: none"> <li>• Further regeneration of the area to the north of the First Building and 15<sup>th</sup> Avenue will be undertaken in the future and dealt with through the master plan.</li> <li>• As indicated on page 13 of the Architectural Design Report (extract provided in Figure 6 below), the site is located on the ridge and does not intersect riparian corridors, creeks or streams, particularly those identified in Figure 5 of the Precinct Plan (Strahler 2 and above).</li> </ul>

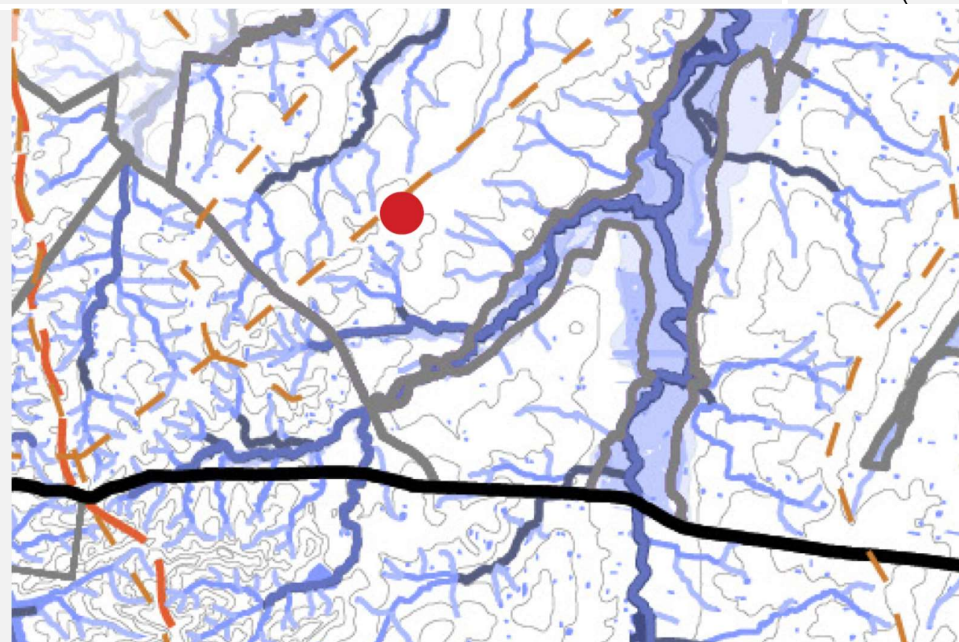


Figure 6: Extract p 13 Architectural Design Report (Hassell)

## Appendix A - Response to Submissions

Council comments	Comment/Response
	<ul style="list-style-type: none"> <li>The interim stormwater designs for the site address the requirements of the DCP Phase 2 (which correspond with the requirements of section 4.5.1 of the Precinct Plan) to ensure water quality of the receiving catchment is maintained.</li> <li>The proposed stormwater infrastructure will be superseded by future development of the broader site, which will be addressed through stormwater designs for the broader precinct under the masterplan.</li> <li>The Landscape plans include water elements reflective of the cultural connection with water in the landscape as key drivers in the landscape designs.</li> </ul>
<b>Western Sydney Aerotropolis Precinct Plan (March 2022)</b>	
<p><u>Staff and Visitor Amenities</u></p> <p>It is noted that since Council last provided written advice in relation to this application (December 2021) that the Western Sydney Aerotropolis Precinct Plan (March 2022) is now in force.</p> <p>It is requested that the supporting documents are updated to address the Western Sydney Aerotropolis Precinct Plan (March 2022).</p>	<p>Updated consideration of the proposed development against the Precinct Plan is provided in Appendix T of the response to submissions report.</p>
<p>The proposal should be amended to address each of the relevant sections of the Precinct Plan and provide detailed overlays of the proposed site plans over all relevant Figures included within the Precinct Plan.</p>	<p>The location of the First Building site in relation to the relevant figures in the Precinct Plan is provided in this response.</p>
<p><u>2.1 Precinct Plan Objectives</u></p>	
<p>The proposal does not sufficiently identify how the proposal satisfies Connection to Country requirements and does not identify how the proposal has been integrated into the natural landscape.</p> <p>Council would note that existing topography, existing waterways (and associated riparian areas) and existing significant trees on the site have not been considered as part of the design response.</p>	<ul style="list-style-type: none"> <li>The connection to country principles are comprehensively addressed in the Architectural Design Package and form a cornerstone of the whole architectural design, from which the civil and landscape designs are based.</li> <li>The Architectural Design Report highlights throughout how the design responds to the landscape including topography and waterways</li> </ul>


## Appendix A - Response to Submissions

Council comments	Comment/Response
	<ul style="list-style-type: none"> <li>• The Landscape Plan also responds to the cultural and natural landscape and was informed by cultural consultants, Jiwah.</li> <li>• As noted above, the preservation of existing native vegetation is established through areas zoned for protection in the SEPP and the First Building footprint does not intersect these areas.</li> <li>• Vegetation clearing for the First Building footprint is covered by a biodiversity certification as the site is located on land certified under the <i>2007 Biodiversity Certification Order for State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i></li> <li>• Notwithstanding, where possible the impact to existing trees has been mitigated with the Applicant utilising the recently constructed access road by Sydney Metro for access/egress off Badgerys Creek Road and the widening of an existing internal road to facilitate access to the First Building.</li> <li>• This has reduced the impact on the surrounding environment and ecology and minimised the development's overall footprint.</li> <li>• The preliminary arborist report is based on the assessment footprint and is a conservative analysis of trees within this footprint.</li> <li>• The Applicant intends to minimise the disturbance and removal of high and medium value trees and there may be opportunity during detailed design to make minor changes to avoid clearing high and medium value trees.</li> <li>• The identification of trees to be removed or retained will occur prior to commencing construction and tree protection measures consistent with AS 4970 will be implemented for those trees to be retained.</li> </ul>
<p>As a result the proposal has not sufficiently demonstrated compliance with the following objectives:</p>	
<p><i>O7 - Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements.</i></p>	<ul style="list-style-type: none"> <li>• The Site is located at the top of the ridgeline and does not intersect with the Wianamatta-South Creek floodplain identified as the Blue-Green grid in the Precinct Plan and Western Sydney Aerotropolis Plan.</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
	<ul style="list-style-type: none"> <li>As noted above, a comprehensive landscape plan, informed by cultural consultants, Jiwah, has been prepared for the Site.</li> </ul>
<i>O12 - Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.</i>	<ul style="list-style-type: none"> <li>The proposed landscape designs include water features within the open space area of the First Building site to assist with urban cooling.</li> <li>The interim stormwater strategy is designed to manage and protect the health and biodiversity of the Thompsons creek catchment.</li> <li>The proposed designs also include the capture and reuse of rainwater to minimise the demand on external water supply.</li> </ul>
<i>O14 - Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.</i>	<ul style="list-style-type: none"> <li>The proposed landscape plan is designed to integrate with surrounding vegetated areas which are designated as open space through the SEPP.</li> </ul>
<u>2.2 Aerotropolis vision</u>	
<p>The proposal does not address the additional precinct objective:</p> <p><i>O5 to “Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.”</i></p> <p>The plans have not established priorities for active transport, which rely on the shade and microclimate provided by the blue green grid. Opportunities along the existing natural Strahler order channels on the site and retention of existing canopy providing trees have not been prioritized in this regard.</p>	<ul style="list-style-type: none"> <li>The First Building site is located within 400 m of the new Metro station, of which construction is yet to commence.</li> <li>The building is also located adjacent to 15th Avenue, which is identified as a <i>Primary arterial road (rapid bus)</i> route in the Precinct Plan (see Figure 7 below).</li> <li>The interim proposal has considered the existing pedestrian and cycle network, however no infrastructure is currently in place to access the First Building.</li> <li>Therefore, the provision of these elements in the standalone proposal is not relevant.</li> <li>The provision of pedestrian and active transport will be addressed through the broader precinct planning and the masterplan, which the First Building site will connect to.</li> <li>As noted above, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover as a result of the development.</li> </ul>



