

Project Response to NSW Government Architect SDRP feedback

| Feedback | Project Response | Adopted / Addressed |
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| First Review - 4 April 2022 | | |
| Connecting with Country | | |
| <p>1. Provide the Connecting with Country engagement strategy, including how key aspects of the design are being communicated to the local community and their involvement in the decision-making process. Ensure there is room in the program for their feedback to be incorporated.</p> | <p>The applicant and its Connection with Country consultant Yerrabingin have undertaken intensive engagement with Traditional Custodians in relation to the design approach for Burra Park. The approach was iterative and included working with the Aboriginal community throughout the project. Feedback from the community has been incorporated into specific design responses that have been incorporated into the master plan, site landscape and built form strategy. The Connection with Country Framework report will guide the build out of the master plan and Stage 1 Built Form</p> | <p>Yes</p> |
| <p>2. Revisit the intention to change the zoning of the portion of the land on site from ENZ to ENT, and in collaboration with the local community, explore how the proposal can appropriately respond to the existing site conditions.</p> | <p>The revised master plan has considered the site as a whole and how the topography moves water through the site via this central corridor and its importance to traditional custodians. The proposal will reinstate and rehabilitate the central riparian corridor to respond to Country and provide an area for recreation, tree planting, biodiversity, Sydney Water basins and natural trunk drainage.</p> | <p>Yes</p> |
| <p>3. Demonstrate how Connecting with Country initiatives, in particular the Wanganni Dhagar (Listen to Country) design methodology is being translated and expressed in the proposal.</p> | <p>The Connection with Country Framework Report identifies how elements of Country can inform specific design opportunities within spatial typologies including riparian, parklands, streetscapes, nodes and individual lots. Community drive principles underpin how Country can be explored and celebrated through the proposal which includes:</p> <ul style="list-style-type: none"> • Connection to Dharug Country; • Design for Kin; • Sharing knowledge; • Enterprise opportunities; and • Cultural practice/ <p>These community driven principles have informed a clear set of initiatives including:</p> | <p>Yes</p> |

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| | <ul style="list-style-type: none"> • Wayfinding and education elements • Ongoing custodianship and potential for enterprise, ceremonial/cultural spaces and protection fo archaeological sites, • Innovative water systems • Endemic/native seasonal planting and designing for local fauna • A built form colour pallet informed by Country • Ensuring earth remains and is reused on Country • Grass planting to accentuate wind movement • Open spaces to connect to Sky Country. | |
| <p>4. Provide the current Aboriginal Cultural Heritage Assessment Report, and any other relating reports and investigations as part of the project information package.</p> | <p>The Aboriginal Cultural Heritage Assessment was provided as part of subsequent design review packages and is submitted with the SSDA.</p> | <p>Yes</p> |
| <p>Site Strategy and Landscape</p> | | |
| <p>5. Seek opportunities in the masterplan to break down the rigidness of the orthogonal layout and enhance the layout's relationship with the existing topography. Whole of site sections should be used to illustrate spatial quality and 3 dimensional implications of planning strategies</p> | <p>The revised road layout reduces the orthogonal grid by aligning key roads to topography and adjacent to site open space areas. The proposed road layout reduces the extent of roads across the centra ENZ areas. The whole of site sections provided in the Urban Design Report illustrate how the site responds to topography and ensures minimal level changes between the building edge and the public domain and landscape areas. The key considerations of this approach are outlined below:</p> | <p>Yes</p> |
| <p>6. Provide larger scale sections of the edge conditions demonstrating how the built forms will connect into the landscape. The diagonal overall fall of the land is a key starting point and integration in the site strategy can improve efficiencies in bulk works. Double batters, hard edges and large level changes should be avoided where possible.</p> | <ul style="list-style-type: none"> • Pad levels set to minimise cut and fill and match existing levels as best as possible. • Eliminate significant retaining walls along the boundary where possible. • Promote a more level groundline between buildings and boundaries to improve the quality of landscaped spaces. • Use the buildings to do the retaining work to improve the boundary interface and match levels as close as possible. • Split office floor levels from warehouse levels to allow them to present to the street more appropriately consistent with the approach recommended in the Precinct Plan Design Report • Set pad and road levels as to not hinder development to Sydney University lands. | |
