EMKC³
development | cubed

# 230 MARTIN ROAD

REV C

DESIGN REPORT

# ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Custodians of the lands where we live, learn and work.

We pay our respects to First Nations Elders past and present and give our thanks for their past and continuing care and custodianship of land, water, skies, culture and community.

We want to acknowledge the Cabrogal people of the Darug Nation, the Traditional Custodians of the lands on which this important project is taking place and who have graciously shared their knowledge and stories with us.

# TABLE OF CONTENTS

# EXECUTIVE SUMMARY

The report outlines the design intent, site context and strategy, operational requirements, and sustainability of the proposed design.

The framework for this submission is to address the following criteria for a proposed industrial development at 230 Martin Road:

- **Urban Context and Site Analysis**
  A detailed analysis of the site's location within the Aerotropolis Precinct, its connectivity to the Western Sydney International Airport, and the site's strategic significance.

- **Connection with Country and consideration of First Nation**
  A thorough exploration of the cultural heritage of the Cabrogal/Darug Elders, traditional custodians. The final design honors First Nation history and celebrates cultural values through public art, landscaping, and materiality.

- **Architectural Design:**
  The approach to the architectural components of the proposal is expressed in-depth, contextualised by the design response to the building layouts, façade treatments, and passive design principles utilised to economise the outcomes of the site's requirements.

- **Landscaping Masterplan**
  A detailed overview summarising the landscaping strategy and the masterplan.

- **Response to the State Design Review Panel (SDRP)**
  Response to feedback issued by the SDRP, addressing concerns and recommendations.

# Warehouse 1 Render

# Introduction

01

# PROJECT INTRODUCTION

## LOCATION

The site at 230 Martin Road, Badgerys Creek is positioned in the Aerotropolis Precinct near Western Sydney International Airport. The proposed developable 24.48Ha area is spilt across ENT (Enterprise) and ENZ (Environment and Recreation Zone) zones. Future planning for surrounding sites has been approved for industrial, logistics, and business park uses. The proposed site is close to the southwest rail link extension, indicating infrastructure investment around the Badgerys Creek precinct, and is part of the Western Sydney Priority Growth Area.

The zones surrounding the proposed site include:

- **ENT (Enterprise Zone).** Encouraging employment in professional services, high technology, aviation, logistics, food production, health, education, and creative industries.
- **ENZ (Environmental and Recreational Zone).** Protects high ecological, scientific, cultural, and aesthetic values, including waterways and habitats, allowing recreational activities and compatible land uses by consent.
- **RU4 (Primary Production Small Lots).** Supports sustainable primary industry, diverse employment on smaller lots, and various community facilities while minimising land use conflicts.
- **SP2 (Infrastructure).** Supports infrastructure and related uses, preventing incompatible development and allowing roads and site-specific purposes.
- **RE1 (Public Recreation).** Allows land use for public open space and recreational purposes, providing recreational settings and compatible land uses while protecting and enhancing the natural environment.

## INTENT

- Activate the Western Sydney Aerotropolis by delivering high-quality warehousing and floorspace within the Badgerys Creek Precinct.
- Strategically position warehouse spaces close to future transport routes for efficient freight movement.
- Promote ‘Connecting with Country’ principles.
- Integrate stormwater management and landscaping to the Western Aerotropolis Standard.
- Meet industrial requirements, ensuring facilities will serve operators for 50+ years.
- Prioritise safety, operational efficiency, and human-centric design.

# SEARs RESPONSE

| Design Quality | Section |
|---|---|
| Demonstration of how the proposed development has been informed by the outcomes of a review prior to lodgement by the State Design Review Panel (SDRP) as required under section 4.31 of the State Environmental Planning Policy (Western Parkland City) 2021 (Western Parkland City SEPP).<br><br>Details of arrangements for further design review and advice from the SDRP following lodgement of any development application. | The report has embedded the SDRP recommendations throughout the architectural design narrative, from site strategy to materiality and landscape treatments.<br>Ongoing dialogue with the SDRP is reflected in the evolution of the masterplan (see pages 31–33) and the architectural statement (pages 26–29), demonstrating responsiveness to feedback and a commitment to continued design review throughout the development process. Review Section 5 for SDRP responses. |
| Demonstration of how the proposed development will achieve design excellence in accordance with the requirements of Part 4.5 of the Western Parkland City SEPP, objectives for good design (of the built environment) in Better Placed (Government Architect NSW, 2017) and recommendations from the SDRP. | Please review Section 4 and Section 6 for further information |
| Consideration of the Connecting with Country Framework (2023), including early engagement with Traditional Owners. | The design report addresses the Connecting with Country Framework in Section 3,, please refer to Appendix KK – Connection to Country Report |

| Built Form and Urban Design | Section |
|---|---|
| Explains and illustrates the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach. | Please review Section 1,2 and 4 for further information |
| Demonstrates how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. | Please review Section 1,2 and 4 for further information |
| Demonstrates how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services. | Please review Section 1,2 and 4 for further information |
| Assesses how the development complies with the relevant accessibility requirements. | The development complies with the Disability Discrimination Act 1992 and AS 1428.1 – Design for Access and Mobility. The design includes compliant ramp gradients, accessible car parking bays, and DDA-compliant entries across all offices. Internal circulation is designed to support wheelchair access with adequate clearances. All fire exit doors meet accessibility standards, including compliant hardware, door swing, and clearance provisions. Emergency egress paths are fully accessible. Refer to Appendix G – Access Report for further information. |

# SITE LOCATION AND CONTEXT


ENT – Enterprise Zone

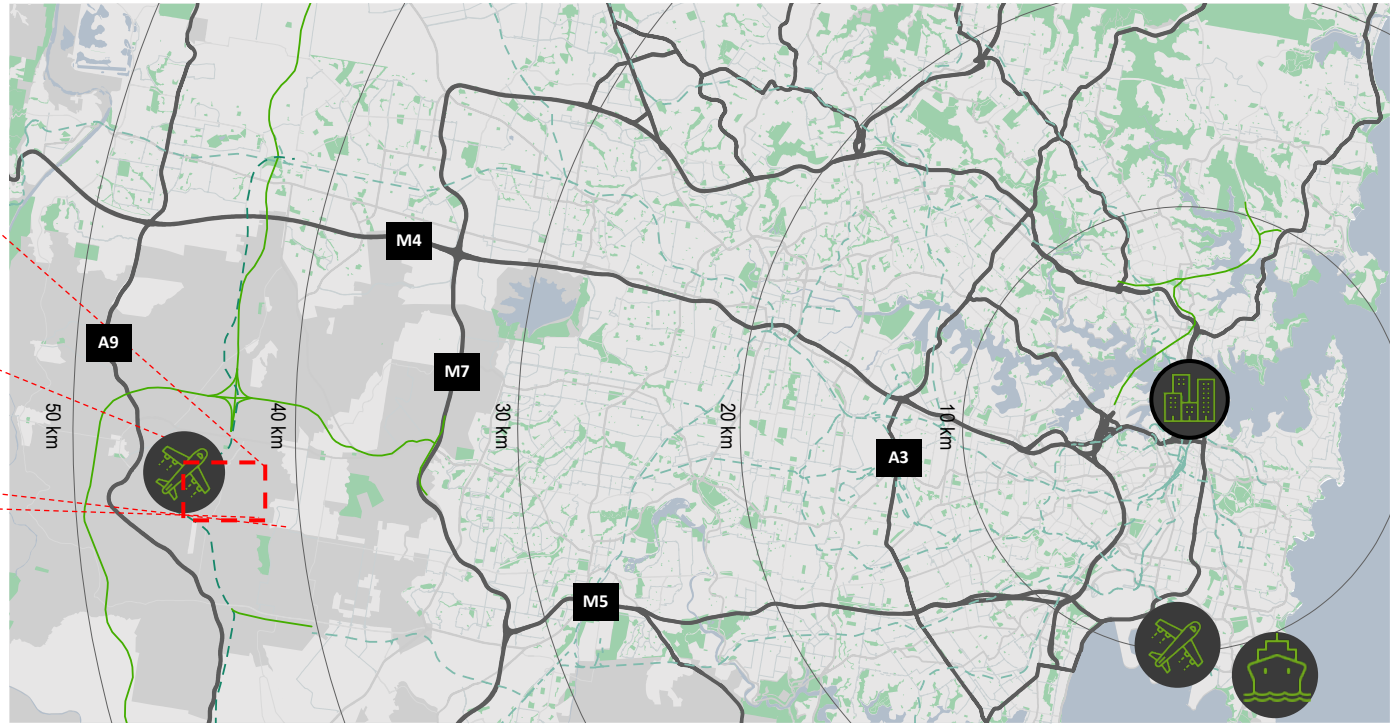
ENZ – Environment and Recreation Zone

WPC - State Environmental Planning

SP2 - Infrastructure

Zone RU4 Primary Production Small Lots

RE1 - Public Recreation




The proposed developable site organically follows the natural shape of South Creek on the southern boundary, respecting the ENZ zone boundary line. With 15.7Ha in the ENZ and 8.2Ha in the ENT zones, the project ensures minimal environmental impact and maximises operational efficiency.

**5 km**
Western Sydney International Airport

**55 km**
Sydney CBD

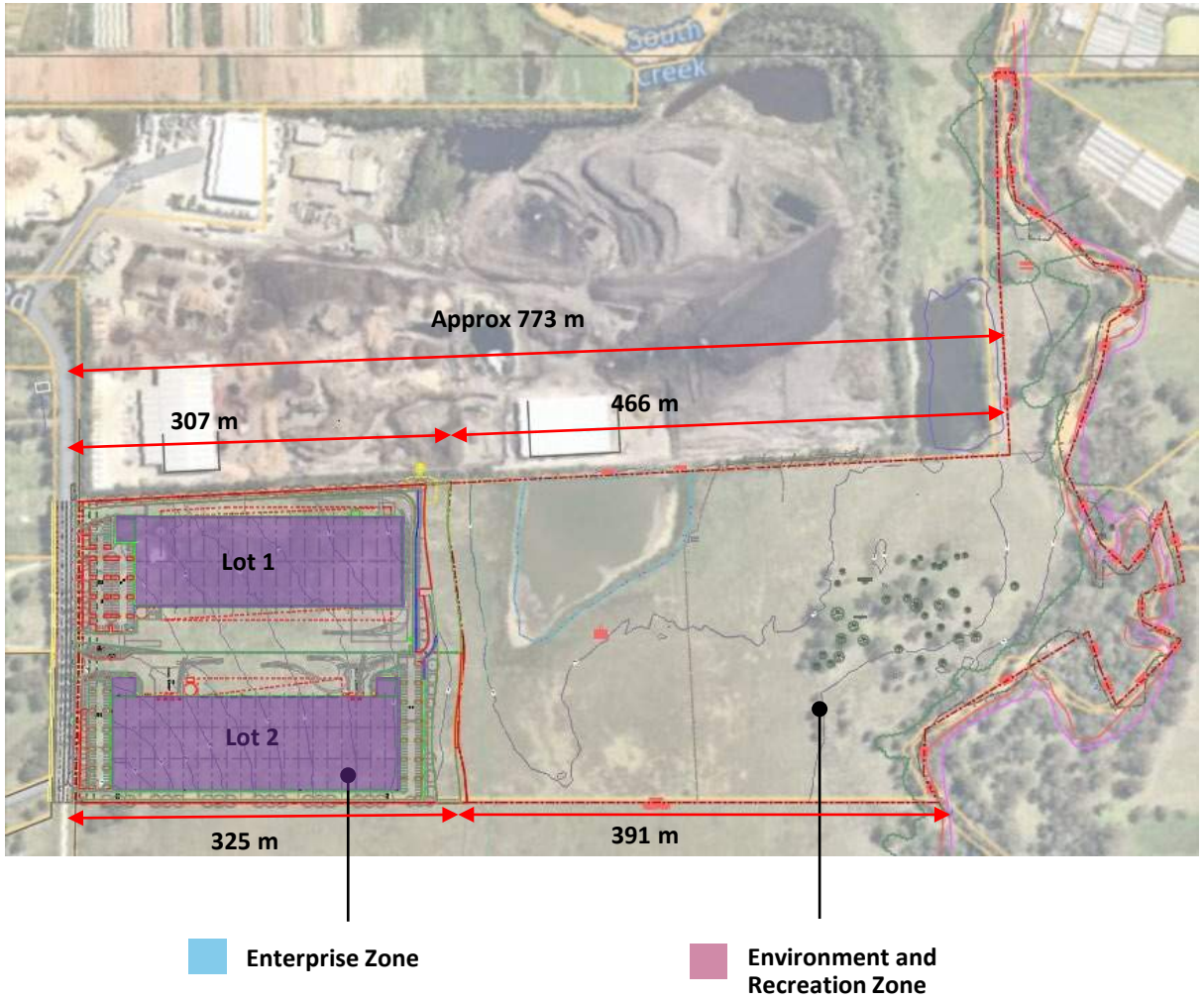
**10 km**
M7

**20 km**
M4

**52 km**
Sydney Airport

**55 km**
Port Botany

# SITE OVERVIEW




| | |
|---|---|
| **Total Site Area:** | **238,986 sqm** |
| Environment & Recreation: | 157,215 sqm |
| Enterprise Zone: | 81,771 sqm |
| Total Carparking: | 205 spaces |
| | |
| **Lot 1 Area:** | **41,414 sqm** |
| Warehouse Area | 16,465 sqm |
| Office (2 Levels) | 600 sqm |
| Carparking | 86 spaces |
| | |
| **Lot 2 Area:** | **39,607 sqm** |
| Warehouse Area | 18,564 sqm |
| Office (2 Levels) | 1,104 sqm |
| Carparking | 119 spaces |

The project includes provision for:

- Construction and operation of two-large format warehouse and distribution centres.
- Warehouse 1 (Lot 1) is for Metroll
- Warehouse 2 (Lot 2) is for a future Speculative Tenant
- As per Table 4 of the WSA DCP 2022
  - Minimum parking rate: 1 space per 300 sqm = 164 carpark spaces*
  - Maximum parking rate: 1 space per 100 sqm = 410 carpark spaces*
  - Office parking rate: 1 space per 40sqm of office GFA

* For the whole site and inclusive of office car parking.

# GREATER SYDNEY REGION PLAN

The Regional Plan envisions three interconnected cities, ensuring that majority of residents are within a thirty-minute commute to their workplaces, educational institutions, healthcare services, and recreational areas. It focuses on four main themes: infrastructure and collaboration, livability, productivity, and sustainability. Each theme encompasses specific planning priorities and actions designed to fulfill the vision of the Regional Plan.

The Regional Plan features a comprehensive structure plan that outlines key centres, employment zones, and significant infrastructure investments.



Figure 1 – Greater Sydney Region Plan [Source: Greater Sydney Commission]

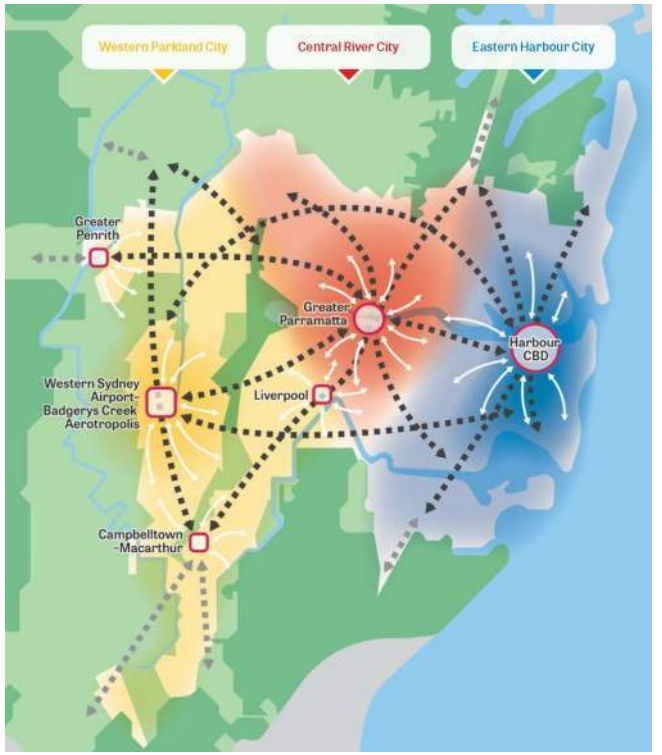




Figure 2 – Plan of Greater Sydney's 'Three Cities' [Source: Greater Sydney Commission]

# Site Analysis

# 02

# 230 MARTIN ROAD WITHIN WESTERN SYDNEY AEROTROPOLIS (WSA) PRECINCT PLAN

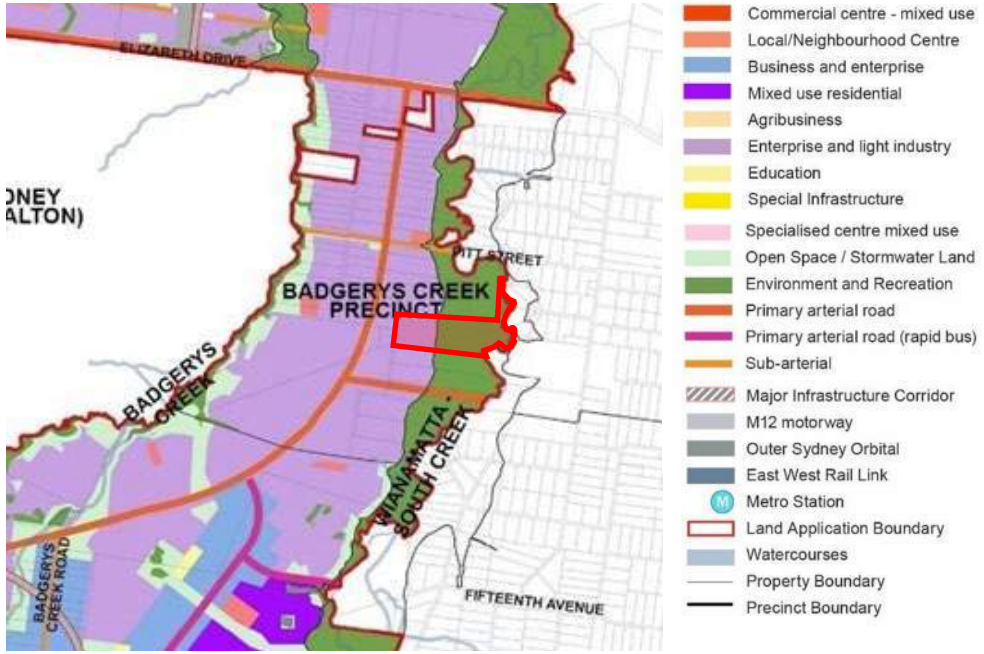



Figure 03: Land Use and Structure Plan (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## PROPOSED DEVELOPABLE SITE

The proposed site (highlighted in red) is identified for suitable enterprise and light industry uses. The eastern portion of the site is identified as environment and recreation zone (ENZ).