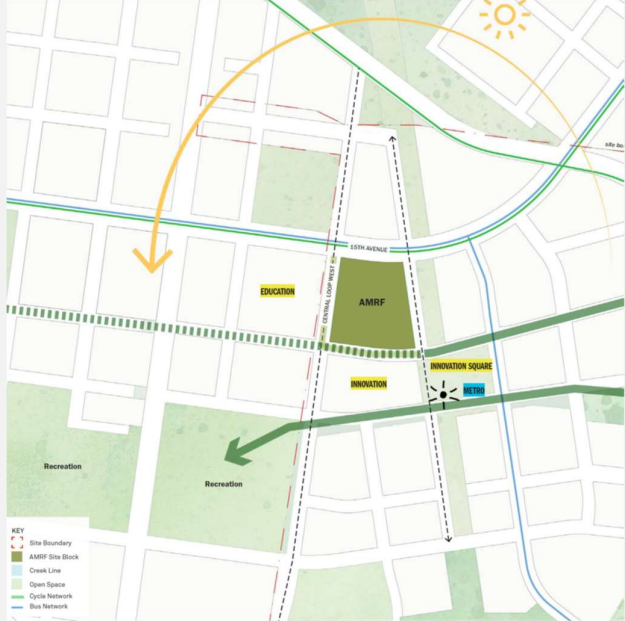
Council comments	Comment/Response
 <p><b>Major Roads</b></p> <ul style="list-style-type: none"> <li>Primary arterial road</li> <li>Primary arterial road (rapid bus)</li> <li>Sub-arterial road</li> <li>Collector</li> <li>Local Street</li> <li>Park Edge Street</li> <li>Riparian Street</li> <li>M12 motorway</li> <li>Outer Sydney Orbital</li> <li>Indicative roadway (subject to further investigation)</li> </ul> <p><b>Laneways and Service Roads</b></p> <ul style="list-style-type: none"> <li>Service Street</li> <li>Park Edge Active Path</li> <li>Key signalised intersection</li> <li>Planned signalised intersection (subject to investigation)</li> <li>Area of investigation for a future signalised intersection</li> <li>Major Infrastructure Corridor</li> <li>Watercourses</li> <li>Land Application Boundary</li> <li>Property Boundary</li> <li>Precinct Boundary</li> </ul>	
<p>Figure 7: Location of the site in context of the planned transport network (Source: Precinct Plan)</p>	
<p><b>4.1 Proposed Land Use and Structure Plan</b></p>	
<p>The proposal has not sufficiently addressed the following objectives: LU02 which requires development that “Preserves significant natural features including watercourses and remnant vegetation.”</p>	<ul style="list-style-type: none"> <li>As previously noted, the site is on a ridgeline and does not intersect any significant natural features such as watercourses or riparian areas.</li> <li>Therefore, the proposed development is consistent with this objective.</li> </ul>

## Appendix A - Response to Submissions

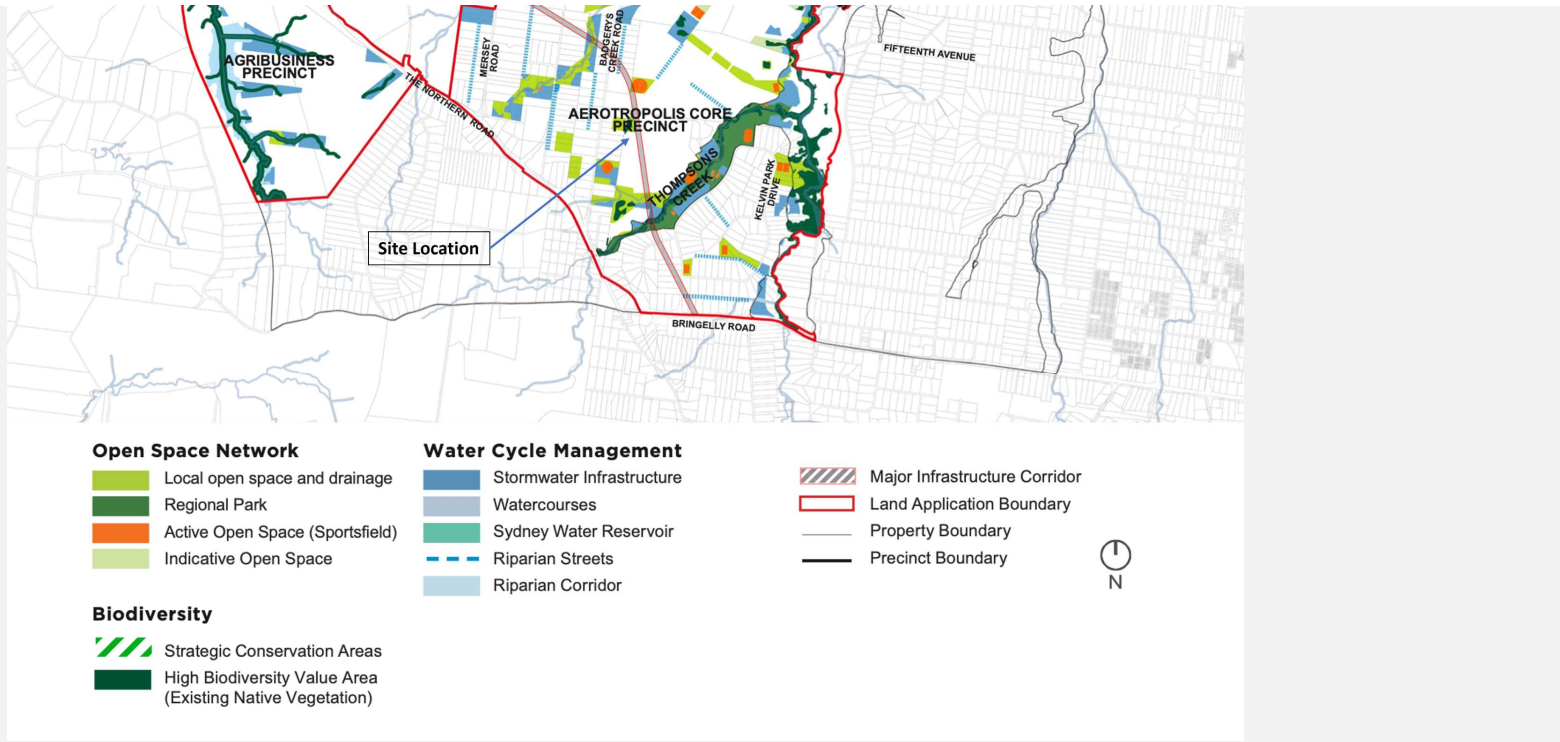
Council comments	Comment/Response
<p>LU03 which requires that development</p> <ul style="list-style-type: none"> <li>• “Optimises active transport and public transport connectivity, and the efficient movement of goods and delivery of services</li> <li>• Responds to topography and natural systems including movement of water through the landscape</li> <li>• Includes space for greening the urban environment, including canopy cover and green, pervious landscape to manage water flows, water quality and local climate conditions.”</li> </ul>	<ul style="list-style-type: none"> <li>• As previously noted, the site is within 400 m of the Metro station to be constructed and adjacent to the 15<sup>th</sup> Avenue Corridor which is marked as a rapid bus transit corridor.</li> <li>• Active transport connectivity is not available for the initial phase of development and the First Building is in a suitable location to be serviced by the future active and public transport network once future development of the precinct has progressed.</li> <li>• The site is located on a ridgeline and does not intersect any significant natural features such as watercourses or riparian areas.</li> <li>• The landscape designs include the provision of water movement through the landscape.</li> <li>• The designs include a landscaped area of open space to the south of the building with canopy trees, water elements and pervious landscape.</li> <li>• As noted above, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover as a result of the development.</li> <li>• Therefore, the proposed development addresses these objectives.</li> </ul>
<p>LU04 which specifies that development must</p> <ul style="list-style-type: none"> <li>• “Respond to topography</li> <li>• Integrate with and enhance the public domain</li> <li>• Respond to natural features including retained vegetation and waterways.”</li> </ul>	<ul style="list-style-type: none"> <li>• These objectives have been addressed in the responses listed above.</li> </ul>
<p>In not responding to these objectives, the proposal has not demonstrated how the following requirements are achieved:</p> <p><i>LU4 Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping and water management.</i></p>	<ul style="list-style-type: none"> <li>• The street network of the Bradfield Precinct is not a component of the proposed development and the First Building site is consistent with the planned network to be developed as part of the broader precinct.</li> <li>• Therefore, this objective is not relevant to the proposal.</li> <li>• Landscaping of the site and water management has been previously addressed</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
<p><i>LU6 Provide for high quality architectural and design outcomes which respond to topography and site characteristics.</i></p> <p>As discussed above, compliance with this section of the Precinct Plan should be informed by the “Preliminary Arboricultural Report,” dated 17/03/2022, prepared by Owen Meekins and the topography and blue-green grid on the site.</p>	<ul style="list-style-type: none"> <li>• The Architectural Designs have been subject to an independent State Design Review Panel and are informed by the site topography, natural features and cultural connection to country</li> <li>• Therefore, the provision of these elements in the standalone proposal is not relevant.</li> </ul>
<p><b>4.1 Subdivision and Block Structure</b></p> <p>The proposal has not addressed and does not comply with the following objectives:</p> <p><i>SU01 Integrate natural landscaping and urban development in the subdivision of land to achieve high land use efficiency, co-location of uses, required perviousness/ permeability, tree canopy and open space areas.</i></p> <p><i>SU02 Design lots that respond to the natural topography and existing street pattern of the Precinct.</i></p> <p>In not responding to these objectives, the proposal has not demonstrated how the following requirement is achieved:</p> <p>SU2 Block structures and the road network are designed to respond to the natural topography and the flow of water in the landscape, including measures to appropriately manage overland flow and localised flooding of properties.</p> <p>In this regard the proposal is to respond to existing topography and avoid the alteration of existing drainage catchments.</p>	<ul style="list-style-type: none"> <li>• The proposed First Building is consistent with the planned subdivision and block structure and street patterns which are to be established under the precinct plan.</li> <li>• The Architectural Design Report and design plans clearly demonstrate how the proposed designs integrate with the broader precinct design (see extract in Figure 8 below).</li> </ul>