| <p>7. Apply a systems-based approach to the masterplan and its long-term delivery, and consider the following: a) Embed the analysis work currently underway</p> | <p>The detailed analysis undertaken by Yerrabingin has underpinned the bulk earthworks strategy, landscape, view and vista strategy, sustainability strategy and design excellence strategy. All approved documents will inform the build out of the master plan which all future development must be consistent. It is also noted that the Burrah Park estate will be majority owned and operated by Uni Super/ISPT who will be responsible for the delivery of</p> | <p>Yes</p> |

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| <p>b) Include and integrate the Connecting with Country strategy, bulk earth works strategy, view, and vista strategy, staging strategy</p> <p>c) Ensure these integrated strategies and processes are clearly illustrated in order to maintain the integrity of the masterplan when others may take over its delivery in future.</p> | <p>the development and who are committed to maintaining design integrity in accordance with the Design Excellence Strategy.</p> | |
| <p>8. Demonstrate the impact of the development on surrounding key view corridors and vistas. Provide the Visual Impact Assessment as part of the project information package for the next SDRP, noting the response to key view corridors is a consideration for design excellence under the SEPP.</p> | <p>A detailed Visual Impact Assessment has been undertaken by Geoscapes and accompanies the SSDA. Key view corridors from within the site have been protected as illustrated in the Landscape Strategy Report by Geoscapes. Whilst there will be impacts from surrounding receivers it is acknowledged that this area will undergo significant transition over the next 10 years and that the impacts will reduce over time. The VIA also highlights the effectiveness of landscaping to reduce visual impacts.</p> | <p>Yes</p> |
| <p>9. Coordinate the landscape design of the riparian corridor and landscape throughout the rest of the proposal to present as a more integrated and coordinated 'whole of site' response.</p> | <p>The Landscape Design Strategy provided by Geoscapes illustrates how the design of the Cosgroves Creek and central riparian corridor can be integrated into a whole of site master plan response.</p> | <p>Yes</p> |
| <p>10. Undergo further analysis of the site's blue and green corridors and illustrate how they are influencing and shaping the master planning of the whole project.</p> | <p>Further analysis and consultation with Traditional Custodians and key agencies has informed the design response to the sites blue green corridors which includes the retention of the central ENZ.</p> | <p>Yes</p> |
| <p>Public Domain</p> | | |
| <p>11. Include a precinct heart in a central location of the site. Ensure it is easily accessible by pedestrians throughout the whole site. Consider providing facilities such as a café and quality public open space to encourage gathering.</p> | <ul style="list-style-type: none"> • The Master Plan has reintroduced the neighbourhood centre located centrally on the site and adjacent to the ENZ / riparian corridor. • The neighbourhood centre can accommodate a range land uses such as a café, take food and beverage and other neighbourhood style amenities. • The neighbourhood centre will be the 'Precinct Heart' and have direct linkages to the adjacent public open space areas/riparian park to provide activation. • The neighbourhood centre will be within 5-10 walk from all areas within the development area and will be located on active and public transport routes through the precinct. | <p>Yes</p> |
| <p>12. Explore clustering the smaller blocks around the precinct heart rather than along Elizabeth Drive, to improve pedestrian access and promote the activation of the heart/central public space.</p> | <p>The clustering of smaller blocks around the precinct heard is not considered viable. The allowance for smaller footprint, higher order uses along Elizabeth Drive is to allow for a more dynamic and articulated frontage along this major gateway to WSA. Larger scale, and larger footprint developments then sit behind on a heavily vegetated secondary street network, resulting in a much better visual presentation</p> | <p>No</p> |