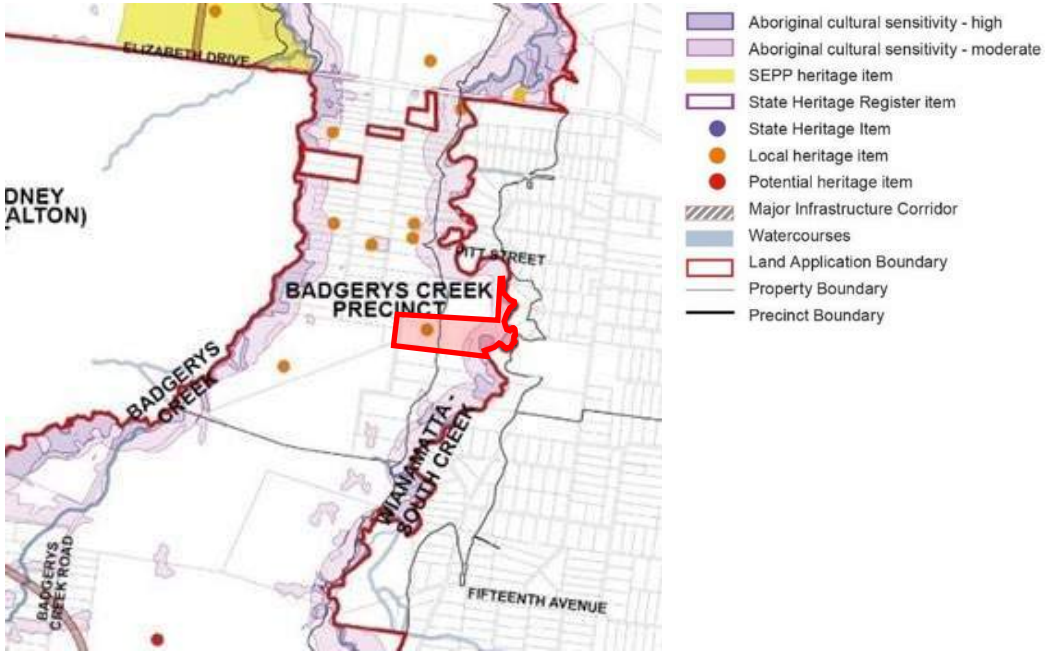



Figure 04: Heritage and Cultural Landscapes (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## HERITAGE AND CULTURAL LANDSCAPES

The Precinct Plan initially identified a local heritage item within the ENT Zone. However, after further archaeological field studies it was confirmed that the item in question has no significant heritage impact.

The ENZ Zone will remain undisturbed by any works within this proposal.

# 230 MARTIN ROAD WITHIN WSA PRECINCT PLAN

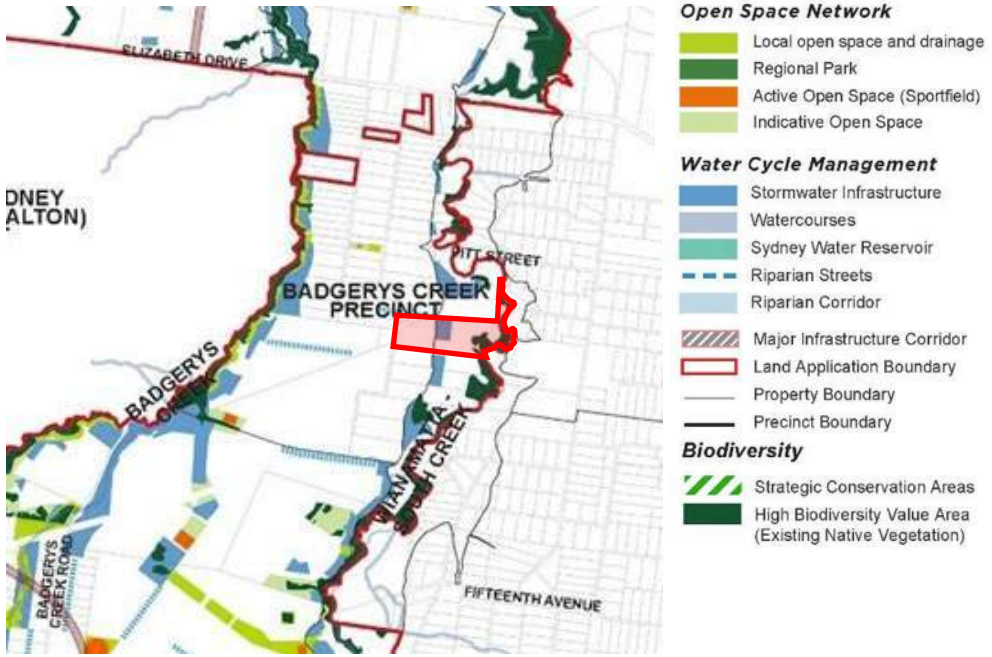



Figure 05: Blue-Green Infrastructure Framework (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## BLUE-GREEN INFRASTRUCTURE

The Blue-Green Infrastructure Framework integrates waterways, open spaces, tree canopy, and gardens, promoting biodiversity and recreation.

The Precinct Plan includes stormwater infrastructure in the ENZ Zone on the eastern side. The stormwater infrastructure on site is to be retained. The ENZ Zone will remain undisturbed by infrastructure or modifications, ensuring the existing native vegetation (ENV) is retained on the site.

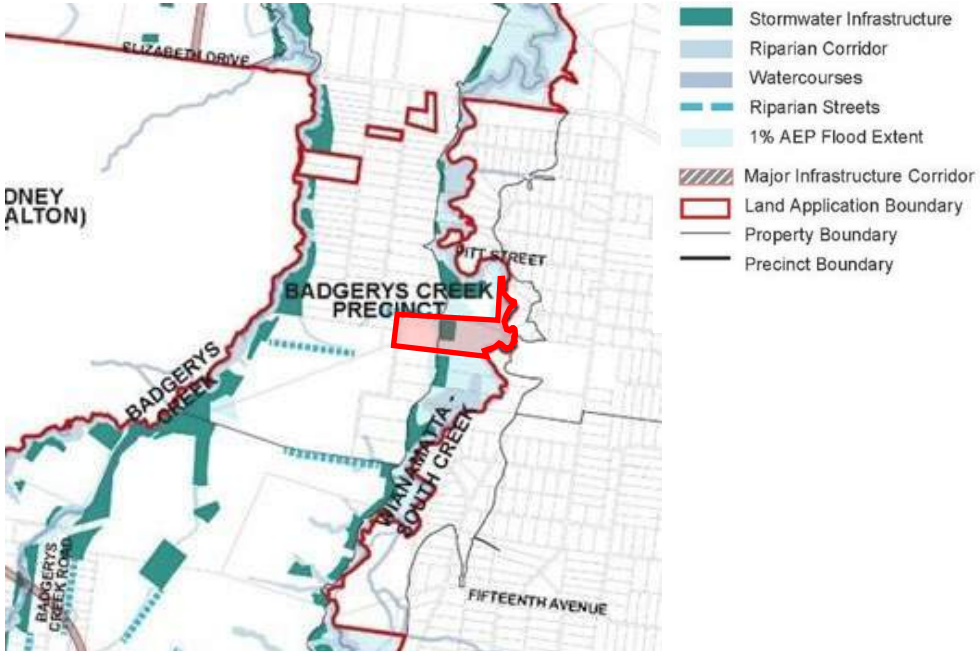



Figure 06: Total Water Cycle Management (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## WATER CYCLE MANAGEMENT

The Precinct Plan includes a riparian street along the northern boundary and stormwater infrastructure in the ENZ Zone on the eastern side. The proposed site plan setbacks adhere to the riparian street requirement and the stormwater infrastructure on site is to be retained.

The entire ENZ Zone and part of the eastern side of the ENT Zone are within the 1% AEP Flood Extent. To meet the required flood level requirements, the proposed site has been raised above the flood zone area.

# 230 MARTIN ROAD WITHIN WSA PRECINCT PLAN

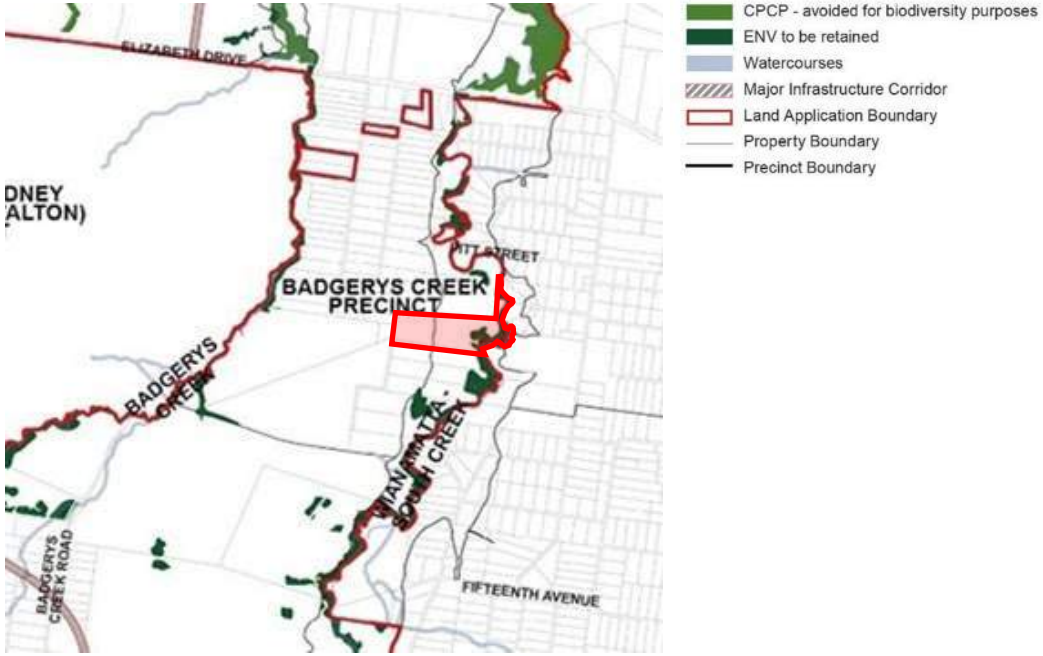



Figure 07: Protected Existing Native Vegetation and Protected areas under the Cumberland Plain Conservation Plan (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## PROTECTED VEGETATION

The Precinct Plan preserves ENV on the eastern side of the ENZ Zone. The ENZ Zone will remain undisturbed by infrastructure or modifications, ensuring the ENV is retained on the site.

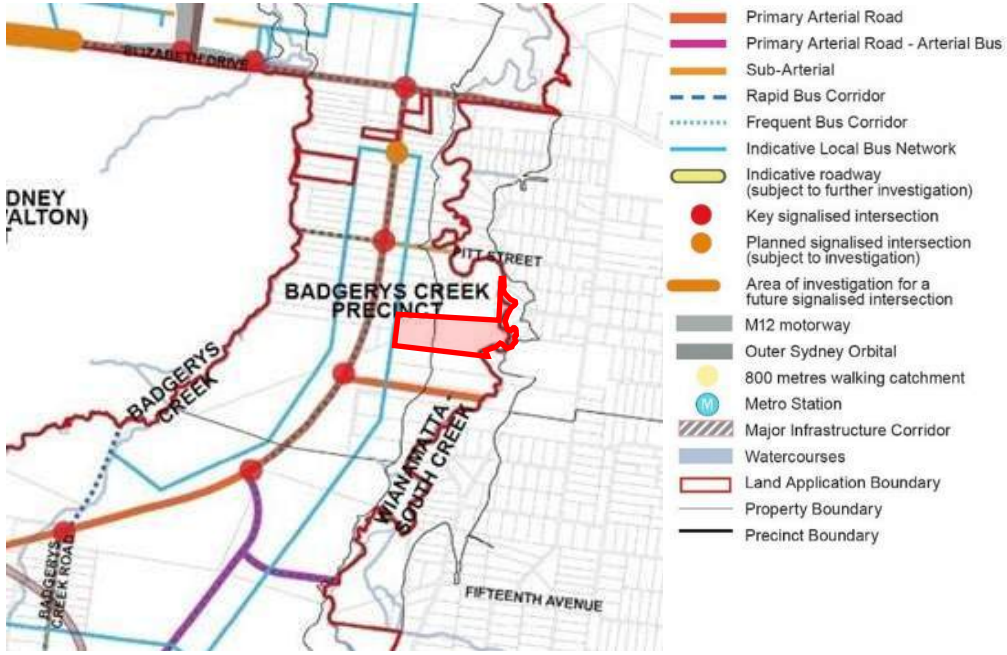



Figure 08: Transport Network (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## TRANSPORT NETWORK

An indicative bus network is proposed to border the proposed site, using the collector road entering from the north through the Neighbourhood Centre and exiting south.

# 230 MARTIN ROAD WITHIN WSA PRECINCT PLAN

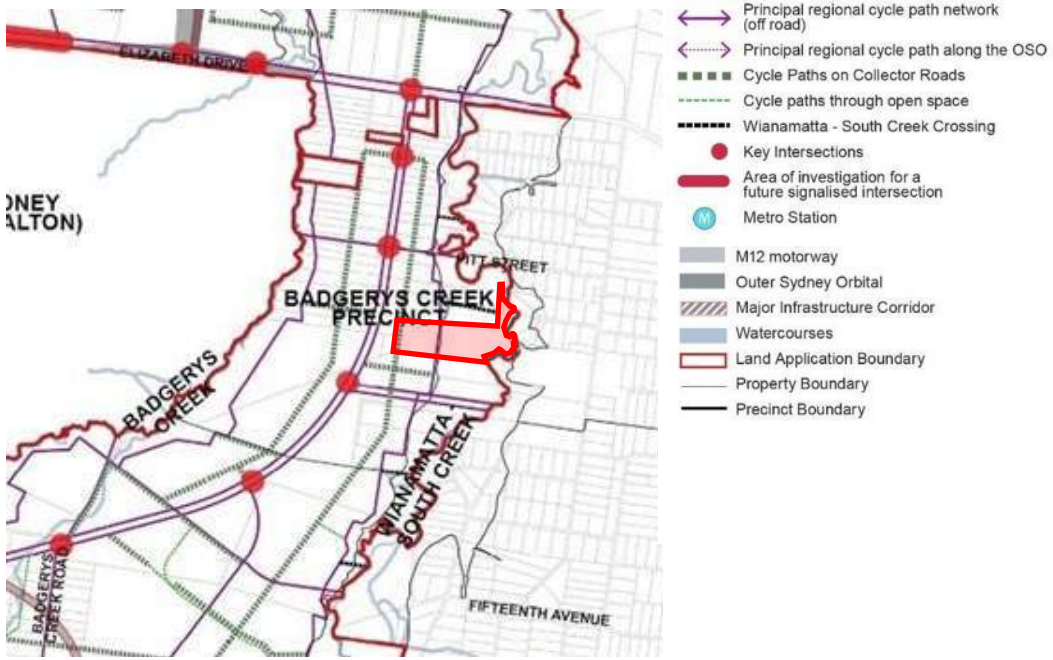



Figure 09: Active Transport Network (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## ACTIVE TRANSPORT NETWORK

Future cycle and pedestrian connections are planned along collector roads and an off-road Principal Regional Cycling Path on the park edge street traversing the site. These cycle paths will link the proposed site to the primary movement network, enhancing overall connectivity.

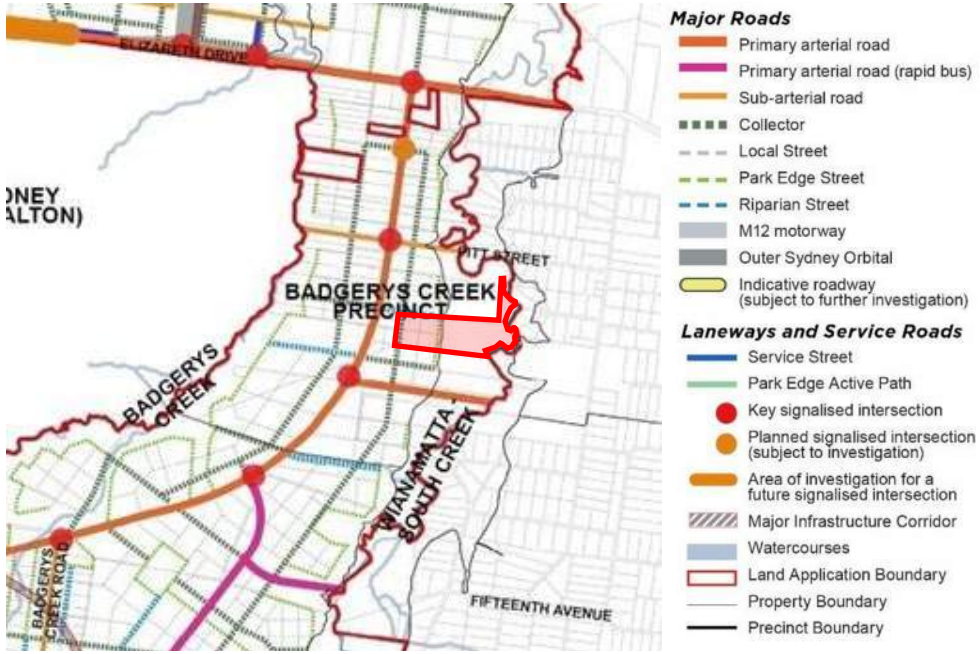



Figure 10: Street Hierarchy (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## STREET HIERARCHY

The Precinct Plan includes a north-south collector road connecting to the site and a park-edge street traversing it. The streets will ensure access, integrate stormwater management, enhance tree canopy and energy efficiency, and maintain connectivity to community facilities and open spaces.

# 230 MARTIN ROAD WITHIN WSA PRECINCT PLAN

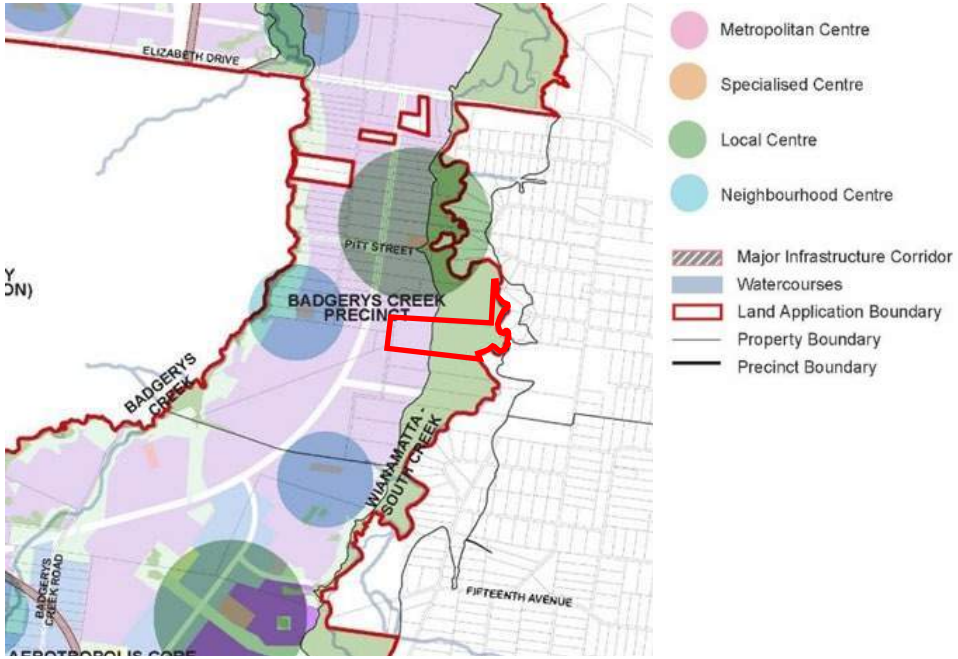



Figure 11: Centres Hierarchy (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

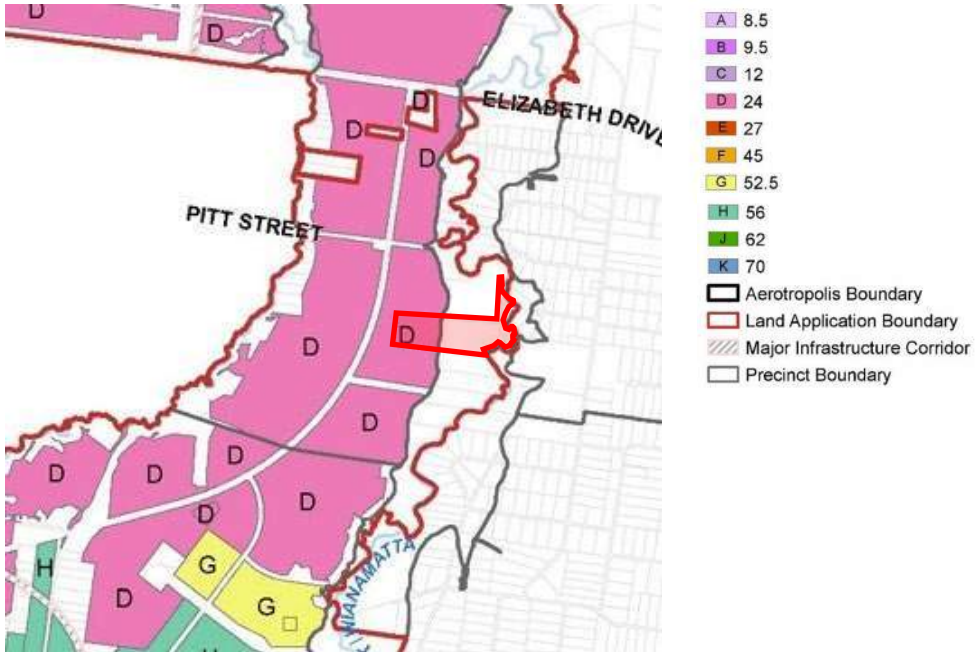



Figure 12: Height of Buildings (May 2023) [Source: Western Sydney Aerotropolis Precinct Plan]

## CENTRES HIERARCHY

Planned Local and Neighbourhood Centres are proposed to the north and west. This Neighbourhood Centre is designed to provide supporting retail and social infrastructure to the surrounding Business and Enterprise uses.