Council comments	Comment/Response
	 <p>Figure 8: Architectural design context (Hassell)</p>
<p><b>4.5 Blue-Green Infrastructure Framework</b></p>	
<p>The proposal has not addressed and does not comply with the following objectives:</p> <p>BG01 To integrate blue and green systems across the Aerotropolis for water quality management, biodiversity and recreation.</p> <p>In not responding to this objectives, the proposal has not demonstrated how the following requirement is achieved:</p>	<ul style="list-style-type: none"> <li>As noted above, the Site is located at the top of the ridgeline and does not intersect with the Wianamatta-South Creek floodplain identified as the Blue-Green grid in the Precinct Plan and Western Sydney Aerotropolis Plan</li> <li>The First Building designs are consistent with the broader objectives to integrate with the landscape, including water and cultural connection to country, with landscape plans providing water connectivity and biodiversity outcomes and civil designs to achieve water quality outcomes.</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
<p>BG1 Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5.</p> <p>Amended plans and information are requested to demonstrate how the proposal satisfies these objectives and related requirement.</p>	<ul style="list-style-type: none"> <li>As shown in Figure 9 below, the site does not intersect any features identified in Figure 5 of the Precinct Plan</li> </ul>
 <p><b>Open Space Network</b></p> <ul style="list-style-type: none"> <li>Local open space and drainage</li> <li>Regional Park</li> <li>Active Open Space (Sportsfield)</li> <li>Indicative Open Space</li> </ul> <p><b>Water Cycle Management</b></p> <ul style="list-style-type: none"> <li>Stormwater Infrastructure</li> <li>Watercourses</li> <li>Sydney Water Reservoir</li> <li>Riparian Streets</li> <li>Riparian Corridor</li> </ul> <p><b>Biodiversity</b></p> <ul style="list-style-type: none"> <li>Strategic Conservation Areas</li> <li>High Biodiversity Value Area (Existing Native Vegetation)</li> </ul> <p>Major Infrastructure Corridor (hatched pattern)</p> <p>Land Application Boundary (red line)</p> <p>Property Boundary (thin grey line)</p> <p>Precinct Boundary (black line)</p> <p>Site Location</p> <p>Map labels: AGRIBUSINESS PRECINCT, AEROTROPOLIS CORE PRECINCT, THOMPSONS CREEK, KILWIN PARK, BRINGELLY ROAD, FIFTEENTH AVENUE, MERSEY ROAD, BACCHERS CREEK ROAD, THE NORTHERN ROAD.</p>	
<p>Figure 9: Extract of Figure 5 from the Precinct Plan</p>	

## Appendix A - Response to Submissions

Council comments	Comment/Response
<u>4.5.1 Total water cycle management</u>	
The proposal has not addressed and does not comply with the following objectives:	
BG01 Protect, maintain and/or restore waterways, riparian corridors, water bodies and other water dependent ecosystems.	<ul style="list-style-type: none"> <li>• This objective has been addressed through the architectural designs, civil designs and landscape designs, as discussed above.</li> </ul>
BG02 Provide a landscape-led approach to integrated stormwater management and water sensitive urban design.	<ul style="list-style-type: none"> <li>• The architectural design report demonstrates how it has been informed by a landscape-led approach and the landscape plans integrate water into the designs.</li> <li>• The architectural design report discusses the sustainability principles at the core of the design including the objectives of the Living Building Challenge and 6-Star Green Star, which include Water Sensitive Urban Design strategies, water efficiency and grey water reuse.</li> <li>• Updated landscape plans and civil plans include stormwater drainage designs to adopt the water sensitive urban design principles.</li> </ul>
BG03 Establish a network of multifunctional stormwater assets that support stormwater management and contribute to broader objectives for waterway health, biodiversity, urban greening and cooling, recreation and amenity.	<ul style="list-style-type: none"> <li>• The multifunctional stormwater assets are intended to service the broader Aerotropolis as shown in Figure 6 of the Precinct Plan (Figure 10).</li> <li>• These are yet to be established and are not relevant to the First Building proposal.</li> </ul>



## Appendix A - Response to Submissions

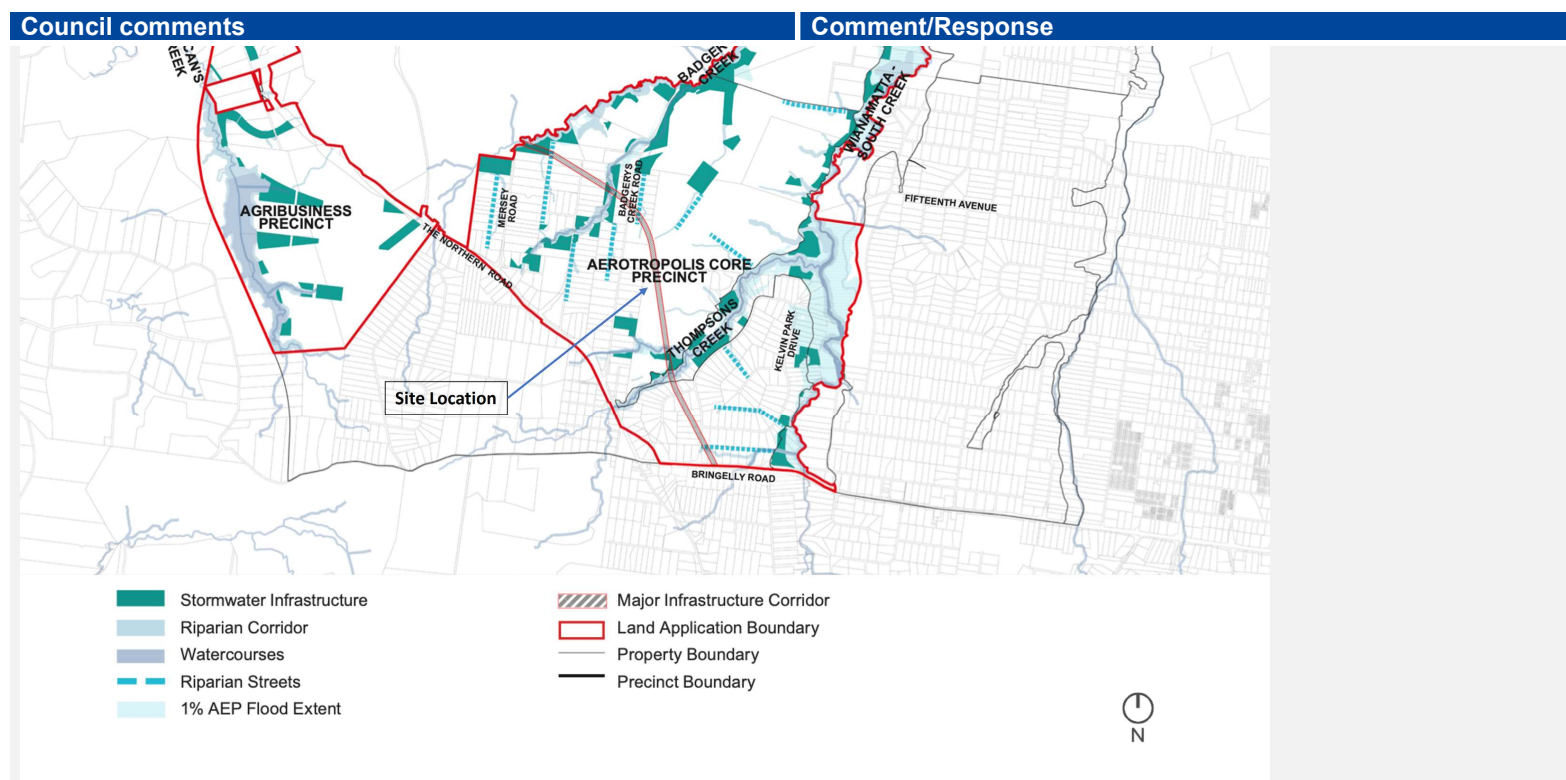


Figure 10: Site location in relation to Figure 6 of the Precinct Plan

In not responding to this objectives, the proposal has not demonstrated how the following requirements are achieved:

BG1 – the relevant water quality requirements in relation to this clause  
 BG2 – the relevant water flow objectives under this clause  
 BG3 - Where development uses on-lot or on-street measures to achieve the performance criteria for ambient water quality and the

- The First Building stormwater infrastructure has been designed to align with the performance outcomes in Performance Outcome 2 in Section 4.3.2 in the DCP Phase 2 Draft (Oct 2021).
- AECOM confirms it has designed the infrastructure around the First Building to tie into a future masterplan to be designed in accordance with the Precinct Plan (as issued in March 2022 – following submission of the SSDA Design in November 2021).