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| 13. Provide further design resolution of the street conditions and pedestrian experience including responses to any level changes, any batters, landscaping, and distances between the building edge and street. Provide schematic sections illustrating the proposed spatial quality of building/street interface zones. | As detailed in the response to items 5 and 6, the Urban Design Report and Landscape Strategy Report provides further design resolution of the street conditions, proposed level changes and distances between the building edge and the street. Detailed sections illustrate | Yes |
| 14. Explore use of the spaces between the buildings as part of the overall open space strategy to assist in providing a network of public park-like spaces. | The Landscape Strategy Report details how spaces between buildings can be utilised as part of the open space strategy to provide mid-block connections and open up key views between buildings. | Yes |
| 15. Provide further information on how the proposal is addressing Crime Prevention Through Environmental Design (CPTED) considerations. Include analysis of expected usage patterns and how this is overlaid with the masterplan. | A detailed CPTED Report is included as part of the SSDA package. Preliminary CPTED advice was received and incorporated into the proposed concept and stage 1 plans. The CPTED report provides further recommendations for consideration to enhance alignment with CPTED principles. These can be considered as mitigation measures to further improve the safety of the Precinct. | Yes |
| Second Review – 2 June 2022 | | |
| 1. Provide detailed outcomes from the scheduled Traditional Custodians meeting (proposed for June 22) and clearly demonstrate how the Connecting with Country process is informing the masterplan and will be embedded throughout the proposal. a) Present adequate drawings, sketches and 3D visualisations that clearly communicate the extent of the proposal and impact to Country. Include people and animals to give an accurate sense of scale. b) Ensure members from the project team are present for the community consultation and take part in walking Country with the Traditional Custodians. | The detailed outcomes from this meeting have been included in the Connection with Country Framework Report. Further recent engagement with Traditional Custodians has occurred in relation to the new project team and revised concept and stage 1 plans. Details of this engagement and feedback is provided in the Connection with Country Framework Report. | Yes |
| 2. Illustrate through sketches and diagrams the spatial quality and pedestrian experience along the building edges, walkways, riparian corridors, and landscape spaces. | These sketches and diagrams have been provided in the Urban Design Report, Landscape Strategy Report and Connection with Country Framework Report. | Yes |
| 3. Provide larger scale sections demonstrating existing and proposed ground levels and how they meet with building platforms across the whole site. Include the benching | Larger scale sections have been provided in the Urban Design Report. A revised benching strategy has been undertaken by the Civil Engineers, Henry and Hymas. The revised approach has reduced the extent of earthworks across the site and proposes a more balanced approach to cut and fill in response to Country and to provide a landscape led | Yes |

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| strategy, and rationale for determining floorplate levels and any changes to existing ground levels. | approach. As detailed in the Urban Design report the approach has shifted to working with level changes within the lots rather than adjacent to the public domain. Larger scale components of industrial buildings can be flexible in section to reduce overall cut and fill. | |
| Connecting with Country | | |
| 4. Further breakdown the dominance and rigidness of the orthogonal grid layout and propose a more site responsive masterplan. Collaborate with Traditional Custodians for guidance on how best to achieve this. | As detailed earlier the revised road layout reduces the orthogonal grid by aligning key roads to topography and adjacent to site open space areas. The proposed road layout reduces the extent of roads across the centra ENZ areas. | Yes |
| Site Strategy and Landscape | | |