## BUILDING HEIGHT

The proposed maximum building height for the proposed site and the surrounding area is 24m.

Proposed height for Lot 1 is 12.950m and Lot 2 is 12.650m.

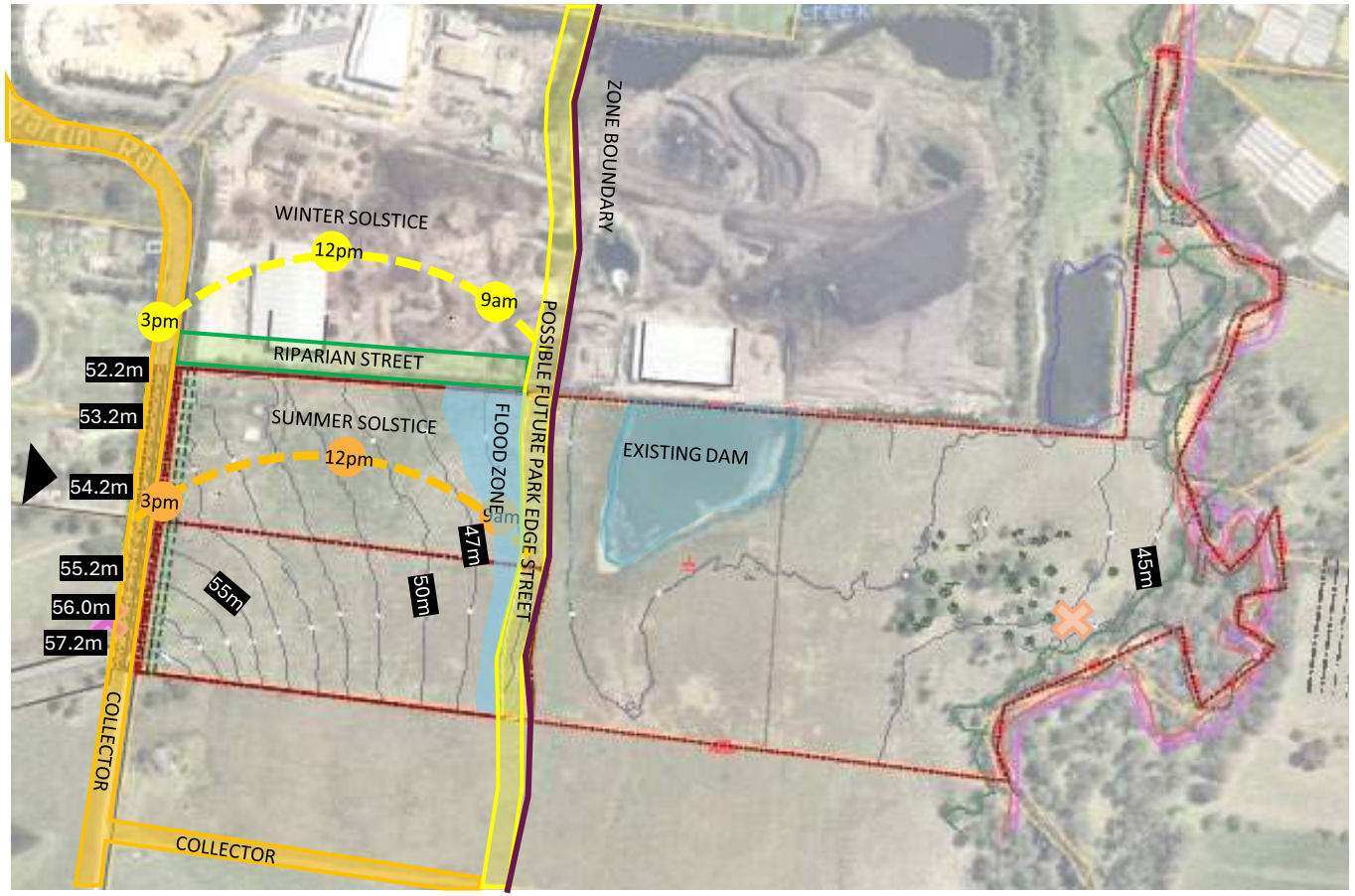
# SITE ANALYSIS

## KEY OPPORTUNITIES

- Proximity to Western Sydney Aerotropolis, offering excellent connectivity and growth potential.
- Potential to integrate cultural heritage elements, enhancing community engagement and cultural sensitivity.
- Sustainability led design by implementing efficient practices including rainwater harvesting, solar energy, and passive cooling systems.

## KEY CHALLENGES

- The proposed site poses significant challenges due to a 13-meter level change from southwest to east, with elevations ranging from RL 58.00m to RL 45.00m. This requires substantial land adjustment and fill work.
- Presence of a flood zone that requires careful planning and design to mitigate flood risks.
- The ENZ is protected and cannot be developed, limiting the available area for construction.
- Managing stormwater and ensuring compliance with environmental regulations.




**LEGEND**

Site Boundary
Site High Point
Site Low Point
Existing Access
1 m Contours
Road RL
Zone Boundary
Flood Zone
Existing Dam
Park Edge Street
Collector Road
Riparian Street
Winter Solstice
Summer Solstice

# EXISITING SITE CONDITIONS

**TOPOGRAPHY**

The proposed site has noticeable level differences across south-west to east. The highest point at relative level (RL) is 58.00m and the lowest point is at RL 45.00m. This results in a 13-meter level change across an approximate site width of 770 meters

**VEGETATION**

The site area is predominantly covered by low grasses with limited trees spread across the site. Part of the vegetation is occupied by tree skeletons which is addressed in the proposed landscape plans.

**WATER BODIES**

The site area has one water body (dam) located on the eastern side of the site.

**EXISTING ACCESS**

The site is currently accessed via Martin Road.

Photo A: View of the water dam from eastern view.
(Source: Photographed on site on February 2024)

Photo B: View of proposed site from Martin Road. (Source: Photographed on site on February 2024)

Photo C: View of proposed site from Martin Road. (Source: Google Streetview, May 2021)

Photo D: View of proposed site from southwest corner of Martin Road (Source: Google Streetview, May 2021)

# Connecting with Country

03

# CONNECTING WITH COUNTRY

**Stage 1 – Community Scoping & Engagement**

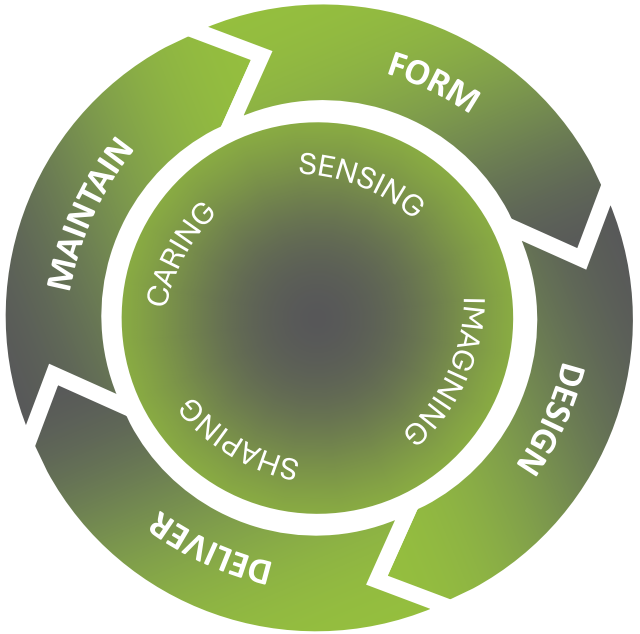
The design of the Cultural Overlay Implementation Framework will be guided by the GANSW Connecting with Country Framework principles:

- **Sensing**: Establishing a critical connection point where the project begins.
- **Imagining**: Understanding the lore, history, and knowledge of the land through deep listening.
- **Shaping**: Translating cultural knowledge and community ambitions into design principles.
- **Caring**: Developing systems to protect and care for Country.

Ngurra Advisory has led community engagement to identify key Elders and Knowledge Holders who will guide the First Nations deliverables for the Warehouse development, including Cabrogal/Darug Elders, local First Nations Community Members, and the Darug Custodian Aboriginal Corporation.

**Stage 1 – Achievements to Date:**

- Guidance received from Darug Elders on progressing the relationship meaningfully.
- A Walk on Country conducted on 26th February 2024.
- Development of a Cultural Overlay Implementation Framework.
- Identification of key Cabrogal/Darug representatives to lead the framework's implementation.



# CONNECTING WITH COUNTRY

**Stage 2 – Formation of a First Nations Working Group (FNWG)**

**Overview:** The Connecting to Country process will involve critical stakeholders in the Warehouse Development project, including the Cabrogal/Darug community and EMKC3. This process allows Traditional Custodians to guide the project team through areas of cultural and historical significance, enhancing cultural understanding and protecting knowledge for future generations.

**Purpose:** To build a joint sense of understanding among all stakeholders about the site's cultural importance and protect Country.

**Stakeholders:** Cabrogal/Darug Traditional Custodians, Elders, Knowledge Holders, and the EMKC3 Project team.

**Next Steps:**

- Confirm community members for the FNWG.
- Establish the FNWG to provide guidance and advice throughout the development.
- Discuss long-term relationships between the local First Nations community and EMKC3.

# CONNECTING WITH COUNTRY

**Office feature acoustic panel**

**Etching on concrete footpath**

**Fencing around perimeter**

Connection with Country is achieved through a focus on landscaping as the primary element. The landscaping design is in response to the direct feedback given by Traditional Custodians, Elders and Knowledge Holders during Walk on Country and ongoing advisory discussions:

First Nation requirements have been addressed through the following strategies:

- Integrating conservation efforts and protecting the natural landscape including integration of tree skeletons.
- Enhancing landscaping by incorporating native, edible, and medicinal flora that can be tended to and accessed by Community.
- Incorporating native fauna design motifs into prominent public spaces including pathways and gates.

# Architecture

04

# DESIGN STATEMENT

The overall objective is to develop an industrial estate that is sympathetic to cultural overlays and the surrounding environment while creating an efficiently utilised building envelope.


Lot 2 West Facing Render

# ARCHITECTURAL STATEMENT

## PRINCIPLE 1: PLACE AND COUNTRY

The proposed site responds to the existing character and future urban form of the local area. There is a dedicated emphasis on cultural sensitivity with aim to respectfully celebrate the heritage of the traditional custodians, Cabrogal/Darug Elders, and First Nation. Ongoing consultation with Community, including a Work Group gives necessary voice to the concerns and goals of Community. As a result, a landscape-led strategy was developed to preserve First Nation culture through the use of native, edible and medicinal flora and indigenous and fauna motifs in treatments including walkways, fencing, and public art.

Notably, the entire ENZ zone remains completely undisturbed by any development, preserving the soil and rich heritage of the past generations.  Where applicable, conservation treatments have been applied site-wide, including relocation of tree skeletons. Landscaping remains a significant aspect of the objectives proposed by the Working Group. This presented an opportunity to further enhance the site through the creativity of the landscaping.

## PRINCIPLE 2: PEOPLE AND INFRASTRUCTURE

The architecture of industrial facilities follows the principle of “form follows function," where the scale and mass of buildings are tailored to protect the products and machinery within, ultimately providing a safe environment for workers. This approach ensures that the structure supports the operational needs while maintaining a focus on human-centric design.

The design prioritises safety, achieved but not limited to structural elements, clear pathways, well-marked zones, fire exits, emergency lighting, and surveillance systems. The proposed safe design improves functional and operational use, by delivering separate access for vehicles and pedestrians, accessible pathways, parking amenities, and separate routes for trucks and cars to maximise safety. Designing with inclusivity in the forefront, the design is accessible and disability friendly through strategic implementation of ramps, amenities, and egress.

The proposed building successfully accommodates large machinery with high ceilings and wide bays, supporting efficient operations and providing valuable clearance and circulation pathways for workers. The structural design ensures the building can properly handle the weight and rigging of specialist machinery, enhancing productivity and safety.

# ARCHITECTURAL STATEMENT

## PRINCIPLE 3: DESIGN LED

The design prioritises the well-being of people, enhancing comfort and productivity while integrating sustainability initiatives. The architectural proposal is aligned in accordance with the Precinct Plan and optimised for operational needs with a planned lifespan of 50 years.

Key features include:

- **Safety and Functionality:** Using strategic design ensures safety of all persons on site is treated as paramount priority. The bulk and massing of warehouse buildings, as well as dado wall and metal cladding treatments add sturdiness against possible vehicle impacts. Protection of equipment, goods, and people translates to a safer working environment. Protection from weather is achieved with a strategic awning design, further adding to the consideration of shelter. Cross ventilation for optimal passive climate is achieved with the position of roller shutter doors to the warehouse.

- **Flexibility and Inclusivity:** Flexible workspaces support various team sizes and activities, fostering collaboration. Cultural elements including but not limited to public art reflecting the Cabrogal/Darug Elders' heritage and the welcoming "Warami" entrance promote a strong sense of place. The design prioritises health, well-being, and sustainability, creating a harmonious and productive environment. By incorporating green spaces and native landscaping enhance biodiversity and provide relaxation areas. Rainwater harvesting systems and solar panels contribute to sustainable water and energy management, aligning with environmental best practices.

- **Energy Efficiency:** Light-coloured roof sheeting reduces heat absorption. Solar panels on the warehouse roof harvest solar energy, aligning with Ecologically Sustainable Development (ESD) initiatives. Natural light, optimal thermal comfort, and energy efficiency ensure a positive experience for employees and visitors. The strategic placement of amenities maximises sunlight, harnessing passive energy.

- **Community Well-being:** Improved transport links facilitate smooth vehicle and pedestrian movement. Aligned with GANSW policy, the design emphasises safe and accessible pathways, parking amenities, and covered outdoor spaces, offering suitable amenities for workers and visitors.

- **Thermal Comfort:** High-quality insulated metal cladding provides optimal thermal comfort, reduces construction time and wastage, and is recyclable and reusable. Shading devices on the west-facing façade minimise harsh sunlight and heat gain. North-facing office windows optimise daylight, creating an uplifting work environment. Translucent roof sheeting reduces energy consumption from artificial lighting by bringing daylight into the warehouse area.

- **Aesthetic Appeal:** An intentional colour palette of ocean blues and sunset hues creates appealing visual interest. Colour is deliberately used to support wayfinding. Further, the palette application is balanced proportionately to achieve passive thermal optimisation between light and dark colour application.

- **Industrial facilities** are distinct from commercial, residential, or retail properties due to the presence of hazardous machinery and heavy vehicles. Only authorised personnel, trained in safety protocols, are allowed on site, with public access prohibited for safety. The design incorporates security measures and controlled access points, prioritising personnel safety and asset protection. Employee access is managed to ensure safe movement practices, and physical access for First Nations is preserved to maintain cultural connections. These facilities require large, unobstructed spaces for machinery, storage, and logistics operations, necessitating a specialised design approach.

# ARCHITECTURAL STATEMENT

## PRINCIPLE 4: LANDSCAPE DESIGN

The project integrates native and medicinal flora, public art, and sustainable landscaping to create an inviting environment for visitors and occupants. The landscape design emphasises environmental sustainability and cultural integration through the following features:

- **Permeable Areas:** Permeable surfaces help manage stormwater sustainably. Permeable areas are designed to allow water infiltration, reducing runoff and supporting the growth of vegetation.
- **Turfed Areas:** Green spaces covered with turf contribute to the overall green coverage of the site, improving air quality, enhancing aesthetic appeal and provide recreational areas for occupants and visitors.
- **Sandstone Block Seating Benches:** Offers durable and natural comfortable resting spots seating options that promote a harmonious interaction between the built and natural environments.
- **Feature Bluestone Steppers:** These steppers not only facilitate movement across green spaces but also serve as a cultural element, acknowledging and respecting the heritage of the Cabrogal/Darug Elders. The walkway also includes Bringelly Shale and concrete etchings of Darug symbols, with"Warami" at office entrances.
- **Shade and Urban Heat Reduction**: Sheltering trees offer shade, reducing the urban heat island effect and enhancing the overall aesthetic of the site. Tree planting in every fifth car parking bay provides additional shading, exceeding the industry standard of one tree for every ten bays.
- **Public Art:** Public art installations are strategically placed throughout the site on the fence and median strip to enhance visual interest and cultural significance. Art pieces, created in collaboration with local Indigenous artists, reflect the rich heritage and traditions of the Cabrogal/Darug Elders.
- **Fence Artwork:** Custom laser-cut fence panels featuring endemic flora and fauna are concentrated around entries, guided by Community consultation. These artistic fences not only provide security but also serve as public art, enriching the visual experience for visitors and occupants.
- **Martin Road Treatment:** Iconic Australian Bottle Trees are proposed to be planted in groups around car park entry/exits. Shrubs are to be placed outside tree canopy clusters, with plants predominantly from the Cumberland Plain Woodland Plant Community. Large trees in car park landscape blisters provide shade.
- **Central Median “South Creek Echo”:** Riverbank-style planting evokes connecting to South Creek with layered landscaping species from the River-Flat Eucalypt Forest. Sculptural tree skeletons are repurposed for fauna habitat.
- **Side Boundary Terracing:** Tree canopy clusters separated by 10m with shrubs outside canopies. Plants from Cumberland Plain Woodland and River-Flat Eucalypt Forest Plant Communities. Groundcovers soften the visual impact of retaining walls. Retaining walls and landscape setbacks comply with Western Sydney Aerotropolis DCP regulations.

# ARCHITECTURAL STATEMENT

## PRINCIPLE 5: SUSTAINABILITY

**Sustainable Design and Practices**
Key features include the use of durable, locally sourced materials, rainwater harvesting systems, and light-coloured materials to reduce heat absorption. The proposal incorporates numerous sustainability initiatives, adhering to the Precinct Plan's 50-year lifespan requirement.