## Appendix A - Response to Submissions

Council comments	Comment/Response
<p>flow objectives, the development application must demonstrate, to the satisfaction of the consent authority, the ability to connect the development to regional stormwater infrastructure when it is available.</p> <p>BG4 - Compliance with the ambient water quality and flow objectives must be consistent with the NSW Government <i>Technical guidance for achieving Wianamatta-South Creek stormwater management targets</i> (DPIE, 2022).</p>	<ul style="list-style-type: none"> <li>We note the regional stormwater infrastructure to be delivered as part of the Bradfield City Centre will be design in order to meet the Precinct Plan Water Quality Targets.</li> <li>The proposed stormwater designs for the First Building development are an interim standalone measure until the broader precinct stormwater infrastructure is in place.</li> <li>The interim stormwater drainage designs will be replaced by broader network stormwater drainage as part of the precinct plan and will therefore not need to connect with the regional stormwater infrastructure.</li> <li>The First Building site will be capable of connecting with the regional infrastructure network once established, with future designs to incorporate the First Building site.</li> </ul>
<p>BG5 - Multifunctional stormwater assets are to be located generally as shown on Figure 6.</p>	<ul style="list-style-type: none"> <li>These assets are intended to service the broader precinct and are not relevant to the First Building proposal.</li> <li>The site location in relation to these assets is indicated in Figure 10.</li> </ul>
<p>BG6 - Multifunctional stormwater assets are to integrate with the Open Space Network to support multifunctional open space areas for recreation, urban cooling and water management.</p>	<ul style="list-style-type: none"> <li>As above</li> </ul>
<p>BG7 - The multifunctional detention basins (as shown on Figure 6) are to be designed in accordance with the regional stormwater management strategy and recycled water network developed by the relevant stormwater authority.</p>	<ul style="list-style-type: none"> <li>As above</li> </ul>
<p>The proposal has not sufficiently identified existing watercourses, riparian areas on the site and has not demonstrated how the civil plans respond to these systems.</p> <p>Amended plans and information are requested to demonstrate how the proposal satisfies these objectives and related requirements.</p>	<ul style="list-style-type: none"> <li>This is addressed in the responses above.</li> </ul>
<p>4.5.2 Riparian corridors</p>	
<p>The proposal has not addressed and does not comply with the following objectives:</p>	<ul style="list-style-type: none"> <li>As previously discussed, the proposed First Building site does not intersect vegetated riparian zones or riparian corridors.</li> </ul>

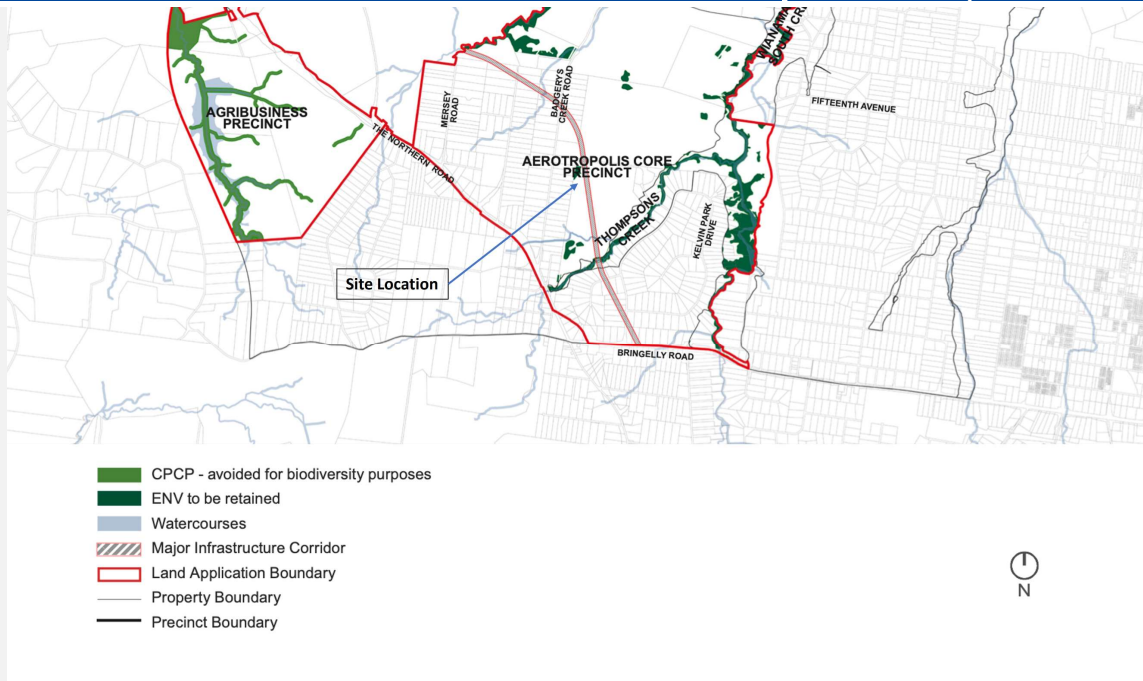
## Appendix A - Response to Submissions

Council comments	Comment/Response
<p><i>BGO1 - Protect, restore and maintain vegetated riparian zones adjacent to creeks and other water bodies in accordance with the Water Management Act and related Guidelines.</i></p> <p><i>BGO2 - Manage impacts of development on waterways to achieve and maintain established waterway health targets.</i></p> <p><i>BGO3 - Enable people to have safe contact with water in the landscape for recreation and access to urban cooling.</i></p> <p>In not responding to this objectives, the proposal has not demonstrated how the following requirements are achieved:</p> <p><i>BG1 Waterways and riparian corridors of Strahler Order 2 (refer to Figure 5) and higher are to be retained and rehabilitated to a natural state (unless minor realignment can be justified), in accordance with the requirements of the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of Water), or other relevant guidelines adopted and in operation at the time.</i></p> <p><i>BG4 The outer 50% of the Riparian Zone, as defined by the Guidelines for Riparian Corridors on Waterfront Land may contain paths, passive recreation facilities and other amenities subject to the appropriate consideration of flood impacts and safety.</i></p> <p>The proposal does not identify riparian corridors on the site (and on immediately adjacent sites) and does not demonstrate how the proposal will impact on these riparian corridors. Amended plans and information are requested to demonstrate how the proposal satisfies these objectives and related requirements.</p>	<ul style="list-style-type: none"> <li>As noted previously, the civil designs adopt water quality principles to ensure the waterway health targets are achieved and managed on-lot</li> <li>The landscape plans include water features within the site to assist with urban cooling.</li> </ul>
<p><b>4.5.3 Public domain and canopy cover</b></p> <p>The proposal has not addressed and does not comply with the following objectives:</p>	<ul style="list-style-type: none"> <li>These objectives are relevant for broader planning of the Aerotropolis and do not influence the design of the First Building site.</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
<p><i>BGO1 Achieve an interconnected and accessible network of open space that meet the recreational and amenity needs of residents and workers.</i></p> <p><i>BGO2 Achieve the targets in the Region Plan of 40% tree canopy cover across the Aerotropolis by 2036.</i></p> <p><i>BGO3 Use the green and blue framework to form connected networks of open space.</i></p> <p><i>BGO4 Provide equitable access to open space for people living or working in the Aerotropolis.</i></p> <p><i>BGO5 The design of streets and other public places contributes to management of urban heat and provides for the comfort and amenity of residents and workers.</i></p> <p>In not responding to this objectives, the proposal has not demonstrated how the proposal addresses the requirements under this section of the Precinct Plan. In this regard the proposal should identify how existing significant trees on site are to be incorporated into the proposal to ensure the public domain retains some canopy cover until such time as additional canopy cover can be established as part of the overall landscaping of the site, noting the newly provided Arborist Report. Amended plans and information are requested to demonstrate how the proposal satisfies the objectives and related requirements under this section of the Precinct Plan.</p>	<ul style="list-style-type: none"> <li>• Tree canopy cover for the proposed landscaping in the First Building site has been calculated at over 40%.</li> <li>• As previously discussed, the First Building site is consistent with the broader precinct layout.</li> <li>• The Applicant commits to achieving no net loss of tree canopy cover as a result of the development – given the constraints of the site, it is unlikely that the landscaping of the First Building site will achieve this objective.</li> <li>• As noted above, the Applicant will undertake additional plantings within the broader precinct to provide the additional tree canopy to achieve no net loss of canopy cover as a result of the development.</li> </ul>
<p><u>4.5.4 Biodiversity and vegetation corridors</u></p>	
<p>The proposal has not addressed either the objectives or requirements under this section of the Precinct Plan. No consideration has been provided in relation to potential impacts on adjacent significant vegetation and biodiversity as a result of the alteration of the drainage catchment by proposed earthworks.</p> <p>Amended plans and information are requested to demonstrate how the proposal satisfies objectives and related requirements under this section of the Precinct Plan.</p>	<ul style="list-style-type: none"> <li>• As previously noted, the adjacent significant vegetation is to the north of the First Building site and the 15th Avenue corridor.</li> <li>• Figure 11 below shows the location of the site in relation to these areas.</li> <li>• The drainage network is to the south of the First Building site and does not interact with the nearest area of significant vegetation.</li> <li>• A small portion of the land marked ENV in the Precinct Plan (Figure 11) is within the 15<sup>th</sup> Avenue corridor alignment.</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
	