| 5. Demonstrate how an integrated systems-based approach to the masterplan is being applied as outlined in the previous SDRP and in addition include the following: a) First Nations approach to connecting with Country which should be the foundation of all the approaches. b) Include the strategies for the integrated consideration of soil networks, water sensitive urban design, permeability, canopy, street networks. c) The benching and cut and fill strategy. | An integrated, systems-based approach has been applied as detailed within the Landscape Design Strategy and the Connection to Country Framework Report which provides an overarching guideline document for all future development within Burra Park. The following strategies will be adopted <ul style="list-style-type: none"> • soil cut from site will be stockpiled in soil horizons and re-installed on site in correct order • Deep Soil zones not just in Open Areas but also in Lots and around Roads • Re-use of materials salvaged from site The proposed strategies the integrated consideration of soil, WSUD, permeability, tree canopy and street networks are detailed within the Landscape Design Strategy. The proposed benching strategy has been included within the Urban Design Report within the Civil Infrastructure Report and as noted above significantly reduces the extent of excavation across the site. | Yes |
| d) Long term delivery of the masterplan such as in 5-, 10- and 20-years' time. Consider how it will facilitate re-subdivision into smaller sites, smaller footprints, finer grain-built form and rezoning for new uses. | Whilst the Urban Design Report details at a high level how the proposed master plan can indicatively subdivide into smaller footprints for higher order land uses and finer grain-built form over the longer term. However, it is noted the requirement to facilitate re-subdivision is not relevant to the subject SSDA which is for a large format warehouse and logistics estate to be developed and held long term by Uni Super and ISPT, two of Australia's largest superannuation and investment funds. | Addressed but not adopted |
| 6. Provide the proposed targets for site cover, tree canopy cover, perviousness, streets and open space. Provide diagrams demonstrating how these are achieved and perform against the benchmarks in the Draft DCP (Western | Targets for site cover, tree canopy, perviousness have been addressed int the proposed design and detailed in the DCP Compliance Table. The urban design report notes the following. <ul style="list-style-type: none"> • 15% deep soil on-lot and 80% deep soil in open space areas. | Yes |

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| <p>Sydney Aerotropolis Development Control Plan 2021 Phase 2 Draft).</p> <p>a) Demonstrate how water permeability/perviousness is being achieved throughout the entire development including beyond the deep soil zones - include paths, roads and car parks. Utilise the opportunities created under the roadways.</p> <p>b) Maximise the provision of trees wherever possible, particularly throughout on grade car parks.</p> | <ul style="list-style-type: none"> • 12% on lot tree canopy and 40% tree canopy cover in the open space areas. • 15% perviousness <p>Perviousness has been maximised throughout areas not occupied by buildings and operational hardstand. Tree canopy has been balanced between the competing requirements relating to the proximity to WSI.</p> | |
| <p>7. Provide the circulation and wayfinding strategy for pedestrians, bicycles and motor vehicles:</p> <p>a) Reinstate the east west connections throughout the site and to neighbouring sites, in particular the primary arterial road through the eastern boundary to the Sydney University site as shown in the Western Sydney Aerotropolis Precinct Plan.</p> <p>b) Illustrate the conditions of any proposed pedestrian crossings over the creek including levels, spatial quality, shading and CPTED considerations.</p> <p>c) Include larger, heavy vehicle circulation and relation to light vehicle circulation, streets and pedestrian routes.</p> | <p>Details relating to circulation and wayfinding for pedestrians, cyclists and vehicles has been included within the following reports:</p> <ul style="list-style-type: none"> • Urban Design Report • Landscape Design Strategy • Transport Impact Assessment <p>The Urban Design Report details how the road network can connect into adjacent sites. Pedestrian crossings across Cosgroves Creek are not proposed as part of this SSDA will be considered when future road connections to Luddenham Road are required.</p> <p>The road network has been designed to facilitate heavy vehicle circulation consistent with the proposed land use for all estate roads. Shared pedestrian and cycle paths have been provided along all estate roads.</p> | Yes |