Energy efficiency initiatives being explored in the design include metering to track and monitor energy consumption, efficient air-cooled HVAC systems that eliminate water consumption associated with heat rejection, heat pumps for domestic hot water heating, and limiting the use of gas on-site.

The design exceeds the minimum energy efficiency provisions within NCC 2022 Volume 1, includes solar PV systems to provide a portion of the site's power and reduce peak power demands, incorporates battery storage systems for energy generated from PV systems, provides a net-zero statement in line with SEPP C4 Net Zero Provisions, procures offsets in line with SEPP C4 Net Zero Provisions, and utilises energy-efficient LED lighting with appropriate motion and daylight controls.

**Environmental Sustainability**
Includes extensive green spaces, native plantings, and advanced stormwater management to support water quality and biodiversity. Five 27kL rainwater tanks will provide approximately 84% of the site's non-potable water demand, significantly reducing runoff and promoting water reuse. Solar PV panels on the roof and passive cooling systems reduce energy usage. The north-facing facility maximizes daylight, while shading on the western facade reduces heat gain. Translucent roof sheeting and solar panels further reduce energy consumption, and LED lighting and sensors enhance energy efficiency.

**Economic and Social Equity**
Project creates inclusive and adaptable spaces, offering long-term value and usability. This ensures the development serves diverse community needs, fostering economic and social equity. Energy-efficient design and cultural integration are essential for adapting to evolving local requirements, ensuring the development remains beneficial to the community.

**Materials**
The environmental footprint is reduced through sustainable products, such as Environmental Performance Declarations (EPDs) for major materials, embodied emissions disclosure, use of recycled content and local materials, prefabricated modules, design for disassembly, and low VOC paints, adhesives, and sealants.

**Construction and Land Use**
Sustainable construction practices include a contractor construction waste management plan and an Environmental Management Plan and Environmental Management System in line with ISO 14001. The development enhances local ecology by implementing deep planting and significant canopy cover, stormwater and WSUD features, light colour schemes to reduce the urban heat island effect, and a soil and groundwater contamination survey.

# DESIGN INTENT

- **Working Asset**
  The industrial facility is designed to house equipment and provide storage that safeguards both the products and machinery. This setup ensures efficient management of inbound and outbound flows, enabling 24/7 operations with safe and effective traffic flow.

- **Development Area**
  The site avoids any overdevelopment with Lot 1 has a site efficiency of 41% in ENT zone and Lot 2 has a site efficiency of 50% in the ENT zone- both are reasonable development efficiency by industry standards. It is important to note that this is being calculated over only the area of the ENT Enterprise Zone, when the entire site is considered, the site coverage is approximately 15%.

- **Optimal Design**
  Office oriented north for maximum sunlight, enhancing wellness and productivity. The western shading devices and translucent sheeting help reduce glare and energy.
  The roof color is selected to minimise heat absorption, optimising internal temperature control.

- **Traffic Circulation**
  Implemented a separate entrance for cars and truck circulation to maintain safety and streamline operations. Sufficient space for diverse range of vehicle sizes, up to B-Double with trailer  to load and unload.

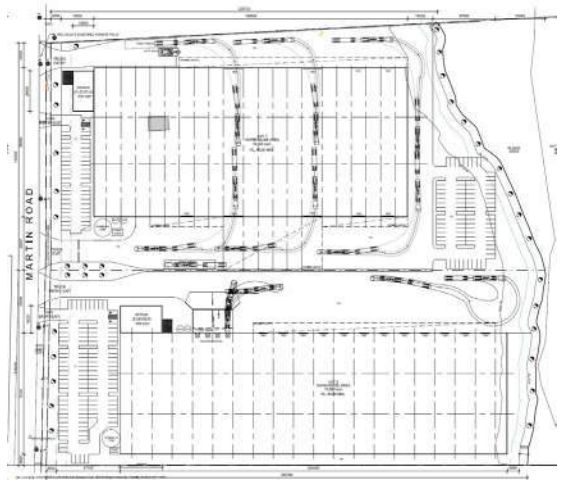
- **Wayfinding**
  Contrast colours on façade, form a visual communication for the drivers and staff.

Lot 2 North Facing Render

# DESIGN PROCESS

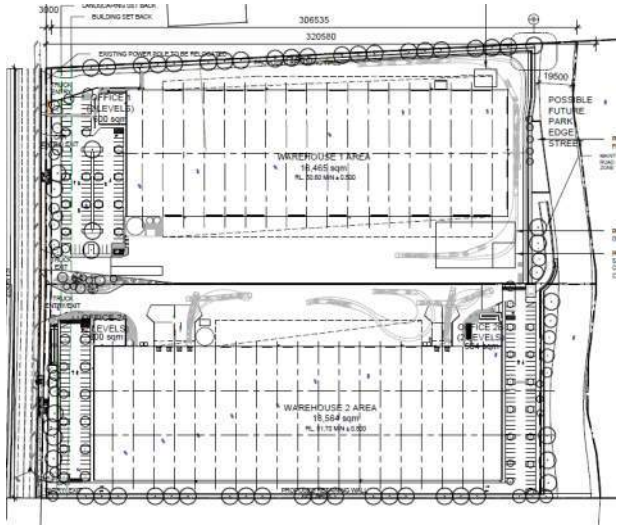

## FIRST DRAFT PLAN

- The project was aimed at enhancing street presence for the speculative building, but the first proposed orientation did not align well with the existing civil levels, presenting challenges.
- Intended to minimise vehicle entry and exit points for better flow.
- The design facilitates one-way traffic for both facilities, ensuring smoother vehicle movement.




## SECOND DRAFT PLAN

- Revision of building orientation enabled safer truck access, carparking, and pedestrian walkways.
- A greener approach has been applied to grey space with a focus on connection to country through First Nation landscape design.
- The orientation was changed to make the civil layout more efficient, complementing the flood storage strategy.
- Additionally, ensuring the second facility has a prominent street presence was crucial for uniformity and visibility
- For Lot 2, the intention was to integrate a single warehouse and office unit.




## CURRENT PLAN

- The proposed design represents the most successful orientation of site. The offices and landscaping are the closet components to the public interface which create a welcoming entry point for visitors and occupants.
- Designing the hardstand areas and loading docks toward one another has resulted in improved project noise levels in respect to acoustic amenity and reduced attenuation requirements.
- Feedback received from the First Nations Work Group in relation to the general colour palettes, materiality and landscaping approach has been implemented.
- The site layout is suitable from an operational perspective reduce traffic movements where possible and separates light vehicles from heavy vehicles without prohibited on-site operations.
- Pad levels increased to minimise the heights of the retaining walls, maximising views from Martin Road to South Creek. A third retaining wall tier is not required.
- Landscaping at the rear has been redesigned and increased to support flood storage and bush fire requirements.
- Efficiency and usability of the site was enhanced by dividing Lot 2 carparking and adding office 2B creating future flexibility and longevity of the design.

# OVERVIEW MASTERPLAN

## MASTERPLAN

The Concept Master Plan for the site at 230 Martin Road comprises two (2) warehouse and three (3) offices. Riparian street is located on the northern boundary running west-eastward. park edge streets sits to the eastern boundary of the site running north-southward. The development summary provides an overview of the development yield proposed for the site.

**LEGEND**

- Site Boundary
- Warehouse
- Office
- Landscape
- Bioretention Basin
- Awning

### DEVELOPMENT SUMMARY

#### LOT 1

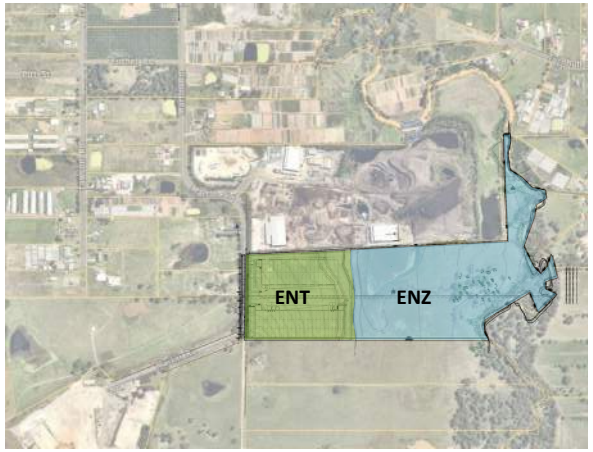
| | |
|---|---|
| SITE AREA SUBDIVISION | 41,414 sqm |
| WAREHOUSE AREA | 16,465 sqm |
| OFFICE (2 LEVELS) | 600 sqm |
| AMENITIES BLOCK | 37 sqm |
| TOTAL BUILDING AREA | 17,102 sqm |
| EFFICIENCY | 41.3 % |
| AWNING (5-8m) | 1,439 sqm |
| AWNING (12m) | 2,304 sqm |
| CARPARKING PROVIDED | 86 spaces |
| HEAVY DUTY PAVEMENT (H) | 13,838 sqm |
| LIGHT DUTY PAVEMENT (L) | 2,631 sqm |
| LANDSCAPING AREA | 4,206 sqm |
| PARK EDGE STREET AREA | 2,759 sqm |

### DEVELOPMENT SUMMARY

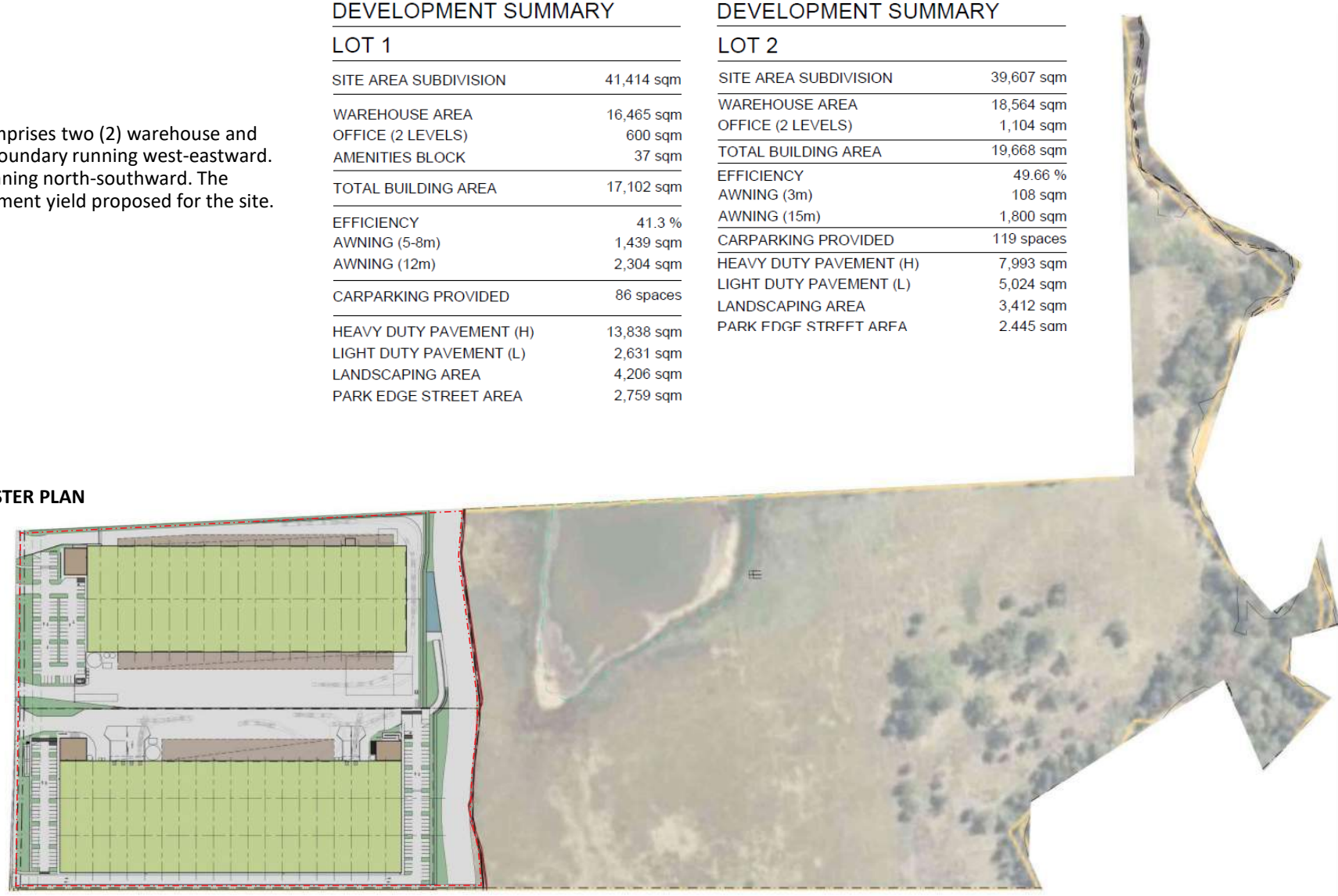
#### LOT 2

| | |
|---|---|
| SITE AREA SUBDIVISION | 39,607 sqm |
| WAREHOUSE AREA | 18,564 sqm |
| OFFICE (2 LEVELS) | 1,104 sqm |
| TOTAL BUILDING AREA | 19,668 sqm |
| EFFICIENCY | 49.66 % |
| AWNING (3m) | 108 sqm |
| AWNING (15m) | 1,800 sqm |
| CARPARKING PROVIDED | 119 spaces |
| HEAVY DUTY PAVEMENT (H) | 7,993 sqm |
| LIGHT DUTY PAVEMENT (L) | 5,024 sqm |
| LANDSCAPING AREA | 3,412 sqm |
| PARK EDGE STREET AREA | 2,445 sqm |

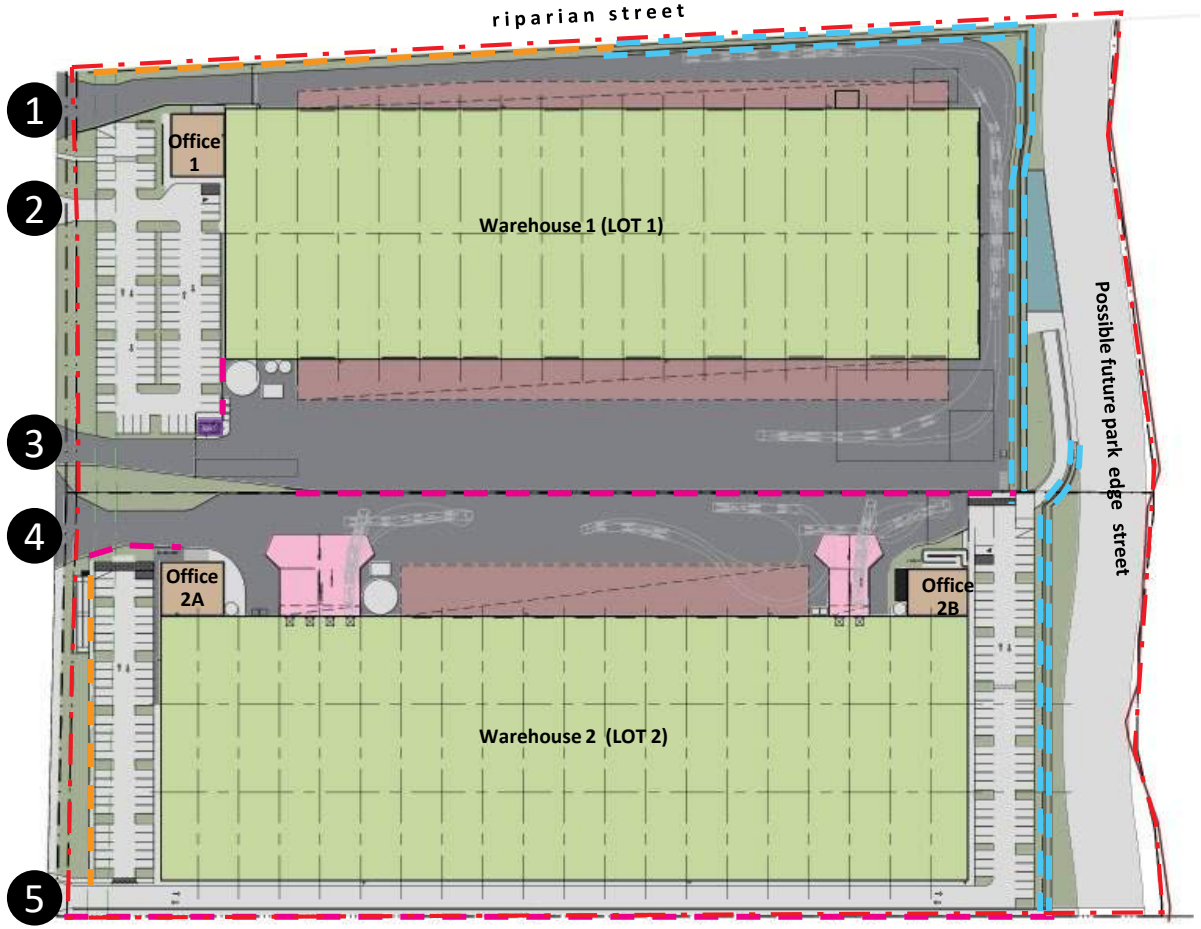
**LOCATION PLAN**




**MASTER PLAN**



# MASTERPLAN




**LEGEND**

- Site Boundary
- Warehouse
- Office
- Carpark
- Awning
- Hardstand
- Landscape
- Bioretention Basin
- Recessed Docks
- Gatehouse
- Block Work Retaining Wall
- 1- Tiered Landscaped Retaining Wall
- 2- Tiered Landscaped Retaining Wall

**Traffic Access**

Primary access to the site is from the proposed west collector road along the western boundary. Parking areas are located to the west and south of the site.

Five access points to the site are proposed off this road:

1. Inbound truck circulation for Lot 1 entering in from the collector road.
2. Inbound and outbound car circulation into car parking for Lot 1
3. Outbound truck circulation will be leaving Lot 1 onto the collector road.
4. Inbound and outbound truck circulation on shared hardstand area for Lot 2A and Lot 2B
5. Driveway access along the south boundary to a car-parking for Lot 2A and Lot 2B.

**Setbacks**

Setbacks are provided along all the boundaries of the site defined by riparian street, park edge street and collector road respectively.