<p>Figure 11: Location of the site in relation to areas of significant vegetation (Figure 7 of the Precinct Plan)</p>	
<p>Additionally, an assessment has not been provided in relation to the Draft Cumberland Plain Conservation Plan.</p>	<ul style="list-style-type: none"> <li>• We note that the Western Sydney Aerotropolis is excluded from the Draft Cumberland Plain Conservation Plan.</li> <li>• Also refer to previous discussions about the biodiversity certification of the land on which the proposal is located.</li> </ul>
<p><u>4.5.5 Scenic and cultural connection</u></p>	
<p>The proposal has not addressed and does not comply with the following objectives:</p> <p><i>SCO1 Ridgeline and hilltop vegetation is preserved or reinstated.</i></p>	<ul style="list-style-type: none"> <li>• As per the recent Aerotropolis SEPP amendment, the remnant vegetation to the north of the First Building site is now within a</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
<p><i>SCO2 Creek lines, ridgelines and hilltops are connected through green streets that create a network of tree canopy.</i></p> <p>In not responding to this objectives, the proposal has not demonstrated how the proposal addresses the requirements under this section of the Precinct Plan. The site generally entails a ridgeline along the western side of the site and the proposal does not identify existing opportunities for the retention of existing established canopy providing trees on the high (western) side of the site and does not utilise the existing watercourse(s) to link this hilltop vegetation with Thompsons Creek at the eastern boundary of the site.</p>	<p>protected area identified in the updated SEPP and Precinct Plan.</p> <ul style="list-style-type: none"> <li>• Where possible the impact to this vegetation has been mitigated with the Applicant utilising the recently constructed access road by Sydney Metro for access/egress off Badgerys Creek Road and the widening of an existing internal road to facilitate access to the First Building. This has reduced the impact on the surrounding environment and ecology and minimised the development's overall footprint.</li> <li>• Further regeneration of the area to the north of the First Building and 15<sup>th</sup> Avenue will be undertaken in the future and dealt with through the master plan.</li> <li>• These objectives also relate to the design and orientation of streets within the Aerotropolis which is not relevant to the First Building (which, as previously noted, is consistent with the indicative street layout of the Bradfield Precinct)</li> <li>• The First Building site is located away from these areas and therefore is consistent with these objectives.</li> </ul>
<p><u>4.6 Movement Framework</u></p> <p>The proposal provides insufficient detail in relation to this section of the precinct plan. The relevant plans are requested to be included which detail overlays of Figure 5, Figure 8 and Figure 9 of the Precinct Plan so an assessment can be undertaken of the proposed Transport Network and Active Transport Network and in order to allow an assessment as to how the Active Transport Network is to utilise the shade and microclimate opportunities provided by the Blue-Green infrastructure framework.</p> <p>Amended plans and information are requested to demonstrate how the proposal satisfies the objectives and related requirements of Section 4.6 of the Precinct Plan.</p>	<ul style="list-style-type: none"> <li>• The relationship of the First Building site to the broader transport network and active transport network has been addressed previously.</li> </ul>



## Appendix A - Response to Submissions

Council comments	Comment/Response
<b>Urban Design Response</b>	
<p><b>Context</b></p> <p>It is noted in the response document (i.e., Appendix A – Response to Submissions) that the pedestrian linkages and connection to active transport will be considered in the master plan which is currently being developed by WPCA. It is recommended that the detailed design stage should include provisions for active transport within the public domain (e.g., provide adequate space to incorporate a cycleway and other bicycle infrastructure).</p> <p>The response to address the larger network of water features / creek lines as part of the master plan is noted. The proposed water story (i.e., incorporating water in the landscape through permanent naturalised basins, sculptural interpretive fluid lines in the paving and planters) is supported. The proposed elements need to be indicated in the landscape plans as part of detailed design.</p>	<ul style="list-style-type: none"> <li>Council's comments are noted.</li> </ul>
<p><b>Built Form</b></p> <p>It is noted in the response document (i.e., Appendix A – Response to Submissions) that the details regarding public domain will be addressed as part of the master plan which is currently being prepared. It is recommended that a public domain plan is prepared to inform the proposed landscaping around the site and ensure better integration with the overall landscaping scheme.</p> <p>The solar diagrams indicate considerable heat load on the some of the building facades during peak summer. Consider adequate measures to ameliorate the impacts of solar heat gain during summer (e.g., internal blinds, fretting for lower sections of glass panels, etc.)</p> <p>The woven modular structure being proposed for the roof form is supported. It is noted that the materiality for the built form will be developed further during the detailed design stages. It is recommended that a detailed materials and colour palette is developed for the site as part of detailed design.</p>	<ul style="list-style-type: none"> <li>Council's comments are noted and these details will be addressed through the masterplan process.</li> <li>The substantial roof overhang shade protects the northern facade effectively in the hottest months.</li> <li>Where applicable, glare will need to be managed with blinds as the shading will be ineffective against low angle sunlight.</li> <li>Council's comments are noted.</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
<p><b>Landscape</b></p> <p>The landscape plans prepared as part of Appendix G, does not align with the overall landscaping scheme presented in the architectural plans and the narrative of 'The Water Story' (i.e., in terms of the general layout and design of paving / landscape elements). It is recommended that the landscaping scheme being represented across the documents should be consistent throughout the different packages.</p> <p>The landscape plans indicate a single row of street trees along Fifteenth Avenue as compared to the double row of street trees being indicated in the architectural plans. It is recommended that the landscape plans are revised to indicate a double row of street trees along Fifteenth Avenue.</p> <p>The landscape plans identify 200L and 400L pot size trees being proposed as part of the development, which is supported. Provide details regarding the proposed tree species and planting mix as part of the detailed design package. A more detailed landscape documentation package is recommended for further assessment.</p> <p>The design report identifies 'Central Loop West' as a primary pedestrian access point for the site, however, the landscape scheme does not indicate any treatments within the landscape / public domain (i.e., pedestrian access is restricted through a continuous vegetation strip). It is recommended that the landscape plans should be amended to reflect the desired intent. Further articulation of the forecourt along Central Loop West needs to be considered to create a more welcoming entrance to the site.</p> <p>The landscape plans indicate a pad-mount substation being proposed close to the north-east corner of the building (i.e., right at the entrance from Fifteenth Avenue). It is recommended that the substation is relocated on the other side of the entry (i.e., within the</p>	<ul style="list-style-type: none"> <li>• The landscaping shown in the architectural plans was indicative. Updated landscape plans have now been prepared and provided to DPE.</li> <li>• Landscaping along 15th Avenue will be addressed through the masterplan process</li> </ul>

## Appendix A - Response to Submissions

Council comments	Comment/Response
proposed car parking area). It is recommended that the substation is screened either through planting or within an enclosure to preserve visual amenity within the precinct.	