| <p>8. Clarify how the scope of work around the boundaries/interfaces of the smaller sites (such as DHL) will be delivered within the larger BHL masterplan.</p> <p>a) Ensure coordinated integration of functionality and edge conditions.</p> <p>b) Consider how the design intent will be coordinated and maintained as other sites are delivered at different times.</p> <p>c) Provide information of the site's interface with the neighbouring site at the eastern boundary and anticipated ongoing connection with Sydney University.</p> | <p>The DHL lot is shown integrated into the concept plan (Lot 4a and 4b). Public domain landscaping will be delivered by the proposed stage 1 estate works.</p> <p>The Connection to Country Framework Report and Urban Design Guide will ensure that the overall design intent for Burrah Park will be coordinated and maintained throughout the development of the concept plan.</p> <p>The site's interface with the Sydney University lands would likely be determined at a later stage noting that it is unlikely that these areas would be developed in the short to medium term given the land is currently being affected by the ongoing construction of and will eventually be fragmented by the M12 Motorway. A significant portion of the Sydney University land is also highly affected by airport safeguarding controls for WSIA. Nevertheless, the road levels for Burrah Park have been set to anticipate the need for excavation of the Sydney University land to accommodate development under the Obstacle Limitation Surface which significantly constrains the Sydney University site.</p> | Yes |

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| 9. Provide diagrams and sections illustrating design resolution and spatial quality at the interfaces between the blue and green corridors and the development zones. | Diagrams and sections illustrating these interfaces have been included within the Urban Design Report and Landscape Design Strategy. | Yes |
| Public Domain | | |
| 10. Illustrate design resolution of the neighbourhood centre including proposed uses, indoor and outdoor space, landscape, scale, solar access, shade and spatial qualities. Clarify whether this will be delivered by BHL, and if not how the design intent will be carried through by future land owners. | It is noted that the design resolution of the neighbourhood centre will be undertaken as part of a separate DA and does not form part of this SSDA other than as part of the overall concept proposal. Renders have been provided to illustrate key open space views. | No |
| Built Form | | |
| 11. Provide 3D visualisations demonstrating the scale of the development. a) Include views from within the site to communicate the bulk, scale and spatial qualities particularly for pedestrians. b) Provide clearer graphical representations of the envelopes. | Selected 3D Visualisations illustrating these views are provided within the Urban Design Report, Landscape Design Strategy and Visual Impact Assessment | Yes |
| Third Review – 4 July 2024 | | |
| Connecting with Country | | |
| 1. Review the location of the east west connection to Luddenham Rd proposed by TfNSW. It impacts on the confluence of Cosgrove Creek and its tributary – an area of great cultural significance for First Nations - as identified by local Knowledge Holders. To ensure a better solution the following are recommended: a. Advocacy for a connection further to the south, in line with the Masterplan, is recommended. Benefits of this include more efficient public transport connections, reduced impact on Country and reduced ecological impact. | This area has been reviewed in detail by Yerrabingin, Geoscapes and Nettleton Tribe. It is noted that the confluence of Cosgroves creek and its tributary is further north of the indicative location for Luddenham Road connection. Notwithstanding this, the indicative road alignment has been adjusted to reduce potential impacts and to increase the area provided for cultural activities. It is also noted that the location of the future Luddenham Road connection has been informed by engagement with TfNSW. However, it also relies on land to the west of Cosgroves Creek which is not controlled by the applicant and as such does not form part of this application. It is expected that further consultation will be required with adjoining landowners, TfNSW and Council in relation to the location, timing and delivery of the Luddenham Road intersection and future connection. | Yes |

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| b. Advocate on behalf of the Knowledge Holders as to the impact of a vehicle crossing on the cultural significance of this place. | | |
| 2. Continue to develop design strategies that protect and improve the quality and health of water and associated systems across the entire site and as part of the broader riparian network. | The applicant is undertaking a detailed co-design process with Sydney Water to design and ultimately the regional stormwater infrastructure consistent with Sydney Water requirements and the <i>Technical guidance for achieving Wianamatta–South Creek stormwater management targets</i> (Sydney Water, 2022). The technical guidance provides detail to support the Aerotropolis Precinct Plan and DCP to significantly improve quality and health of water and associated systems on the site. | Yes |