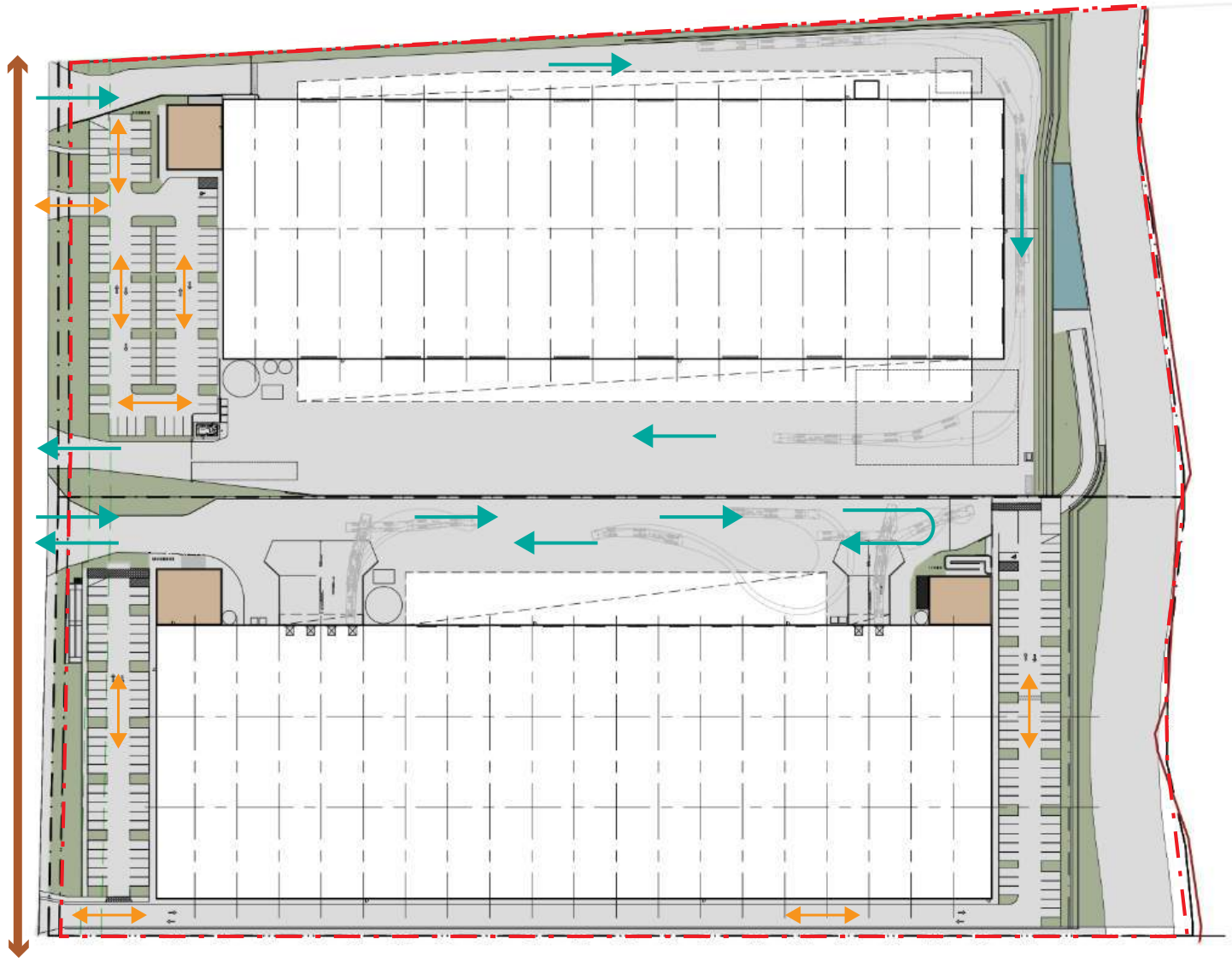
**Retaining Walls**

230 Martin Road proposes no tiered walls over 4.0m in height.

The design has minimised the level difference on the northern boundary to have a maximum 4m tiered landscaped retaining wall adjacent to the future riparian road, as well as to the eastern boundary adjacent to the future open park edge street.

# MOVEMENT NETWORK

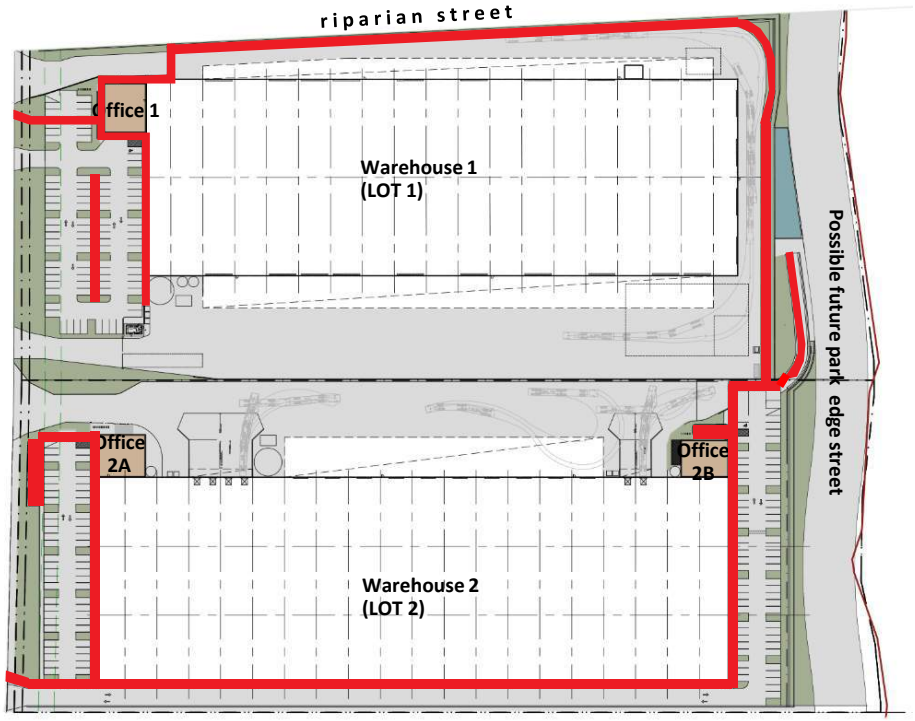
The movement network diagram showcases the access and circulation plan for the site. The primary access point is from Martin Road, which runs north-south and connects to Elizabeth Drive and the future Eastern Ring Road. The layout ensures efficient vehicle movement with dedicated pathways for trucks and cars, indicated by green and orange arrows, respectively. Key features include offices strategically placed for optimal access, and designated car parking and hardstand areas for efficient logistics operations. The plan integrates seamlessly with the riparian and park edge streets, enhancing connectivity and functionality.



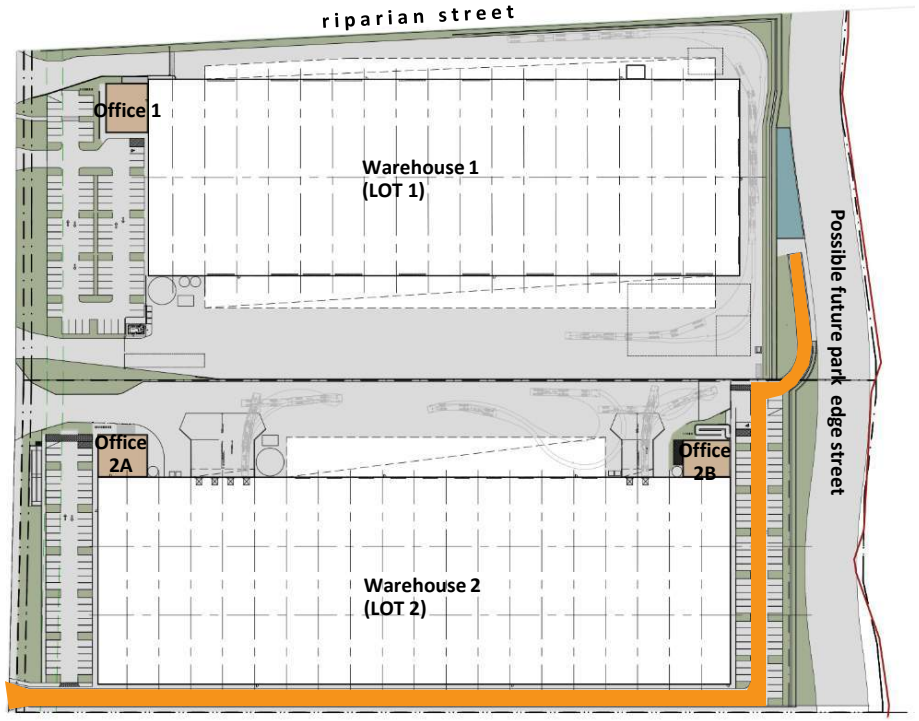
**LEGEND**

- Site Boundary
- Office
- Carpark and Hardstand
- Landscape
- Martin Road
- Truck Movement
- Car Movement

# PEDESTRAIN AND VEHICULAR MOVEMENT




**PEDESTRAIN MOVEMENT DIAGRAM**




**VEHICULAR MOVEMENT DIAGRAM**

**LEGEND**

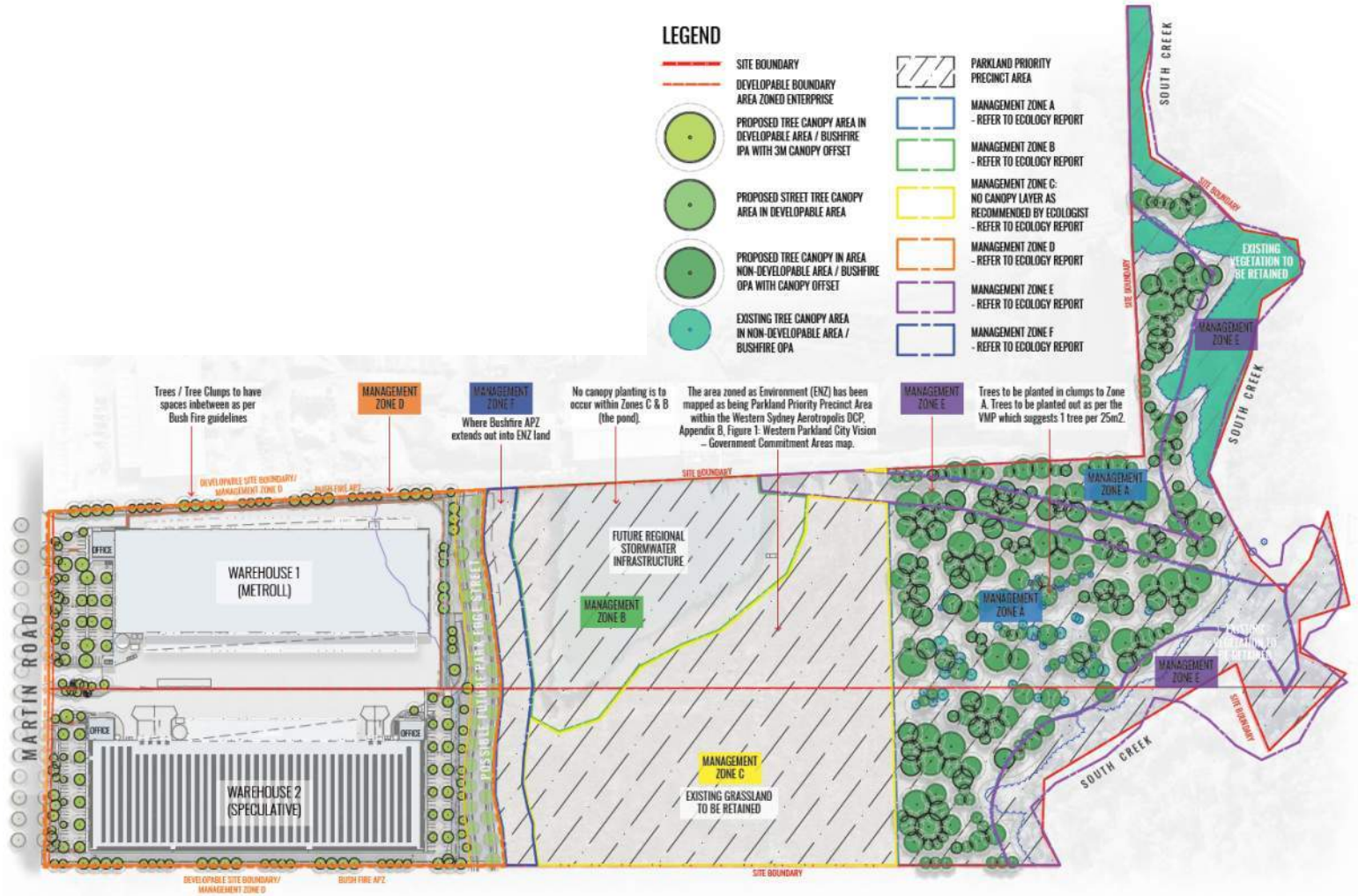
- Pedestrian Pathway
- Vehicular Pathway
- Office
- Carpark and Hardstand
- Landscape

# LANDSCAPE SITE PLAN

To create a sense of place, through a naturalistic aesthetic and to assist with Connection to Country created through the ground and up.

This is achieved in a two-prong strategy, primarily via the use of endemic plant communities and iconic Australian native plants, secondarily via education around the edible and medicinal uses of native plants within the amenity spaces.

Landscape Design Development will continue to be done in consultation with the First Nations Working Group.



# LANDSCAPE MASTER PLAN

AREA ZONED ENTERPRISE (ENT)

**ENTRANCES (EN)**

- Iconic Australian Trees to signal Entries
- Feature Laser Cut Fence Panels with Local Fauna and Flora Design to highlight Country. Example: Kingfisher or the Cabra Grub hole patterns, confirmed through consultation with Community

**CENTRAL MEDIAN STRIP (CM)**

- South Creek Echo
- Riverbank Style Planting
- Endemic Trees from the River-Flat Eucalypt Forest plant community
- Tree Skeletons integrated as per Communities request
- Opportunity for Indigenous Public Art

**AMENITY SPACES (AM)**

- Concrete Etching 'Warami' = Welcome. Symbolistic patterns confirmed through consultation with Community
- Turf Cell Bike Parking with native turf 'Nara' by Ozbreed
- Explorative Walkway in Bringelly Shale
- Sandstone Block Seats
- Native Edible and Medicinal Plants with educational signage

# HEIGHT, BULK AND SCALE

## SCALE

**Spatial Requirements:**

The scale of this proposed site accommodates extensive storage areas, loading docks, and maintenance areas. It also includes extensive hardstand areas for logistics operations including turning space for large vehicles and dedicated loading/unloading zones. Efficient logistics flow is critical for industrial operations.

**Operational Efficiency:**

Industrial buildings are designed on a larger scale to facilitate efficient operations. Large machinery, manufacturing processes, and logistics operations require vast internal spaces and high ceilings. The wide-span construction allows for unobstructed and safe movement of goods and equipment.

**Structural Robustness:**

The structural design of the proposed buildings is designed to support substantial weight loads and large equipment. This includes reinforced foundations, dado walls, and steel frameworks. The scale of these structures ensures safety and stability under operational stresses.

**Flexibility and Future Proofing:**

The proposed site is designed with future proofing in mind. The initial construction scale considers future tenants, ensuring the facility can adapt to evolving business needs without significant redesigns.

## HEIGHT

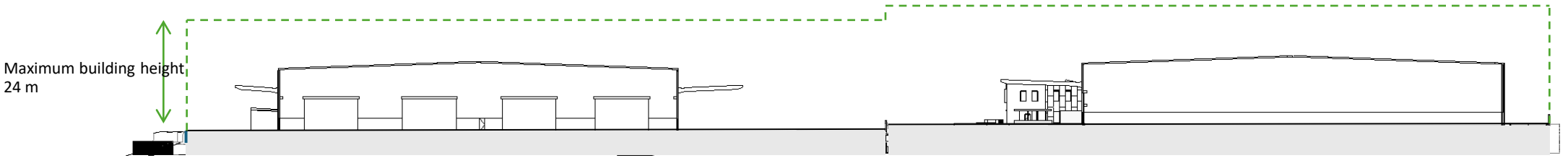
The highest point of the warehouse is just under 13 meters, adhering to the maximum building height requirement under planning control of 24 meters. The roof pitch is 2.5 degree, providing adequate slope for efficient drainage and structural stability. The building height is designed to accommodate the large-scale machinery and equipment typical of industrial operations.

The elevated height also facilitates better air circulation and lighting, improving overall working conditions inside the warehouse. Additionally, the height allows for potential future installations of overhead cranes and other vertical equipment including racking without requiring significant structural modifications

## BULK

The bulk of the proposed building has been assessed by the Visual Impact Assessment and determined to have minor to moderate impact on district views. The design incorporates variations in facade treatment and landscaping to reduce the visual mass of the building, ensuring it blends harmoniously with the surrounding environment.

For further information please refer to *Visual Impact Assessment*




Overall Site Section. Not to Scale

# BUILDING ARTICULATION AND INTERFACE

**Building Design**

A deliberate façade aesthetic is developed to bring aesthetic appeal along the collector road. Featuring a developed palette of bright colours in contrast to the warehouse, aiding wayfinding and enhancing the visual impression of the site.

Warehouse buildings and key features are oriented away from the collector road, minimizing the visual impact of a long façade along the main road and reducing the bulkiness from the street view. The frontage is complemented by dense landscaping, providing effective screening for the building.

Facade design incorporates strong geometry and considers thermal comfort, showcasing innovative use of materials. This includes structural steel portal frames, purlins, studs, and roof sheeting, with a combination of metal cladding in corrugated, flat, and perforated profiles. Materials are selected for their performance qualities including durability, sustainability and manufacturing standards.

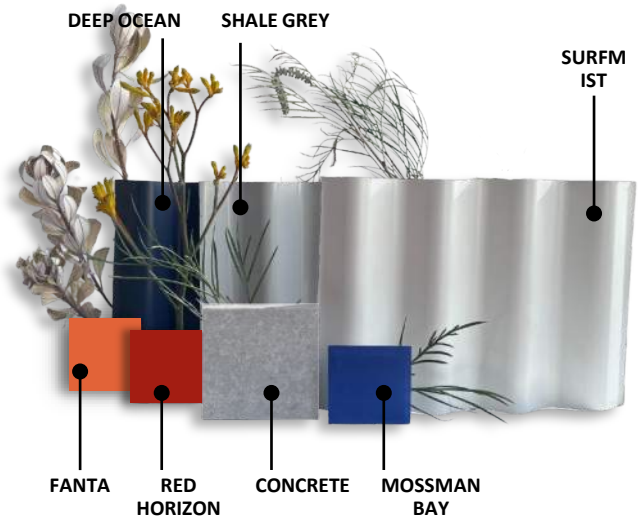
**Entrance Treatment**

Office 1 entry is strategically positioned to face the collector road, ensuring high visibility and easy access at ground level. Offices 2A and 2B feature clearly marked pathways leading to their entrances, enhancing accessibility and visual appeal.

**Sustainability Considerations**

Lower solar absorptance is beneficial for keeping buildings cooler. The proposed warehouse facades consist of mainly low solar absorptance and high Solar Reflectance Index (SRI) colours, resulting in high albedo surfaces. This reduces energy consumption as it decreases excess heat gain within the warehouse. Additionally, the use of durable, high-quality materials ensures long-term sustainability and minimal maintenance.

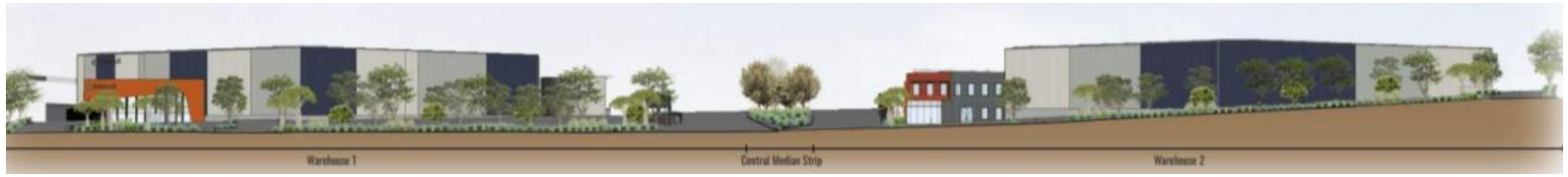
Overall, the architectural approach combines functionality with efficiency, ensuring the structure complements the landscape and supports intuitive navigation. The thoughtful selection of materials and colours not only enhances the visual appeal but also contributes to the environmental sustainability of the development.