### Heritage NSW – Aboriginal Cultural Heritage Review

Heritage NSW ACH Issue	Comment/Response
Heritage NSW understands that at the time the ACHAR was prepared, detailed design plans had only been finalised for the First Building Site. As a result, the recommendations were developed based on the assumption that the entire study area will be subject to ground disturbing activities.	<ul style="list-style-type: none"> <li>Noted</li> <li>As confirmed in the attached memorandum from Extent Heritage (Appendix W) the Aboriginal Archaeological Assessment Report for the First Building was prepared in accordance with the relevant guidelines</li> </ul>
Heritage NSW supports all the above recommendations in relation to the proposal in relation to the management of Aboriginal cultural heritage	<ul style="list-style-type: none"> <li>Noted. The recommendations will be implemented through the development of the site.</li> </ul>

Table 4: Response to Heritage NSW Aboriginal Cultural Heritage Review

### Heritage Council of NSW

Heritage Council of NSW Issue	Comment/Response
Heritage Council of NSW, notes the proposed development is likely to have some impact on the open rural views between SHR listed Kelvin and the subject Site and thus Kevin's setting.	<ul style="list-style-type: none"> <li>Noted</li> </ul>
The Heritage Council agrees' with the conclusion of the Heritage Impact Statement that the subject impact is relatively minor and is unlikely to have a notable impact on the significance of the SHR Site Kelvin and the Church of Holy Innocents that is located at a substantial distance away.	

Table 5: Response to Heritage Council of NSW

## Appendix A - Response to Submissions

### DPIE - Environment, Energy and Science Group

EES Issue	Comment/Response
<u>Biodiversity</u>	
EES has noted that the proposed development is located on land certified under the 2007 Biodiversity Certification Order for State Environmental Planning Policy (Sydney Region Growth Centres) 2006. As such an assessment of biodiversity impacts has not been undertaken.	<ul style="list-style-type: none"> <li>Noted - given the Site's certification an assessment is not required</li> </ul>
<u>Flooding</u>	
A Flood Assessment prepared by Advisian has been provided.	<ul style="list-style-type: none"> <li>EES raises no comment or concern in relation to this assessment.</li> </ul>
<u>Waterway Health</u>	
<p>EES recommends that the response to submissions (RtS) includes the following information:</p> <ul style="list-style-type: none"> <li>model parameters and climate file used for the MUSIC modelling is the same as provided in the toolkit – provide the MUSIC model files and/or a print-out of the parameters. This includes the parameters adopted for the treatment nodes</li> <li>conceptual layout of MUSIC model</li> <li>excel spreadsheet or tables of modelled outputs to demonstrate that the flow targets are achieved.</li> </ul>	<ul style="list-style-type: none"> <li>A response to the EES comments on stormwater modelling, including an updated MUSIC model, conceptual layout and spreadsheet is provided in Appendix R.</li> <li>Stormwater quality and quantity objectives for the First Building site will be addressed under the Draft DCP Phase 2.</li> <li>Temporary stormwater shown in the designs submitted with the EIS will be in place until infrastructure associated with the masterplan is developed.</li> <li>WPCA is developing the final / ultimate stormwater quantity and quality strategy in consultation with Sydney Water for the Masterplan site, which will supersede the designs for the First Building site.</li> </ul>
It is expected that the RtS will include a separate Stormwater Management Plan, will provide full details of the interim and final/ultimate strategy (i.e. regional detention basin) that will achieve the stormwater quality and quality targets.	<ul style="list-style-type: none"> <li>Updated plans for the First Building project are provided demonstrating compliance with the Wianamatta Toolkit. AECOM and WPCA are developing the final / ultimate stormwater quantity and quality strategy in consultation with Sydney Water. It is intended that this strategy (when approved) will supersede this temporary strategy for the First Building.</li> <li>The proposed development is designed to be consistent with the overall precinct strategy in the <i>Western Sydney Aerotropolis (Initial Precincts) Stormwater and Water Cycle Management Study Interim Report – October 2020</i>.</li> </ul>

## Appendix A - Response to Submissions

EES Issue	Comment/Response
	<ul style="list-style-type: none"> <li>• This will be addressed in more detail for the broader precinct through the Masterplan process.</li> <li>• Temporary works on site under the control of the Applicant will be maintained by the Applicant and transitioned with further approvals once the precinct wide strategy is being implemented.</li> </ul>
<p>EES recommends that the Erosion and Sediment Control Plan for the Site should include the construction phase stormwater quality targets specified in the toolkit</p>	<ul style="list-style-type: none"> <li>• The construction phase erosion and sediment control targets are addressed as follows: <ul style="list-style-type: none"> <li>○ 90% reduction to TSS - achievable with the nominated sediment basin</li> <li>○ no release of oil, litter or waste contaminants – the CEMP will nominate measures of storage of POL and spill responses etc. – to be provided by Principal Contractor to Principal Certifying Authority for review.</li> <li>○ stabilisation (prior to removal of SWM measures) - nominated within the Stormwater Management Plan included in the civil engineering set (Appendix I) and to be in accordance with the nominated DCP requirements.</li> </ul> </li> <li>• A detailed erosion and sediment control plan will be prepared as part of the CEMP for implementation prior to and during construction.</li> </ul>
<p>The following specific comments on the stormwater strategy are provided to inform the extent of information required in the RtS and separate Stormwater Management Plan.</p>	<ul style="list-style-type: none"> <li>• These comments are addressed in the attached response in Appendix R.</li> </ul>
<p><b>Supplementary comments</b></p>	
<p><b>1. Biodiversity</b></p>	
<p>The amendments made to the Western Parklands Precinct SEPP include the addition of an area of the land zoned Environment and Recreation (ENZ) within the site. The ENZ zoned land contains existing native vegetation (ENV) identified on the Western Parkland Precinct SEPP High Biodiversity Value Map. It appears that the area of impact from the proposed roads extends into the ENV.</p>	<ul style="list-style-type: none"> <li>• This is addressed in Section 3.2 of the Submissions Report, which notes that subclause 4.25A (4) permits a public authority to clear native vegetation subject to providing notice to the Planning Secretary and addressing any submissions received within 21 days of providing that notice.</li> </ul>

## Appendix A - Response to Submissions

EES Issue	Comment/Response
Clause 4.25A of the SEPP states that "Development consent must not be granted to development on the land unless the consent authority is satisfied that the development will not result in clearing of native vegetation"	
<b>2. Landscaping</b>	
EHG recommends that the landscaping of the site should use a diversity of local provenance species (trees, shrubs and groundcovers) from the native vegetation community (or communities) that occur, or once occurred on the site rather than use exotic plant species or non-endemic native species	<ul style="list-style-type: none"> <li>Noted and agreed.</li> <li>Landscaping is described in the Landscape Plans in Appendix G of the Submissions Report</li> </ul>

Table 6: Response to EES

## Transport for NSW

TfNSW Issue	Comment/Response
<u>Protection of TfNSW Infrastructure and Sydney Metro Construction</u> Plans appear to show a slight encroachment of proposed works into the agreed Sydney Metro construction Site area as indicated in the EIS for the Metro project. Further work is currently being undertaken by Sydney Metro that may result in a refined boundary of the Metro works.	<ul style="list-style-type: none"> <li>The Applicant is committed to continue working with Sydney Metro to coordinate the construction site requirements and interfaces with the First Building development.</li> <li>Further consultation is to occur during the development of detailed design and construction planning.</li> </ul>
<u>Temporary works in the Major Infrastructure Corridor</u> The Applicant is requested to confirm if there will be any temporary works impacting the North South Rail Line and provide updated plans in consultation with TfNSW.	<ul style="list-style-type: none"> <li>A MIC overlay is provided at Appendix I which confirms that apart from the temporary access road and temporary stormwater drainage, which is permissible with consent, no permanent works are within the MIC.</li> </ul>
<u>Bradfield Metro Link Road (Fifteenth Avenue South)</u> The Applicant is requested to provide updated plans demonstrating that intersections on Bradfield Metro Link Road are minimised, and that no or limited direct driveway access be provided.	<ul style="list-style-type: none"> <li>Any future development of the road network around the First building site is subject to the Masterplan.</li> <li>No additional intersections off 15<sup>th</sup> Avenue South are proposed from the configuration shown in the plans and design report.</li> <li>The internal service road will form the only intersection with 15<sup>th</sup> Avenue for this development.</li> </ul>