| 3. Identify key views of Country, including the mountains, and develop the masterplan to protect and 'frame' them. | As illustrated in the Landscape Strategy Report, a sweeping building-free view corridor has been provided through the central ENZ to frame views to Cosgroves creek and the Blue Mountains. Key east to west views are also provided and framed by the estate road network and between buildings. The Urban Design Guidelines and Connecting with Country Framework Report illustrate how views can also be celebrated on-lot from office roof terraces towards Cosgroves Creek and beyond. | Yes |
| 4. Ensure the experience of being on the site reflects the character and qualities of the Cumberland plains; its ephemeral qualities, breezes, rolling hills. | The project design includes open exposure to natural Cumberland Plain elements and breezes through vast open spaces along Cosgroves creek and central riparian corridor as illustrated in the Urban Design Report and Landscape Strategy Report. Cumberland plain winds are celebrated and utilised in built form with wind walls to offices and fixed louvres to warehouses as detailed in the Urban Design Report. | Yes |
| Movement and access | | |
| 5. As noted at item 1, work with Transport for NSW to ensure that the future connection to Luddenham Rd does not impact on significant sites identified by Indigenous Knowledge holders. | Refer to response to item one. As shown in detail in the Landscape Design Strategy, the indicative connection will have minimal impact upon this space noting that the confluence is approximately 175-200m north of indicative road location. Approximately 1.2ha of land will be set aside to the north of the indicative road connection for cultural practices adjacent to Cosgroves Creek. Notwithstanding the above, the proponent will continue to engage with TfNSW in relation to the future Luddenham Road connection noting that it is not proposed to deliver this under the SSDA. | Yes |

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| <p>6. Ensure active transport connections within the site and to external connections are strong and well developed.</p> <p>a. Design these into early phase of the project and built at the same time as public realm and roads.</p> <p>b. Illustrate through sketches and diagrams the spatial quality and pedestrian experience of connections with surround areas, along the building edges, over the creek, walkways, and riparian corridors and landscape spaces.</p> | <p>Both the Landscape Strategy Report and the Urban Design report illustrate a strong and well-developed active transport network both within the road reserve and through the open space areas. Fence lines will be set back to provide further landscape immersion to road based active transport links</p> <p>Whilst the staging of infrastructure is expected to be timed in accordance with market demand for subsequent stages, it is expected that the core north south road network (providing access from Elizabeth Drive to the Stage 1 Buildings and the DHL lots, open space and Sydney Water infrastructure will be constructed in the early stages.</p> <p>Detailed drawings, renders and diagrams have been provided to illustrate the indicative spatial quality of these spaces and pedestrian experiences</p> | <p>Yes</p> |
| <p>7. Consider CEPTD across the precinct and ensure an amenable walking experience.</p> | <p>A detailed CPTED Report is included as part of the SSDA package. Preliminary CPTED advice was received and incorporated into the proposed concept and stage 1 plans. The CPTED report provides further recommendations for consideration to enhance alignment with CPTED principles. These can be considered as mitigation measures to further improve the safety of the Precinct.</p> | <p>Yes</p> |
| <p>Site Strategy and Landscape</p> | | |
| <p>8. This is a large precinct that, together with the proponent's other holdings north of the M12 corridor, will almost completely encompass the future interchange that marks this entry to the new airport. Consider how these frontages could contribute to precinct identity as well as the motorist's departure and arrival experience.</p> | <p>The Design Excellence Strategy and Urban Design Guidelines provide a framework to consider and ensure design quality of individual buildings and how they present to key arrival points. The Visual Impact Assessment also provides and analysis of key views from the M12 and Elizabeth drive and how these can be mitigated over time by landscaping</p> <p>Notwithstanding the above, the site is zoned for Enterprise and as such its location adjacent to the new WISA is considered appropriate for large format warehousing. The Economic Impact Assessment for the project notes that the total concept master plan will contribute \$182 million GVA to the economy per annum and provide 6,371 jobs in addition to providing much needed warehouse and logistics space which is experiencing record low vacancies at 2.5%. Whilst every effort has been made to ensure ongoing design quality, the criticalities of this development include proximity to the airport and the M12 to ensure efficient movement of goods to service a rapidly growing regional population. The Economic Impact Assessment also notes that Burra Park will have a significant positive impact on the supply of employment lands the catchment and Greater Sydney more broadly. The masterplan will provide ~132 ha of serviced developable land, equivalent to an additional 2.9 years of serviced land supply</p> | <p>Yes</p> |