Design Board

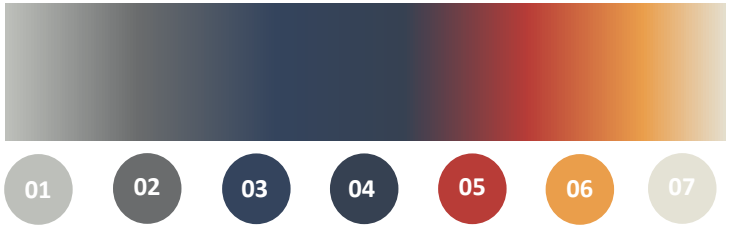
Typical Elevation EE - Martin Road front landscape setback (Source: Geoscapes)

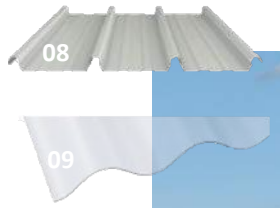
Typical Elevation CC – Boundary Terracing (Source: Geoscapes)




Typical Elevation FF – Martin Road (Source: Geoscapes)

# BUILDING ARTICULATION AND INTERFACE




**External building materials and colour**

- Contrasting colours on the façade form a visual communication for drivers to assist with wayfinding.
- A grounded neutral palette is used across the site for a modern appearance that acts as the backdrop for the natural environment and palette integrates materials that reduce heat absorption
- The architectural approach combines functionality with efficiency, ensuring the structure complements the landscape and supports intuitive navigation.

**01** Colorbond Steel Shale Grey

**02** Colorbond Basalt

**03** Vitra Mossman Bay

**04** Colorbond Steel Deep Ocean

**05** Vitra Red Horizon

**06** Vitra Fanta

**07** Colorbond Steel Surfmist

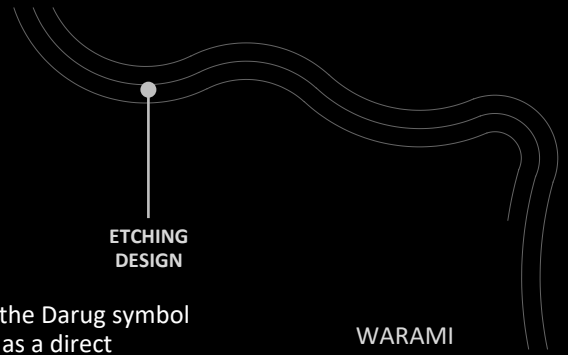
**08** Metroll Roof Metal Sheeting  Surfmist

**09** Translucent Sheeting

# BUILDING ARTICULATION AND INTERFACE

The office facades feature earthy tones in harmony with nature, chosen with input from Traditional Custodians. Office 2B's blue mirrors South Creek's waters, and the Colorbond colour Shale Grey accentuates tones of local Bringelly Shale, supporting the landscape's prominence.

The landscaping surrounding the offices will be planted to reflect the indigenous plant species and ecological textures of the area. This includes medicinal and edible native plants such as Gymea Lily and Grass Tree, contributing to sustainability and fostering a stronger bond with the natural surroundings. Furthermore, strategic placement of green spaces and walkways encourages biodiversity and provides peaceful, natural settings for employees and visitors to enhance wellbeing.

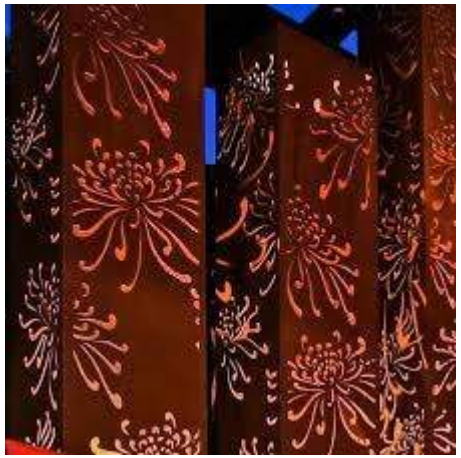

The etching represents the Darug symbol for water, which serves as a direct reference to the nearby creek.

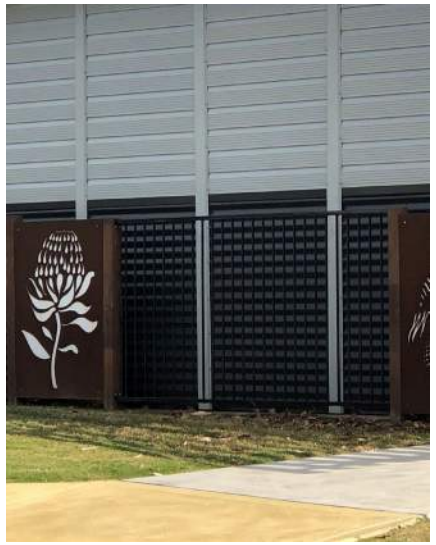

Office 1 Façade


Office 2A Façade

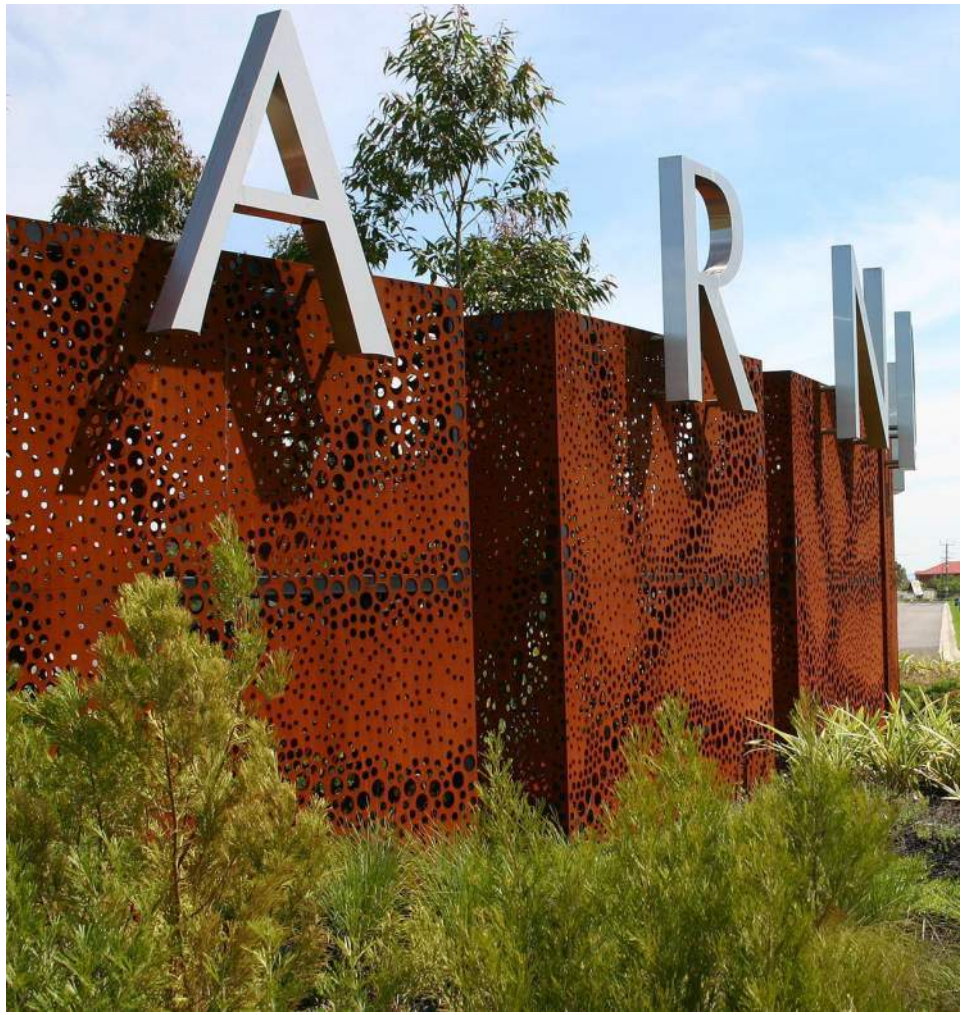

Landscaped Garden Bed

# MARTIN ROAD TREATMENT – LASER-CUT PANELS USED FOR SECTIONS OF FENCING





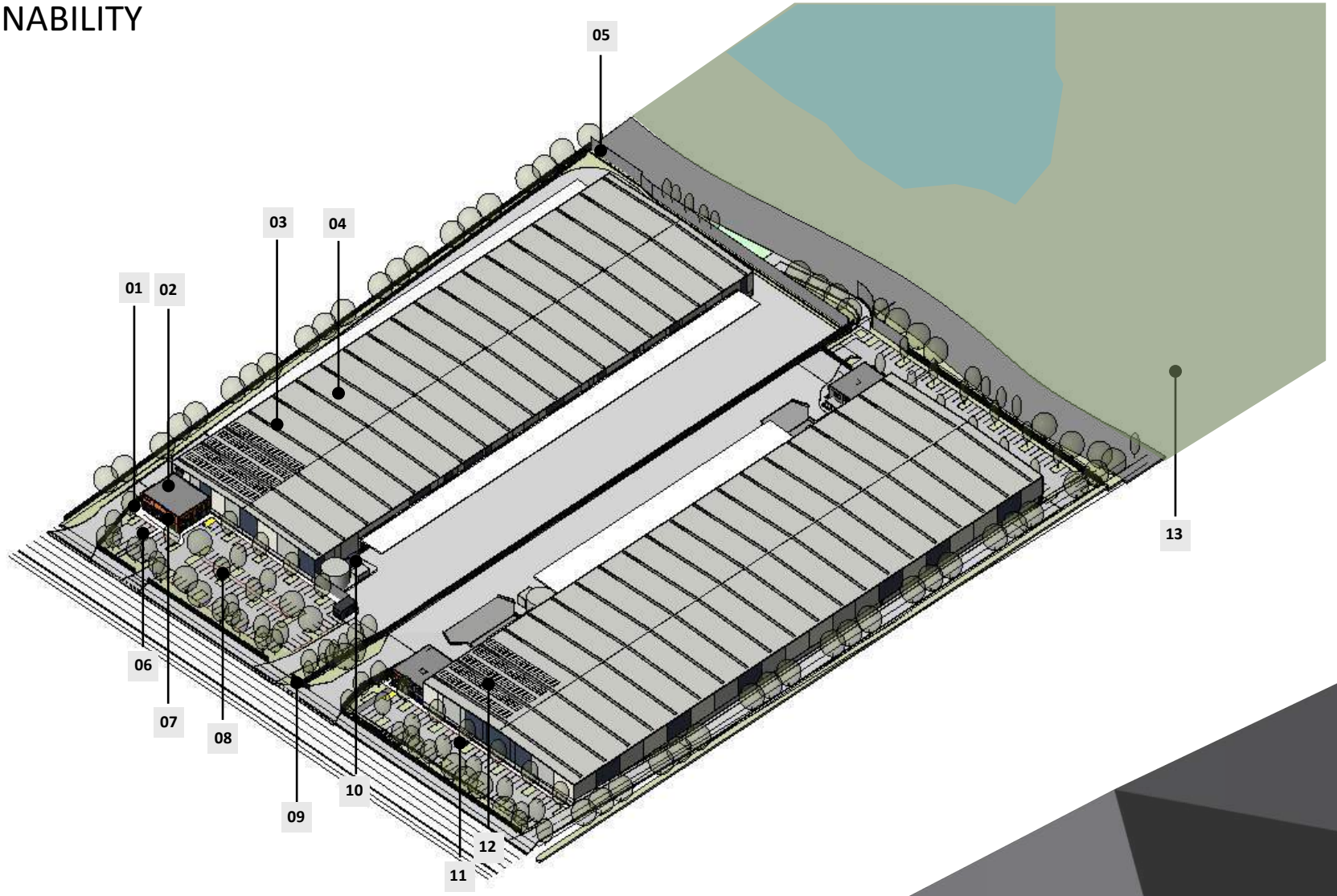
CABRA GRUB HOLE INSPIRATION



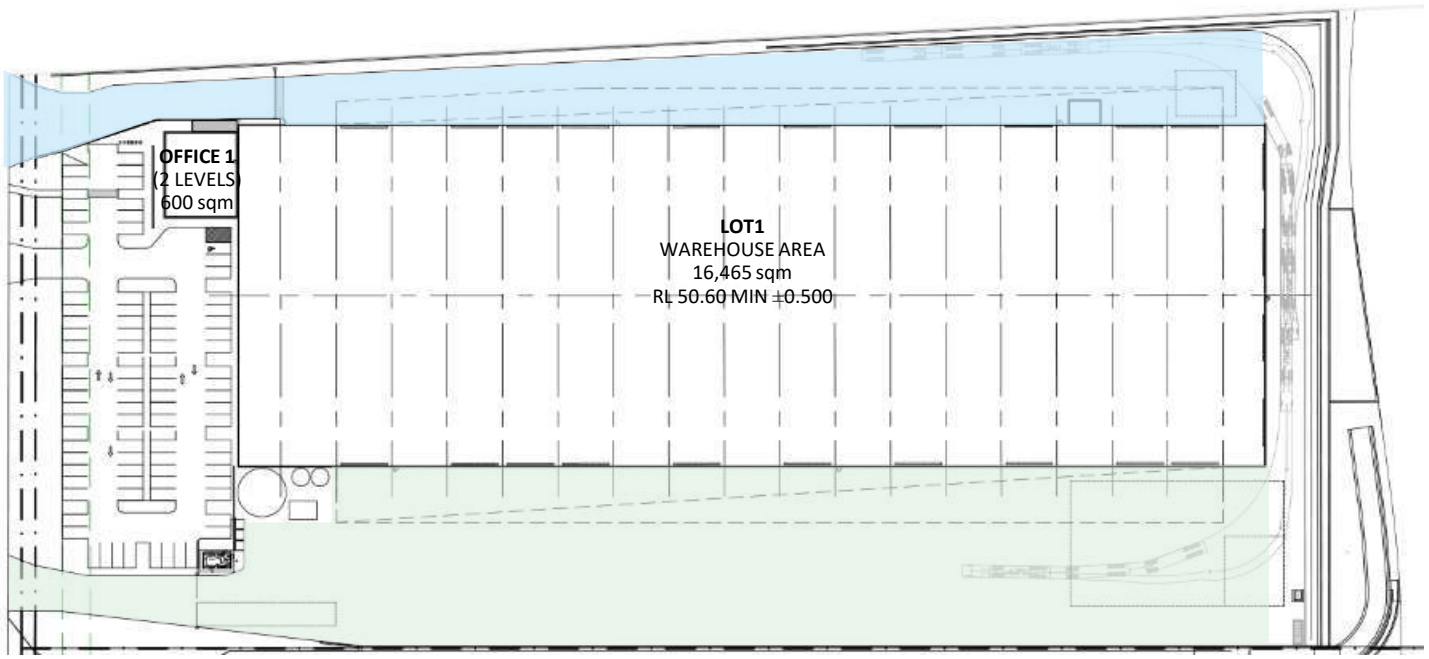
CABRA GRUB HOLE – DESIGN INREPRETATION

# SITE PLANNING AND SUSTAINABILITY

**01** Bicycle Racks
**02** Outdoor Area
**03** Translucent Sheeting
**04** Metal Roof Sheeting
**05** Screening Strategies
**06** Electrical Carpark Charging
**07** Shading device on Western Façade
**08** Tree Shading between Carpark
**09** Landscape Focal Points
**10** Rainwater Tank
**11** Insulated Metal Cladding
**12** Allowance for Future Solar Panels
**13** Flood Tolerant Trees on Eastern Side in accordance with Planning for Bushfire Protection 2019



# LOT 1 OPERATIONS




**LEGEND**

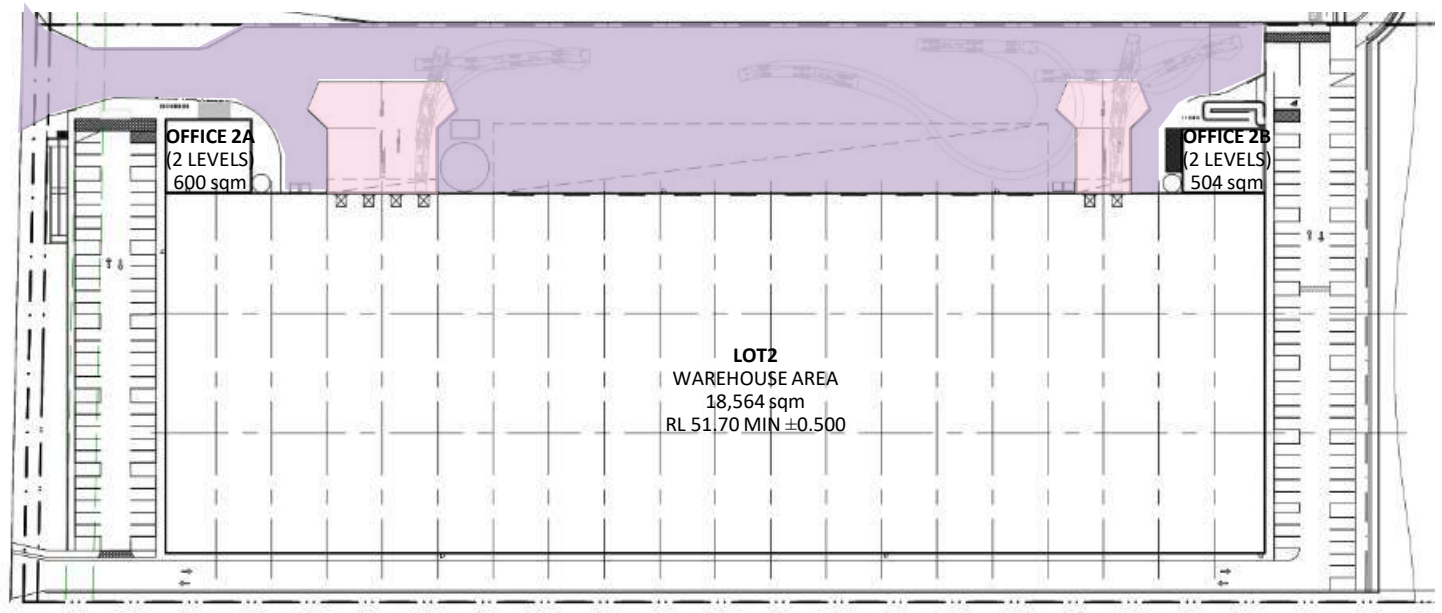
Inbound

Outbound

**Metroll Operational Efficiency**:

- **Offering**: Supply roll formed products and accessories to the commercial, industrial, mining and engineering segments of the building and construction industry across NSW.
- **Products**: The solutions will include roofing, walling [or cladding], structural members [purlins and bridging] and rainwater goods.
- **Construction Solutions**: The offer will be tailored for large scale construction [hence commercial industrial segment target], with long runs of product [up to 0.7m Wide x 35m Long sheets], long length purlins [20m] and bulk rainwater manufacture
- **Efficient Manufacturing:** Products will be manufactured onsite using state of the art automated, energy efficient equipment from coil supplied primarily by BlueScope Steel, packaged, loaded and transported from the facility. The bulk of this fleet will be parked up at this site when not in operation
- **Logistics Operations:** The storage loading and transport of these products will necessitate a 24 hours by 7 day per week operation, with long loads requiring pilot escort and site departure in the early hours
- **Inbound & Outbound Logistics:** Designated areas for unloading and reloading with space for personnel, goods, and safety measures. Ensured there was adequate room for truck maneuvering to facilitate smooth logistics.
- **Traffic Circulation**: Implemented a separate entrance for cars and a one-way system for truck circulation to enhance safety and streamline operations.
- **Gatehouse Management:** Positioned a gatehouse to control the flow of traffic, sign in trucks for security purposes, and record incoming and outgoing materials and goods.

# LOT 2 OPERATIONS




**LEGEND**

Recessed Docks

Inbound and
Outbound Traffic

**Operational Accessibility:**

- **Operational Versatility**: Operates efficiently with a diverse range of vehicle sizes, up to B-Double, ensuring adaptability to various transportation needs.
- **Enhanced Accessibility**: Features office locations at each end, with each office accessible via its own independent carpark. This configuration allows the warehouse to be divided into two distinct facilities if required, further supported by pedestrian pathways and bicycle parking for accessibility.
- **Recessed Docks** caters to elevated cargo offloading point on the truck allowing for safer and more efficient loading operations.