## Appendix A - Response to Submissions

TfNSW Issue	Comment/Response
<p><u>Signalised intersections</u> Any proposals for new traffic control signals would require the submission of a formal warrants assessment and traffic modelling to TfNSW for approval under Section 87 of the Roads Act, 1993.</p>	<ul style="list-style-type: none"> <li>• Signalised intersections are indicative only and not proposed in this SSD application.</li> <li>• Any future proposals for signalised intersections as part of the broader masterplan process would follow the normal process of application to TfNSW.</li> </ul>
<p><u>SIDRA modelling</u> The Applicant is requested to provide clarification on the proposal's potential impacts on the traffic efficiency and flow on The Northern Road.</p>	<ul style="list-style-type: none"> <li>• The roundabout intersection on Badgery's Creek Road is approximately 1.3 km from its intersection with The Northern Road.</li> <li>• SCT Consulting (Appendix J) has advised that the level of traffic generated by the development (11-14 vehicles per hour during operation and 30 vehicles per hour during construction) would have a minimal impact on the performance of the signalised intersection of Badgerys Creek Road and The Northern Road.</li> </ul>
<p><u>Line marking and signposting</u> The 40km/hr speed limit signs are not supported at this stage. The general speed limit for streets in the Bradfield Town Centre will be considered as part of the Bradfield Town Centre Masterplan. The Applicant is requested to provide a detailed plan of this scheme to TfNSW for further assessment.</p>	<ul style="list-style-type: none"> <li>• The 40km/hr speed limit is indicative and is not proposed a part of this application.</li> <li>• The roads servicing the Site from Badgerys Creek Road will be private roads during the initial stages of operation.</li> <li>• The Masterplan will determine the speed limits for the roads within the area. Traffic modelling is being undertaken as part of the Masterplan development to determine the appropriate speed limit.</li> </ul>
<p><u>Green Travel Plan (GTP)</u> The Applicant is requested to provide three modal split target tables; pre-metro, short-term post metro, and then updating the modal share each year and when future transport upgrades are in place.</p> <p>TfNSW strongly encourages that EV charging stations be considered in the design of this Site, to be included in the long-term mode share as well.</p> <p>TfNSW requests that the GTP considers implementation of a parking management strategy that prioritises use by staff on a need's basis,</p>	<ul style="list-style-type: none"> <li>• As tenants for the First Building have not been established the Applicant would accept a condition requiring a Green Travel Plan to be completed before occupancy.</li> <li>• The Applicant proposes two electric vehicle charging ports which comply with the DCP Phase 2 requirements.</li> </ul>



## Appendix A - Response to Submissions

TfNSW Issue	Comment/Response
<p>particularly when more car-pooling and shuttle buses are available, to further reduce car use.</p> <p>TfNSW advise the GTP will need to be appropriately funded and otherwise resourced, by the Applicant, for a period of at least 5 years, or via an appropriate appointed entity, such as a body corporate.</p> <p>A Site-specific traffic survey is required to be prepared.</p>	
<p><u>Travel Access Guide (TAG)</u></p> <p>The TAG should include maps and times of all modes of transport, shuttle, bus, train, walking and car-pooling options. The TAG should evolve as transport upgrades are implemented.</p>	<ul style="list-style-type: none"> <li>As tenants for the First Building have not been established, the Applicant would accept a condition requiring a Travel Access Guide to be completed before occupancy.</li> <li>Further consultation with TfNSW will occur regarding this requirement.</li> </ul>
<p><u>Security impacts</u></p> <p>The Applicant is requested to provide a Security Risk Assessment to address any impacts of the proposed development and the metro corridor which adjoins the subject Site.</p>	<ul style="list-style-type: none"> <li>The Applicant is preparing a SRA in consultation with TfNSW and TfNSW has provided its in-principle endorsement of the SRA.</li> <li>The recommendations of the final SRA will be implemented during the construction and operation of the development</li> </ul>
<p><u>Construction Traffic Management</u></p> <p>It is requested that the Applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and Sydney Metro and submit a copy of the final CPTMP for TfNSW endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier</p>	<ul style="list-style-type: none"> <li>A detailed Construction Traffic Management Plan (CTMP) will be developed in consultation with TfNSW and Sydney Metro before the commencement of construction.</li> </ul>
<p><u>Suggested Conditions of Consent</u></p> <p>TfNSW has suggested a number of conditions of consent</p>	<ul style="list-style-type: none"> <li>The Applicant has considered the recommended conditions of consent and is agreeable to them being imposed on any future consent.</li> </ul>

Table 7: Response to Transport for NSW

## Appendix A - Response to Submissions

### Endeavour Energy

Endeavour Energy Issue	Comment/Response
<p><u>Network Capacity / Connection</u></p> <p>Endeavour Energy's general requirements is for a padmount substation to be at ground level and have direct access from a public street (unless provided with appropriate easements for the associated underground cables and right of access).</p> <p>Any proposed padmount substation will require appropriate easements to be established in accordance with Endeavour Energy's requirements.</p> <p>The Applicant will need to complete the connection of load process for the provision of electricity supply to the proposed development.</p>	<ul style="list-style-type: none"> <li>Further detailed requirements will be negotiated with Endeavour energy. The Applicant would submit to a condition of consent requiring for approval at CC stage.</li> </ul>
<p><u>Flooding and Drainage</u></p> <p>Endeavour Energy requires the electricity network needed to service an area / development to be fit for purpose and meet the technical specifications, design, construction and commissioning standards based on Endeavour Energy's risk assessment associated with the implementation and use of the network connection / infrastructure for a flood prone Site</p>	<ul style="list-style-type: none"> <li>The Applicant has commenced the design of the electricity substation and the design will incorporate the requirements of Endeavour Energy.</li> <li>These designs will be referred to Endeavour Energy for certification prior to commencing construction of the substation.</li> </ul>
<p><u>Vegetation Management</u></p> <p>Screening vegetation around a padmount substation should be planted a minimum distance of 800mm plus half of the mature canopy width from the substation easement and have shallow / non-invasive roots.</p>	<ul style="list-style-type: none"> <li>The Applicant would accept a condition of consent requiring the preparation of a landscape plan detailing proposed landscaping around the substation.</li> </ul>

Table 8: Response to Endeavour Energy requirements

### Air Navigation, Airspace and Aerodromes Branch CASA Aviation Group

CASA Aviation Group Issue	Comment/Response
CASA has no objections to the building development, including the solar arrays, and no recommended conditions	<ul style="list-style-type: none"> <li>The Applicant notes the CASA Aviation Groups submission.</li> </ul>

## Appendix A - Response to Submissions

Table 9: Response to CASA Aviation Group

### Western Sydney Airport Co (WSA)

WSA Comment	Comment/Response
<p><u>Wildlife Attraction</u></p> <p>Further assessment is required in relation to aviation safeguarding provisions, particularly Provisions 5.4 (Preferred Plant Species) and 10.3 (Wildlife Hazards). This would include specific assessment of the proposal against Appendix B of the DCP, which comprises a list of preferred plant species within the Aerotropolis.</p>	<ul style="list-style-type: none"> <li>• An assessment against the airport safeguarding provisions of the DCP Phase 2 is provided in Appendix F.</li> <li>• A detailed landscape plan and planting schedule is provided at Appendix G, which is generally consistent with the requirements of Appendix B of the DCP.</li> <li>• Variations to the DCP species list are a result of the cultural planting strategy developed with the involvement of Jiwah.</li> <li>• The First Building Site is wholly within the area marked as 'parklands priority' in Figure 15 of the DCP Phase 2, which aligns with the Mixed Use zone.</li> <li>• Consequently, the site is exempt from the requirements to engage an ecologist where the species depart from the list of species in Appendix B of the DCP Phase 2</li> </ul>
<p>Additional detail in relation to wildlife management matters addressing the DCP be provided, including demonstration that the proposal is in accordance with the plant species list contained at Appendix B.</p>	<ul style="list-style-type: none"> <li>• The detailed landscaping plan is generally consistent with the requirements of clause 10.3 of the DCP Phase 2.</li> <li>• Note that the site is within the Parkland Priority Area which is exempt from the requirement to engage an ecologist to review departures from the species list in Appendix B of the DCP</li> </ul>
<p>Construction and Operational Waste Management Plans are to be prepared. These plans are to include wildlife management measures to limit wildlife attraction at the Site.</p>	<ul style="list-style-type: none"> <li>• Bins are stored in basement with lids. Waste management strategy will be further developed at CC and OC stage. The Applicant would accept a condition regarding this.</li> <li>• The Applicant would accept a condition relating to wildlife management measures.</li> </ul>
<p><u>Drainage</u></p> <p>That further detail be provided in relation to the length of time that the proposed temporary basins would be constructed and operated.</p>	<ul style="list-style-type: none"> <li>• The temporary basin will be provided until other arrangements can be made through the master plan and discussions with Liverpool City Council.</li> </ul>
<p>Confirmation is sought that any fill proposed to be imported to the Site is non-putrescible in nature. That any fill imported to the Site be non-putrescible in nature.</p>	<ul style="list-style-type: none"> <li>• The Applicant will commit to ensure the fill transported to the site is non-putrescible clean fill</li> </ul>