**Future-Proofing and Flexibility:**

- **Adaptable Warehouse Design**: The overall warehouse area is designed to cater to the needs of a larger facility or can be split into two smaller facilities, offering flexibility to adapt to future operational requirements.

**Traffic Management and Safety**

- **Carparking Design**: Car and truck circulation paths are designed to prevent interaction, with separate driveways for trucks and offices 2A and 2B, ensuring safety and minimising disturbances.

# Response to State Design Review Panel Recommendations

05

# RESPONSE TO SDRP RECOMMENDATIONS

## Connection with Country

**A fundamental principle of starting with Country is that it is based on an understanding of, and response to, local place including its natural ecosystems. As one of the first projects to border the Wianamatta-South Creek corridor, this development will set a benchmark for industrial development within a significant cultural landscape as well as long-term climate change resilience.**

**As previously noted, the proposal will create visual and physical barriers to Wianamatta-South Creek from Martin Road.**

**1. Review the site strategy to preserve:**

**a) opportunities for physical access and visual connections, and**

Respecting the cultural landscape is paramount to the treatment of the ENZ zone which borders the South Creek.. This significant land remains undisturbed, preserving the history and natural state of the soil and native flora.

Employee access is carefully managed to ensure that those on site have been correctly inducted on safe movement practices. Additionally, arrangements for physical access for First Nations are facilitated to ensure cultural access remains preserved.

- Visual Connections: Please refer to the Visual Impact Assessment
- Access from the ENT Zone: Physical access to the creek is provide. Separated pedestrian access paths connect the Martin Road footpath with the offices to avoid conflicts between cars and. These paths provide a safe path separated from truck movements, for permissible visitors to access the ENZ zone and the South Creek.
  Please refer to 4a).

By implementing these measures, both safe and physical access is ensured. Increased potential for enhanced visual connection is planned in accordance with First Nation working group in parallel with operational requirements to always maximise safety and cultural sensitivity.

**b) the integrity of the water catchment, ie minimise underground stormwater collection and preserve existing overland flows to the creek where possible.**

While preserving overland flows is important for environmental sustainability, it is essential to balance this goal with the feasibility of creating a functional and economically viable development envelope. Restricting the design to retain all existing overland flows may limit the flexibility and usability of the site for industrial purposes.

The design approach balances environmental considerations and practical development needs. By optimising stormwater management strategies, such as incorporating green infrastructure, bio-retention, permeable area and targeted drainage solutions, the impact of stormwater is mitigated while ensuring a feasible and sustainable development envelope.

**2) Provide detailed view studies at eye level of:**

**a) the public domain interface at Martin Rd, looking east**

**b) the unfolding views of the Creek from within the site**

**c) The proposed views from the Wiannamatta – South Creek corridor looking west.**

Please refer to the Visual Impact Assessment

**d) Level changes, fencing, landscaping and the public domain treatments should be shown accurately.**

This has been reflected in all SSDA documentation.

# RESPONSE TO SDRP RECOMMENDATIONS

## Site Strategy and Landscape

**3) As previously noted at SDRP 1, the extent of speculative development on Lot 2 is forcing adverse amenity, safety, environmental and visual impact outcomes. Review the extent of speculative development on lot 2, considering for example, a single tenancy, 2 smaller tenancies in separate buildings etc.**

The design of the Lot 2 tenancy has been designed in response to feedback received from potential occupiers and in the view of long-term operational efficiency.

**4) The lack of pedestrian safety remains a concern.**

Revisions to the design include additional pedestrian crossing throughout the site. The pedestrian footpath layout is detailed within this submission.

These footpaths are specifically designed to ensure safe and accessible pedestrian navigation around critical interface points on the site, including:

- Entry and Exit Points: Clearly marked pedestrian crossings at all entry and exit points maximise safety.
- Parking Areas: Designated walkways through parking areas ensure safe pedestrian movement.
- Building Entrances: Direct and safe footpaths lead to all building entrances for easy and secure access.

**4a) Provide separated pedestrian access paths connecting the Martin Road footpath with the offices to avoid conflicts between cars and pedestrians.**

Separated pedestrian access paths are implemented to connect the Martin Road footpath with offices, effectively avoiding conflicts between cars and pedestrians.

- Lot 1: A pedestrian crossing at the northern end connects Martin Road directly to the office entrance.
- Lot 2A: Two pedestrian pathways have been established. The northernmost pathway connects Martin Road directly to the office. The southern pathway leads to Lot 2B parking and the ENZ zone.
- Lot 2B: A pedestrian crossing further north connects the office to the ENZ zone ramp and Lot 2A parking.

**4b) Reduce the carpark gradient from 5% to avoid establishing a ramped condition.**

Compliance with AS/NZS 2890.1:2004 has been achieved. This standard governs the design and layout of off-street car parking.

Modifying the slope of the carpark to achieve a lower gradient would necessitate raising the lots significantly to attain level/flush access at the office buildings. This adjustment would result in increased retaining wall heights, creating an unbalanced site and further visual and physical barriers to Wianamatta-South Creek from Martin Road.

The design proposes a two-tiers high retaining walls, which is lower than the maximum permitted three-tiers wall as specified by Development Control Plan (DCP).

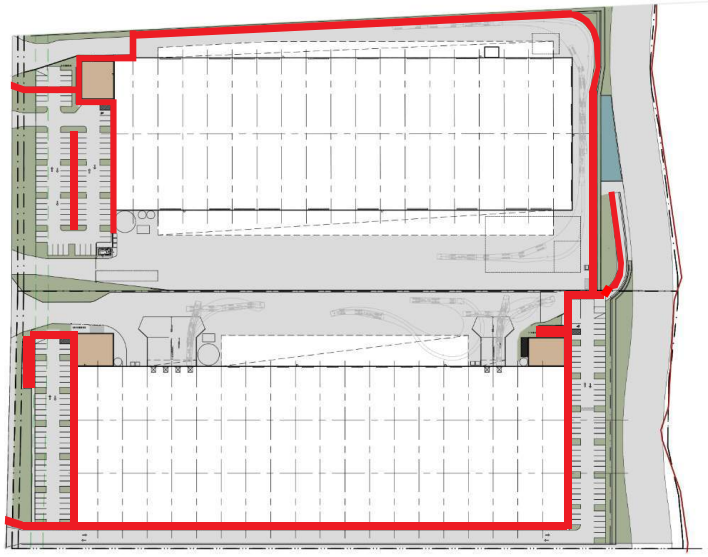


Image: Site plan of pedestrian pathway.

# RESPONSE TO SDRP RECOMMENDATIONS

## Site Strategy and Landscape

**5) The multiple car and truck entries servicing three separate tenants will impact on the safety and amenity of the Martin Road footpath. Reduce the impact of access driveways on the Martin Road frontage.**

The following measures have been implemented to minimise the impact of access driveways on the Martin Road frontage:

- Reduction of Entry/Exit Points: The number of car entry/exit points have been reduced for Lot 2. The car entry and exit for carpark 2A and 2B have been combined to a singular southern driveway. This consolidation reduces the traffic flow interruptions along Martin Road and enhances overall safety.
- Maintaining Pedestrian Pathways: Pedestrian pathway in carpark 2A remain intact, providing safe pedestrian access and maintaining the connectivity to the office buildings.

These changes aim to improve the safety and amenity of the Martin Road footpath by minimising the number of vehicle crossings, thereby reducing potential conflicts between vehicles and pedestrians.

**5a) Provide a more detailed layout of the road and footpath, showing the actual swept path for the proposed B double and B triple vehicles from both directions, pedestrian crossing points, street trees etc.**

SSDA submission will include turn path plans. There are unique requirements of industrial sites with very large vehicles. The turning paths for these large vehicles necessitate significant splay of the driveways to accommodate vehicle movements safely and efficiently.

The design reflects these considerations to ensure that the layout meets the operational needs of the industrial site.

The design will include dedicated pedestrian pathways, clearly marked crossing points, and appropriate signage to ensure safe and convenient access for pedestrians within the site.

Site distance requirements for driveways is carefully consider to ensure optimal visibility and safety for vehicle access and egress points. As a result, the number and placement of trees in the road verges will be limited to maintain clear sightlines and comply with safety standards.

The approach to tree planting prioritises both the aesthetic enhancement and functional requirements of the industrial estate design, striking a balance between greenery and operational efficiency.

**5b) Consolidate the car access to Lot 2 to a single entry/exit point. Secure access points could be provided to each car park if the northern access point were removed.**

The number of car entry/exit points for Lot 2 have been reduced by combining the car entry/exit points for both carpark 2A and carpark 2B. This consolidation optimises traffic flow and maximises safety.

**6) The lack of staff amenity has not yet been addressed. External staff recreation spaces should link directly from the office areas, connect with the natural environment, and provide outlook, passive recreation, and opportunity for social interaction. The health and wellbeing of employees will benefit the business operation.**

The importance of promoting a healthy work environment is recognised. The design supports an inclusive range of amenities as follows:

Direct Link to Recreation Areas:

- External staff recreation areas are directly linked from the lunchroom within the office, as seen in Sheets 120, 122, and 124. These areas ensure seamless access for staff to enjoy outdoor amenities. The outdoor amenity areas in each office provides opportunities for social interactions, passive recreation, and enhances the health and well-being of staff. This space is designed to connect with the natural environment and offer a pleasant outlook.

Integration with the Natural Environment:

- Green Spaces: The design includes landscaped areas with native plants and greenery around the office and recreation spaces, creating a natural and relaxing environment for employees.
- Outdoor Views: Large windows and strategically placed seating areas provide views of the natural surroundings, enhancing the overall workplace atmosphere and reducing stress.

Features of the Outdoor Area:

- Covered Outdoor Spaces: For employees working in industrial environments, covered outdoor spaces provide protection from the elements while allowing them to take breaks outside.
- Medicinal and Edible Native Plants: Confirmed through consultation with Community, these plants will be included to provide educational and health benefits.
- Connection to Country: Facilitated through signage that educates about the medicinal and edible uses of native plants, fostering a deeper connection to the local culture and environment.
- Flexible Areas: Recreation spaces are designed to be multi-functional, allowing for various activities such as team-building exercises, outdoor meetings, and informal gatherings. This flexibility maximises the utility of the space and supports different types of interactions.
- Bringelly Shale Walkway: Incorporation of Bringelly Shale into the walkway, as recommended by Community, adds a local geological element to the design.

# RESPONSE TO SDRP RECOMMENDATIONS

## Site Strategy and Landscape

- Concrete Etching: The walkway around the amenity spaces will feature concrete etching to reference the Darug symbol for the waterway, connecting the site to the South Creek beyond.
- 'Warami' Welcome Etching: The word ‘Warami’, meaning ‘welcome’, will be etched into the concrete in front of the office entrances, enhancing the sense of welcome and connection to the indigenous culture.

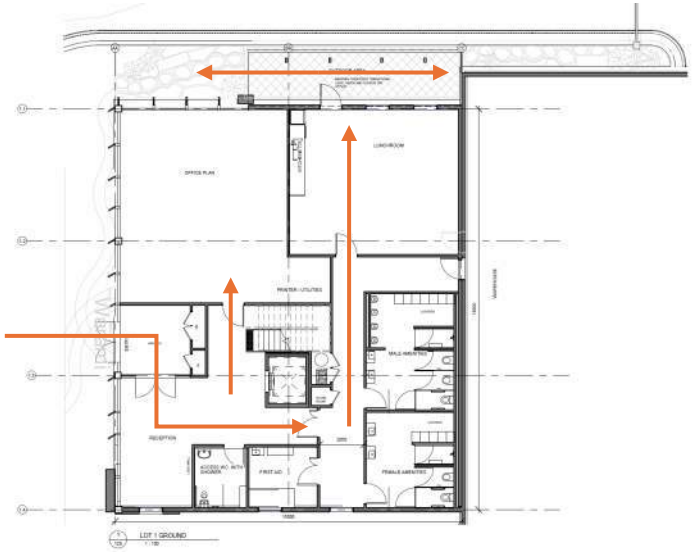


Image: Office 1 Circulation. Illustrating how the lunch area connects directly to the outdoor space, providing easy and immediate access for employees.

**7) The extensive hardscape proposed will increase the heat island effect, stormwater run-off and reduce opportunities for landscaping. To mitigate this the following is recommended:**

**7a) maximise opportunities for deep soil in the ENT zone. The 8% proposed is inadequate, given that bushfire protection in the Inner Protection Area (IPA) allows up to 15% Tree Canopy coverage.**

The IPA has successfully achieved 15% tree canopy cover and 24% tree canopy coverage in the OPA area. We have covered 15% of the ENT area with permeable ground, while 99.8% of the ENZ is covered with permeable areas. The deep soil reaches 10% in the ENT Zone and 99.8% in the ENZ Zone.

**7b) reduce the extent of car-parking and demonstrate how spaces could revert to landscaping once public and active transport networks are established.**

The development includes 227 parking spaces, fully complying with the Western Sydney Aerotropolis (WSA) DCP 2022. According to Table 4 of the DCP, the site permits a range of 164 to 410 carparks.

All car parks are constructed with permeable paving, ensuring they are environmentally friendly and support stormwater management. The permeable paved car parks running parallel to the Deep Soil landscaped areas could be converted to landscape areas later should those car parks become surplus once public and active transport networks are established. The proposed site has established 15% permeable area in the ENT Zone and 99.8% permeable area in the ENZ Zone in accordance with the Western Sydney Aerotropolis (WSA) DCP 2022

This approach allows for flexibility in land use and aligns with future sustainability goals.

**7c) with the exception of heavy vehicle areas, use pervious surfaces where possible for at grade parking, driveways and pedestrian pathways.**

Pervious surfaces will be utilised for all-grade parking and driveways, except in heavy vehicle areas. This approach enhances stormwater infiltration and reduces runoff.

**8) As previously recommended, maximise landscaping in the ENT zone within acceptable targets for its bushfire category:**

**8a) Include bands of contiguous planting to preserve and regenerate green corridors and biodiversity, and to mitigate the visual impact of the development. Consider how this corridor could facilitate a safe path (separated from truck movements), for employees and Community to access the ENV zone and the Creek.**

The project achieves safe pedestrian pathway from 230 Martin Road, extending from the southern end and leading to a ramp that provides access into the ENZ Zone on the northern side.

**8b) Drawings should show proposed plant species at the time of planting and indicate the timeframe for reaching maturity.**

Canopies of trees are shown at the species mature spread for calculation purposes. Shrubs and Groundcovers are calculated at density rates based on mature sizes and spread. A note can be added to plans to illustrate expected time frames for trees to meet maturity which is usually 15 years. Please refer to landscaping plan for more information.

# RESPONSE TO SDRP RECOMMENDATIONS

## Site Strategy and Landscape

**9) As noted at the previous session, the impact of retaining walls on side and rear boundaries is unacceptable. Blockwork walls up to 4.5m are highly impactful – and even the proposed 2-tiered approach has a significant and unpleasant visual impact on both the creek corridor as well as the future riparian street to the north. It is recommended that:**

**As noted at the previous session, the impact of retaining walls on side and rear boundaries was a concern. However, we believe the current design is both necessary and compliant with regulatory standards.**

Compliance is achieved with AS/NZS 2890.1:2004 to ensure the following:

- The maximum permitted height for retaining walls, as identified by the Aerotropolis DCP, is 6m.
- Section 2.18 Earthworks and retaining walls PO2.3 stipulates that where a level difference must exceed 1.0m and adjoins the public domain or a public road, the retaining wall must be tiered.
- Each retaining wall tier element shall be no more than 2.0m, with a 1.5m wide deep soil zone with suitable landscaping provided between each tier.
- The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m.

Design and Implementation:

- The proposed retaining wall has been reduced from three tiers to two tiers to adheres to the deep soil zone and maximum tier heights.
- To create an attractive visual impact, these retaining wall beds are landscaped with native vegetation in harmony with the broader landscaping design, which is led by First Nation input.
- Industrial developments often require near-flat terrain for operational efficiency. Given the site's natural slope, the presence of retaining walls is necessary to create a functional layout for the industrial estate.
- Maintaining only two-tiered retaining walls, instead of the maximum of three tiers allowed, aligns with and exceeds the relevant clauses within the Development Control Plan (DCP). This design choice demonstrates commitment to not only meeting but also surpassing regulatory requirements and guidelines set forth by the DCP.
- To reduce visual impact, the height of the visible blockwork will be minimised where possible.

The retaining walls will be functional, compliant and visually integrated with the surrounding landscape. This approach addresses both the operational needs of the industrial estate and the aesthetic concerns raised.

**9a) cut and fill be rebalanced to reduce the height of benching above natural ground level at the interface with the ENZ to the east.**

- Rebalancing Cut and Fill: Rebalancing cut and fill operations to reduce benching at the interface with the ENZ would lead to an increase in benching along the line of the warehouse.
- Aesthetic Impact: This shift could have a more negative impact on the natural aesthetics of the site, especially if the walls along the building are landscaped.
- Pedestrian Accessibility: Increasing benching near the warehouse could necessitate further ramping designs for pedestrian accessibility to the offices and warehouse, potentially creating a disconnect between pedestrians and the site.

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- User Experience: Such designs may affect the overall user experience and site integration, posing challenges for pedestrian flow and connectivity within the industrial estate.
- Balancing Needs: The decision to minimise benching at the ENZ interface needs to be balanced with the visual impact, pedestrian access requirements, and overall site functionality.
- Trade-Offs Consideration: It is essential to consider the trade-offs between reducing impact on the ENZ and maintaining a cohesive and accessible design that enhances the site's usability and aesthetics.

**9b) Replace retaining walls with landscaped berms.**

- Project Constraints and Requirements: The decision to use retaining walls over battered berms is based on the project's specific constraints and requirements, including site size, development scale, and regulatory compliance.
- Space Efficiency: Implementing battered berms would require non-developable offsets from the side and rear boundaries of up to 10-15m, which is not feasible given the scale and size of the industrial development.
- Development Area: These significant offsets would restrict the usable development area and may not be practical or economically viable for the project.
- Regulatory Compliance: It is crucial to highlight that the requirement for battered berms and associated non-developable offsets is not a clause in the Development Control Plan (DCP) that the project is required to adhere to.

# RESPONSE TO SDRP RECOMMENDATIONS

## Site Strategy and Landscape

- Compliance and Optimisation: By meeting and exceeding the relevant clauses within the DCP, the design demonstrates compliance with the established guidelines and regulations without the need for unnecessary reduction in developable land.

This approach ensures that the development remains functional, compliant, and economically viable while addressing the visual and operational concerns effectively.

**c) Alternatively, introduce additional, lower height tiers.**

- WSA DCP Compliance: The tiers have been designed in accordance with the WSA DCP benchmark solution.
- Proactive Reduction: Tiers have been proactively reduced the impact of tiered retaining walls by limiting the design to a maximum of two tiers.
- Minimised Visual Impact: Minimise the visual prominence and environmental footprint of the two-tier retaining walls while maintaining the necessary structural support for the industrial estate.
- Exceeding DCP Requirements of a maximum of three tiers, demonstrating commitment to enhancing the site's aesthetics and functionality.
- Optimised Approach: Ensures the industrial estate meets both regulatory standards and design objectives while mitigating the impact of tiered retaining walls on the overall site layout and visual appeal.

**10) The views through the site are encumbered by barriers, providing a defensive appearance to the public domain and obstructing views to the east. the following are recommended:**

Views through the site are enhanced with public art, planting of native and medicinal vegetation, shading, and complementary colour and texture. The public domain exists outside the site boundary. Obstruction is subjective in perspective of what outlook is being prioritised as public access to the Creek is best optimised via park edge street, offering pedestrians closer range.