## Appendix A - Response to Submissions

WSA Comment	Comment/Response
<u>Other Issues</u> None of the proposed buildings appear to extend into the OLS, however it should be noted that the Airports Act 1996 covers any intrusions into prescribed airspace.	<ul style="list-style-type: none"> <li>This requirement is noted. No intrusion into prescribed airspace would occur</li> </ul>

Table 10: Response to Western Sydney Airport

## NSW Rural Fire Service (RFS)

NSW RFS Issue	Comment/Response
The NSW Rural Fire Service holds no objection to the proposed development, subject to the recommendations of them bushfire report prepared by Eco Logical Australia (dated 12 November 2021 Ref. 21STU_19533) being applied as conditions of consent for the development.	<ul style="list-style-type: none"> <li>The Applicant notes the response.</li> <li>The Applicant is committed to implementing the recommendations of the Bushfire Report from Eco logical Australia and would accept this as a condition of consent</li> </ul>

Table 11: NSW RFS Response table

## Western Sydney Planning Partnership

WSA Issue	Comment/Response
<u>Application assessed against the Western Sydney Aerotropolis State Environmental Planning Policy (Aerotropolis SEPP)</u> The proposal is permissible and generally consistent with the objectives of these zones. The EIS has made a specific detailed consideration against the following parts of the Aerotropolis SEPP	<ul style="list-style-type: none"> <li>The Applicant acknowledges WSPP's comments regarding permissibility and assessment undertaken under the Aerotropolis SEPP</li> </ul>
<u>Part 3 Development controls—Airport safeguards</u> The Applicant must ensure that the proposal is consistent with aviation safeguarding requirements contained within the Western Sydney Aerotropolis Planning Package. Applicant must address Section 5 (Safeguarding the 24-hour airport) of the Western Sydney	<ul style="list-style-type: none"> <li>Section 7 of the EIS includes discussion around compliance with Part 3 of the Aerotropolis SEPP.</li> <li>A table in response to Section 5 of the <i>Western Sydney Aerotropolis Plan 2020</i> has been provided at Appendix S, which demonstrates the proposals compliance with the requirements under Section 5.</li> </ul>

## Appendix A - Response to Submissions

WSA Issue	Comment/Response
Aerotropolis Plan and Part 3 (Development Controls-Airport safeguard) of the Aerotropolis SEPP.	
<u>Part 4 Development controls—general</u> Concurrence will be needed from Transport for NSW (Clause 29) as transport corridors traverse the subject Site	<ul style="list-style-type: none"> <li>This requirement is noted as stated in the EIS.</li> <li>Further consultation with TfNSW will occur</li> </ul>
<u>Part 7 Precinct plans and master plans</u> The proposal is consistent with Clause 42(3) of the Aerotropolis SEPP.	<ul style="list-style-type: none"> <li>Noted</li> </ul>
<u>Design Excellence</u> Support for the proposed approach of connecting with Country and landscape design.	<ul style="list-style-type: none"> <li>The Applicant will continue to progress through detailed design stage to ensure the development responds to the Connection to Country guidelines</li> </ul>
<u>Application assessed against the Draft Aerotropolis Precinct Plan</u> Support for the application having considered and provided analysis against relevant precinct plans. Clarify parking proposed to be consistent.	<ul style="list-style-type: none"> <li>Noted</li> <li>50 total parking spaces are proposed, of which 2 are disabled. This would be reduced to 18 permanent spaces once the larger facility is fully developed, subject to future DAs.</li> </ul>
<u>Application assessed against the Draft Western Sydney Aerotropolis Development</u> <u>Control Plan Phase 2</u> the proposal has demonstrated consistency with the Draft Aerotropolis Development Control Plan Phase 2	<ul style="list-style-type: none"> <li>Noted</li> <li>Refer to Appendix F - an updated DCP Phase 2 assessment has been provided</li> </ul>

Table 12: Western Sydney Planning Partnership response table

## Sydney Water

Sydney Water Issue	Comment/Response
<u>Potable Water</u> The proposed development is currently located within the Cecil Park Water Supply Zone (WSZ). This WSZ does not have immediate capacity to service the proposed development.  A draft drinking water scheme plan has also been developed for precinct trunk and reticulation main sizes. Detailed water	<ul style="list-style-type: none"> <li>The feasibility assessment in the Civil Design Report demonstrates the building can be adequately serviced.</li> <li>Further development of the civil design will occur during detailed design, in consultation with Sydney Water.</li> </ul>

## Appendix A - Response to Submissions

Sydney Water Issue	Comment/Response
consumption is required to fully assess the demand impact. This should be provided as part of the feasibility study under case 195317.	
<p><u>Wastewater</u></p> <p>At present, no wastewater services are available in this area. An Advanced Water Recycling Centre (AWRC). The AWRC is planned to be operational in 2025/26, subject to funding approval.</p> <p>There is an opportunity to service initial flows via an IOP. If the proponent wishes to investigate an IOP they should action this via the WSC process.</p>	<ul style="list-style-type: none"> <li>The proposed IOP will be addressed under a licence granted by Sydney Water under section 68 of the <i>Local Government Act 1993</i>, to be obtained prior to commencing construction.</li> <li>Further details on the IOP will be provided at detailed design stage. The Applicant would accept a condition of consent regarding this.</li> </ul>
<p><u>Recycled Water</u></p> <p>Sydney Water is undertaking investigations for the delivery of the AWRC and is seeking information on timing and potential non-drinking demand for the proposed development.</p> <p>The feasibility process should be continued to fully ascertain all demand and timescale data and identify next steps. This includes understanding ultimate, annual and interim requirements and how servicing of the first building may impact overall planning and servicing for the area.</p>	<ul style="list-style-type: none"> <li>A new main is proposed to connect to the existing Sydney Water potable water main in Badgerys Creek.</li> <li>This will ultimately be connected to new Sydney Water recycled water infrastructure once lead in works undertaken by Sydney Water</li> </ul>
<p><u>Section 73 Compliance Certificate</u></p> <p>A Section 73 Compliance Certificate under the <i>Sydney Water Act 1994</i> must be obtained from Sydney Water.</p>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
<p><u>Building Plan Approval</u></p> <p>The approved plans must be submitted to the Sydney Water Tap in™ online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.</p>	<ul style="list-style-type: none"> <li>Noted. The Applicant will liaise with Sydney Water regarding its requirements during detailed design.</li> </ul>
<u>Out of Scope Building Plan Approval</u>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>

## Appendix A - Response to Submissions

Sydney Water Issue	Comment/Response
Sydney Water will need to undertake a detailed review of building plans	
<u>Tree Planting</u> Sydney Water requires that all proposed or removed trees and vegetation included within the proposal adhere to the specifications and requirements within Section 46 of the Sydney Water Act (1994)	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
<u>Trade Wastewater Requirements</u> If this development is going to generate trade wastewater, the property owner must submit an application requesting permission to discharge trade wastewater to Sydney Water's sewerage system.  If the property development is for Industrial operations, the wastewater may discharge into a sewerage area that is subject to wastewater reuse	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
<u>Backflow Prevention Requirements</u> All properties connected to Sydney Water's supply must install a testable Backflow Prevention Containment Device appropriate to the property's hazard rating.  Separate hydrant and sprinkler fire services on non-residential properties, require the installation of a testable double check detector assembly. The device is to be located at the boundary of the property.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
<u>Water Efficiency Recommendations</u> Installation of water efficiency process to preserve water	<ul style="list-style-type: none"> <li>The First Building is designed to adopt a holistic approach to water, through capturing and storing rainwater for grey water use and landscape irrigation.</li> <li>The site is designed to retain water bodies to slow down water and run off, allowing for natural filtration into the ground, benefiting creek health and biodiversity.</li> <li>A variety of WSUD strategies are incorporated into the proposal including:               <ul style="list-style-type: none"> <li>Rainwater Harvesting</li> <li>Natural vegetated swales</li> <li>Landscaped areas</li> </ul> </li> </ul>



## Appendix A - Response to Submissions

Sydney Water Issue	Comment/Response
	<ul style="list-style-type: none"><li>○ Green roof</li><li>○ Permeable paving</li></ul>

Table 13: Sydney Water Response table