**a) Avoid fences where possible. Consider less hostile design options (eg landscaping) or other alternatives that deliver equivalent safety and security outcomes.**

Fencing erected for safety and security has been intentionally designed to protect occupants, visitors and equipment.

This provides a visual demarcation to areas that are unsafe for public interfacing as dedicated areas for visitors to interact with feature appealing landscaping, public art, and use of colour to denote safety and accessibility. By not securing the boundary with appropriate fencing, it would not be demonstrating diligence or resilience for safety.

**b) Where level changes are unavoidable consider alternatives to retaining walls such as landscaped berms.**

The retaining walls satisfies AS/NZS 2890.1:2004: requirements exceeding the relevant clauses within the DCP by using two-tiered retaining walls, minimising the visual impact.

**11) Introduce Water management and WSUD into the public domain interface areas to improve natural methods of stormwater retention.**

This would result in practical constraints and operational complexities and would not be sustainable or cost-effective. The highest point of the development being the frontage or public domain area presents challenges for implementing water management strategies or WSUD features, which would only treat a small area as there is no upstream catchment.

This would not eliminate the need for WSUD features for the downstream catchment areas.

The current bio-retention basin and the future Sydney Water regional stormwater basin will be adjacent to the public domain of the park edge street.

**12) Demonstrate how park edge road aligns with planned precinct connections.**

Please refer to the Environmental Impact Statement for further information.

# RESPONSE TO SDRP RECOMMENDATIONS

## Architecture

**13) Review the design of the office spaces to create a more positive employee/visitor experience.**

- Natural Light: Glass facade glazing allows an abundance of sunlight to enter the main office areas. This daylight penetration helps stabilise circadian rhythms and increases the vitality of the inhabitants. A significant amount of daylighting helps people become more active, socialise more, and be more productive when working and communicating.
- Thermal Comfort and Sustainability: High-quality insulated metal cladding for the office walls provides optimal thermal comfort internally while reducing construction time and wastage. Additionally, this material is recyclable and reusable.
- Energy Efficiency: Light-coloured roof sheeting is used for both the warehouse and office to reduce heat absorption and reflect daylight, aligning with the ESD initiatives. This not only improves energy efficiency but also enhances the overall comfort of the indoor environment.
- Office Orientation and Shading: The office orientation is primarily north-facing, ensuring optimal sunlight exposure throughout the day. However, on the western side, the shading devices to reduce heat gain and glare, thereby maintaining a comfortable indoor environment and enhancing energy efficiency.
- Welcoming Environment: The entrance leading into the office is marked by the etching design of "Warami" into the concrete, creating a more welcoming and culturally inclusive environment. This design element pays homage to the local heritage and creates a sense of place.
- Outdoor Access: Lunchroom leads directly into an outdoor area, which will be surrounded by landscaping to create a pleasant and relaxing environment. This access to outdoor space encourages employees to take breaks and enjoy nature, promoting well-being and productivity.
- Maximising Sunlight: All male and female amenities are intentionally placed in a corner of the building to allow as much sunlight as possible into the main areas. This strategic placement ensures that the central workspaces benefit from natural light throughout the day.
- Flexible Workspaces: Office design includes flexible workspaces that can be easily reconfigured to accommodate different team sizes and activities. This adaptability supports collaboration, creativity, and efficiency.
- First Impressions: The airlock entry has a glass view into the reception area, allowing visitors to have a clear and inviting first impression as they enter the building. This transparency fosters a sense of openness and hospitality.

**13a) Consider optimal orientation for office functions to avoid glare, minimise heat gain, introduce opportunities for natural ventilation and connect with the natural environment.**

Optimal Orientation

- Offices are strategically positioned facing north, which passively benefits the thermal, aspect, and ventilation features in the design. Optimal orientation have been carefully considered for the office functions to avoid glare, minimise heat gain, introduce opportunities for natural ventilation, and connect with the natural environment.
- North-facing windows are less exposed to direct sunlight, especially during the hottest parts of the day. This helps in maintaining a stable and comfortable indoor temperature. Where a western facing facade is, a shading devices has been incorporated to avoid glare.

Connection with Natural Environment

- Large Windows: Floor-to-ceiling windows have been installed to provide extensive views of the surrounding natural landscape. Enhances the visual appeal of the office and allowing the employees to feel connected to the outside environment.
- Outdoor Access: Lunchroom opens directly into a landscaped outdoor area. This space is designed with greenery and seating to encourage employees to spend time outdoors during breaks, promoting relaxation and well-being.
- Landscaping: Surrounding the building, we have incorporated native plants and greenery that reflect the local environment. This landscaping approach creates a seamless transition between the indoor and outdoor spaces, fostering a connection to nature.

**b) Position staff and visitor entries to provide high quality, safe, pedestrian prioritised access.**

- Dedicated Pathways: Created dedicated pedestrian pathways that are clearly marked and separated from vehicular traffic. This ensures that pedestrians can safely navigate the site without interference from vehicles. Please refer to the design report for the pedestrian pathways.
- Accessible Entrances: All entrances are designed to be fully accessible, accommodating individuals with disabilities and ensuring ease of entry for all visitors and staff.

# RESPONSE TO SDRP RECOMMENDATIONS

## Architecture

**14) Consider further opportunities to mitigate the visual impact of industrial scale structures – including (but not limited to) materiality, fenestration, shading and public art.**

By integrating varied materials, sun shading devices, public art, and thoughtful landscaping, the architectural proposal has implemented a range of strategies to mitigate the visual impact of industrial-scale structures. While aligning with operational needs, the proposal aims to create an industrial facility that is both functional and visually appealing, designed for a 50-year lifespan and in accordance with the Precinct Plan.

- Building Bulk and Massing: The bulk and massing of the building are driven by the nature of the industrial facility. The use of Dado walls with concrete precast panels up to 2.4m high and metal cladding above for warehouse walls provides sturdiness against impact from vehicles or forklifts.
- Material Diversity: Diverse materials and textures break up the building's mass and add visual interest. The facade design features strong geometry and is optimised for thermal comfort, showcasing materials innovatively. This includes structural steel portal frames, purlins, studs, and roof sheeting, as well as a combination of metal cladding with corrugated, flat, and perforated profiles on facades.
- Public Art and Cultural Motifs: Public art in the median strip and native fauna motifs in pathways and gates enhance visual appeal and reflect local culture, fostering a connection with the environment.
- Sustainability Measures: Solar panels on the warehouse roof to harvest solar energy and reduce energy consumption from the grid, contributing to the sustainability of the facility.
- Landscaping: Native plants soften the industrial aesthetic and create a more inviting atmosphere. These elements not only improve the visual appeal but also promote biodiversity and environmental sustainability.
- Landscape-Led Design: In consultation with Elders during Walks on Country, the design prominently features natural landscaping that not only enhances the site's ecological health but also strengthens the spiritual and cultural connection to South Creek. This method supports the Traditional Custodians' preference for using landscaping as a primary tool for connection.

**15) Review the site benching strategy to reduce visual impact of the proposed structures when viewed from the South Creek – Wiannamatta corridor (as noted at item 9).**

Following SDRP 2, the site benching strategy has been further considered and redesigned for the submission package. Please refer to the Civil Engineering Report for further information.

# RESPONSE TO SDRP RECOMMENDATIONS

## Sustainability and Climate Change

**16) Review opportunities to optimise sustainability in relation to water, waste, minimising building footprint, the heat island effect, and so on.**

An ESD report is currently being prepared which will inform the sustainability strategy and be submitted with the EIS. The ESD initiatives have been incorporated in the design to archive Nabers rating 5.5 stars for the office and 3 stars for the water.

Water Management:

- Rainwater Harvesting: Five 27kL tanks will provide 84% of non-potable water demand. Inclusion of rainwater reuse tank positioned between the main buildings to be used for landscape irrigation; Re-use of water captured from the sprinkler system;
- Water-Efficient Fixtures: Installation of water-efficient fixtures as per Liverpool DCP 2008.
- Stormwater Management: Implementation of run-off control and water quality management systems.

Energy Efficiency:

- Building Orientation: North-facing design to maximise natural daylight.
- Sun Shading: Sun shading devices on the western façade reduce heat gain in the afternoon, improving thermal comfort and energy efficiency.
- Solar Panels: Installed on the warehouse roof to reduce grid energy consumption.
- LED Lighting: Energy-efficient lighting with motion and daylight controls.

Minimising Heat Island Effect:

- Light Colour Scheme: Reducing heat absorption and lowering internal temperatures.
- Green Landscaping: Use of native plants to mitigate the heat island effect.

Waste Reduction and Sustainable Materials:

- Construction Waste Management: Plan to divert over 80% of construction waste from landfill.
- Sustainable Materials: Use of recycled content, FSC timber, local materials, and prefabricated modules.
- Low VOC Materials: Specifying low VOC paints, adhesives, and sealants.

Transport and Accessibility:

- Sustainable Transport: Facilities for car-pooling, showers, and lockers for staff.
- Integrated Transport Plan: Development of a sustainable transport plan.

Building Footprint and Design:

- Optimised Layout: Minimising building footprint to preserve open space.
- Flexible Design: Design for disassembly and adaptability to future uses.

Emissions and Climate Adaptation:

- Net Zero Statement: Providing a net zero statement in line with SEPP C4 Net Zero Provisions, including procurement of offsets where applicable.
- Climate Resilience: Increasing the capacity of mechanical and electrical distribution boards to accommodate future increases in building electrical loads due to a warming climate.

These initiatives ensure a sustainable, energy-efficient, and environmentally responsible development. The approach meets regulatory requirements and sets a benchmark for sustainable industrial design. The forthcoming ESD report will provide detailed insights into sustainability strategy.

**17) Demonstrate how on-site generation of solar energy will fully deliver the energy required for the Metroll operation, as claimed.**

This has not been claimed in any discussions.

**18) Show how solar panels will be integrated for both lots**.

An ESD report is currently being prepared, which will inform the optimisation of onsite solar generation and be submitted with the Environmental Impact Statement (EIS). The indicative locations of the solar panels are shown on sheets 008 and 009 in the 100417 DA04 drawing set. The final placement of solar panels will be confirmed as part of the detailed design process. This integration will ensure maximum efficiency and alignment with sustainability goals.

**19) As noted previously, demonstrate how the proposal delivers the NSW Zero Emission targets.**

This will be covered in the ESD report and will be submitted with the Environmental Impact Statement (EIS).

# RESPONSE TO SECTION 4.33 OF THE PRECINCTS SEPP

## Consideration of Design Excellence

**1) In considering whether development exhibits design excellence for the purposes of this Part, the consent authority must have regard to the following matters**

**a) whether the development responds to the physical and cultural connection of the local Aboriginal community to the land.**

The approach emphasises deep connection to the local Aboriginal community's cultural and physical ties to the land, in alignment with the principles outlined in the GANSW Connecting with Country Framework. Through extensive community engagement, including guidance from Darug Elders and Knowledge Holders, we have developed a landscape strategy that reflects this connection.

The landscaping plan incorporates significant elements such as Iconic Australian Bottle Trees and Riverbank style planting to mirror the nearby South Creek, which are complemented by the use of endemic flora. These efforts are supported by ongoing community consultations to ensure that our designs resonate with the local Aboriginal teachings and heritage.

Please refer to Section 03, Connection to Country Report and Landscape Design Report for further information.

**b) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,**

The architectural proposal for this industrial facility upholds a high standard of design excellence, integrating quality materials, purposeful detailing, and sustainable practices. The facility is designed with a 50-year lifespan, underscoring its commitment to long-term sustainability and aligning with the objectives of the Precinct Plan.

Material Selection and Structural Integrity: Structural design features elements such as a 2.4-metre-high dado wall constructed from concrete precast panels topped with metal cladding. Building's bulk and massing cater to the functional needs of industrial use, creating a durable and safe environment.

Thermal Comfort and Energy Efficiency: High-quality insulated metal cladding is used on the office walls, promoting optimal thermal comfort and passive design. Light-coloured roof sheeting minimises heat absorption, aligning with ESD principles, while translucent roof sheeting allows natural light into the warehouse, reducing reliance on artificial lighting.

Sustainable Features: The design incorporates solar panels on the warehouse roof to harness renewable energy. North-facing office windows enhance natural daylight access, and shading on the west-facing facade mitigates internal heat gain. The inclusion of rainwater tanks enables water reuse, supporting irrigation and toilet flushing, while an awning provides weather protection for loading areas.

Please refer to Section 04 and Ecologically Sustainable Development Report for further information.

**(c) whether the form and external appearance of the development will improve the quality and amenity of the public domain,**

Development at 230 Martin Road upholds a high standard of design excellence including these key points of improvement:

- Cultural Sensitivity: The design, conceptualised in collaboration with the First Nations community, integrates native, edible, and medicinal flora of cultural significance. Laser-cut panels enhance the visual appeal and soften the public domain interface.
- Visual Appeal: A deliberate colour palette earthy tones in harmony with nature, chosen with input from Traditional Custodians. Varied facade treatments and landscaping strategies soften the industrial appearance, making the site more inviting and attractive to the public.
- Functional Design: The architectural layout prioritises safety and functionality, with dedicated pedestrian pathways and separate vehicle access.
- Landscape Integration: The landscaping design incorporates green spaces, permeable surfaces, and native plantings that contribute to biodiversity and ecological sustainability.
- Sustainable Practices: The adoption of sustainability initiatives, such as solar panels and rainwater harvesting systems, demonstrates a commitment to ecological responsibility.

Please refer to Section 03, Connection to Country Report and Landscape Design Report for further information.

# RESPONSE TO SECTION 4.33 OF THE PRECINCTS SEPP

## Consideration of Design Excellence

**(d) whether the development detrimentally impacts on view corridors.**

The design respects view corridors by maintaining visual access to significant natural features, such as South Creek, through structured gaps between buildings. This preserves the sightlines and enhances the site's integration with its environment, aligning with principles set out in the Landscape and Visual Impact Assessment.

Please refer to Landscape and Visual Impact Assessment and Civil Design Drawings for further information.

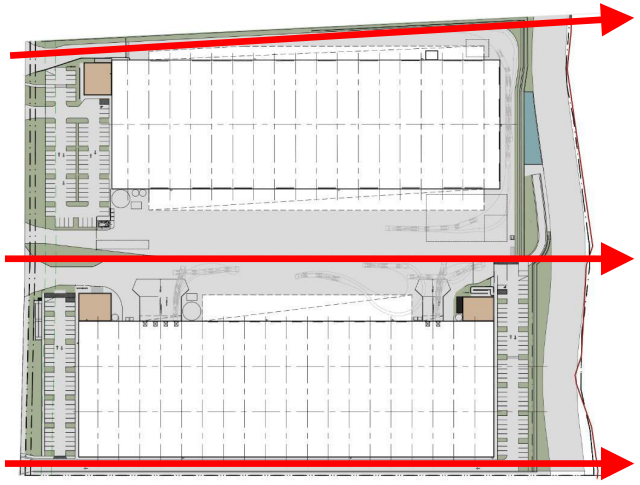

Image: Site plan of view corridors.

**2) The consent authority must also have regard to how the development addresses the following matters—**

**(a) the suitability of the land for development,**

The subject land at 230 Martin Road, Badgerys Creek, has been historically used for cattle grazing, with the surrounding area earmarked for industrial development under the Western Sydney Aerotropolis Plan. The proposed use as a warehouse and distribution centre aligns with the site's zoning, which designates it for enterprise and logistics use.

Please refer to Section 02 for further information.

**(b) the existing and proposed uses and use mix,**

This mixed-use industrial configuration aligns with the surrounding area's anticipated development pattern, enhancing operational diversity while meeting the local demand for logistics and distribution facilities.

Please refer to Section 02 and Environmental Impact Statement for further information.

**(c) Aboriginal heritage,**

Please refer to Aboriginal Cultural Heritage Assessment Report and Connection to Country Report for further information.

**(d) the relationship of the development with other buildings (existing or proposed) on the same site or neighbouring sites in terms of separation, setbacks, amenity and urban form,**

The architectural design incorporates the Western Sydney Aerotropolis Development Control Plan 2022 setbacks and landscaping setbacks to reduce visual bulk and ensure compatibility with future neighbouring developments.

Please refer to the Environmental Impact Statement report for further information.

**(e) the bulk, massing and modulation of buildings,**

The Visual Impact Assessment indicates a minor to moderate impact on district views. Varied facade treatments and landscaping soften the visual mass, while durable materials like concrete and metal cladding ensure robustness. Colour variation and facade modulation enhance appeal, integrating the warehouse structure with its surroundings.

Please refer to Section 04 for further information.

**(f) street frontage heights,**

The development respects height limits set Western Sydney Aerotropolis Precinct Plan. The warehouses' heights are kept under the stipulated 24 metres, with the maximum height being just under 13 metres.

Please refer to Section 02 for further information

# RESPONSE TO SECTION 4.33 OF THE PRECINCTS SEPP

## Consideration of Design Excellence

**(g) environmental performance and amenity standards, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,**

Environmental Performance and Amenity Standards: The development emphasises environmental sustainability with solar panels for energy efficiency, light-coloured roofing to reduce heat absorption, and rainwater harvesting for irrigation and toilets.

Sustainable Design: Incorporating principles of ecologically sustainable design (ESD), the project includes solar energy capture, water reuse, and native landscaping, supporting biodiversity and reducing its environmental footprint.

Overshadowing and Solar Access: The design maximises natural light through north-facing windows while minimising heat gain on west-facing facades with shading.

Visual and Acoustic Privacy: Landscaping and structural elements provide visual screening and acoustic treatments minimise operational noise, preserving privacy and reducing external impact. Acoustic Barrier are also being used to reduce noise.

Please refer to Section 04 and Ecologically Sustainable Development (ESD) Report for further information.

**(h) the achievement of the principles of ecologically sustainable development,**

The project achieves ecologically sustainable development (ESD) principles by incorporating energy-efficient systems, water reuse through rainwater harvesting, and native landscaping to support biodiversity. Solar panels on the roof reduce dependency on non-renewable energy, while light-coloured roofing minimises heat absorption, enhancing thermal comfort.

Please refer to Section 04 and Ecologically Sustainable Development (ESD) Report for further information.

**(i) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of pedestrian networks,**

The development ensures clear, safe pedestrian, cycle, and vehicular access, with dedicated pathways that separate pedestrian networks from vehicular traffic. Bicycle facilities and parking promote alternative transportation, and circulation layouts facilitate efficient service and logistics operations. All circulation pathways are permeable.

Please refer to Section 05 for further information.

**(j) the impact on, and proposed improvements to, the public domain,**

The proposal includes enhancements to the public domain by integrating landscape elements that promote native landscaping, providing shading, and contributing to visual appeal. Public art installations, in consultation with the local First Nations community, add cultural value. Varied facade colours, shaded parking, and pedestrian pathways soften the industrial impact.

Please refer to Architectural Design Report and Landscape Design Report for further information.

**(k) the impact on special character areas,**

Not applicable

**(l) achieving appropriate interfaces at ground level between the building and the public domain,**

The design integrates Western Sydney Aerotropolis Development Control Plan suitable retaining walls achieving appropriate interfaces.

Please refer to the Architectural Plans, Landscape Design Report and Civil Design Report.

**(m) architectural diversity where the development is to consist of more than 2 buildings.**

The two warehouse and 3 office buildings exhibit architectural diversity through varied facade colours, materials, and shading elements. These design choices not only enhance visual interest but also contribute to wayfinding and align with functional requirements.

Please refer to the Architectural Design Report.