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| | <p>In addition, the site will provide extensive amenity, open space, rehabilitation of riparian areas and active transport routes for the substantial worker population and for visitors to the site. Given this, it is considered that the departure and arrival experience of motorists is less critical and can be managed by effective landscaping and façade design strategies.</p> | |
| <p>9. The eastern part of the precinct masterplan is lacking the level of integration with site-wide networks shown for the rest of the precinct. Ensure the following aspects are further developed:</p> <p>a. Introduce informal north/south mid-block connectivity i.e. through superlots 04a, 04b and 05b.</p> <p>b. Consider walkability – heat impacts and pedestrian amenity generally in the eastern part of the precinct.</p> <p>c. Investigate opportunities to expand the blue-green grid beyond the riparian corridors and into the rest of the site.</p> | <p>Whilst this is acknowledged it is noted that the Superlots 4a and 4b and 5b are subject to existing sales agreements negotiated by the previous landowner to DHL Global and CDC respectively. The Concept Plan is required to provide these areas for development in accordance with respective sales agreements with both these future owners to submit separate SSDAs as subsequent stages to this concept plan.</p> <p>Notwithstanding this we note that</p> <ul style="list-style-type: none"> • Cosgroves creek and central riparian corridors provide primary source of amenity for most Eastern lots (within 5 minutes' walk). • Public open space to northeast provided for lots more than 5 minutes' walk from amenity at riparian corridors (walkability). • Lots to the East aligned to support possible future North-South connection • The precinct plan indicates a future north south road alignment along the eastern boundary with Sydney Uni which can be explored in the future. | <p>No – refer justification.</p> |
| <p>10. Develop a long-term delivery and staging strategy for the masterplan that considers the site in 10, 20 and 50 years' time – addressing future subdivision into smaller sites, smaller footprints, finer grain built form and rezoning for new uses. How does the master plan accommodate changes to transport and access, lot sizes and building typologies over time.</p> | <p>An indicative staging plan has been provided for Concept Plan and outlined within the EIS. It is noted the requirement to facilitate re-subdivision into smaller, finer grain footprints is not relevant to the subject SSDA which is for a large format warehouse and logistics estate to be developed and held long term by Uni Super and ISPT, two of Australia's largest superannuation and investment funds.</p> <p>It is also noted that the Precinct Plan states that a</p> <p><i>'finer grain' block pattern is required in areas of high pedestrian activity in particular areas close to mass transit hubs, such as centres, and high-density employment and mixed-use areas. Larger block patterns are required in the Enterprise and Agribusiness Zone to accommodate larger format employment generating and industrial uses.</i></p> <p>Notwithstanding the above, a high a high-level plan has been provided within the Urban Design Report detailing how the proposed master plan can indicatively subdivide into smaller footprints for higher order land uses and finer grain-built form over the longer term.</p> | <p>No - refer justification.</p> |

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| <p>11. As noted previously the visual appearance and identify of the site will be largely experienced from key moments during arrival, moving along the M12 and Elizabeth Street:</p> <p>a. Illustrate through elevations and perspectives how the precinct will look and feel from key points along these two roads.</p> <p>b. Further develop the masterplan and building designs to improve the presence of the project.</p> <p>c. Ensure key moments of arrival into the site are not dominated by industrial views. For example, consider the view from the main road north, Estate Road One, going between buildings and directly into the riparian area and in doing so establish it as the primary wayfinding feature of the project.</p> | <p>As noted in the Precinct Plan extract in #10 above, the Enterprise Zone is intended to accommodate larger format employment generating and industrial land uses. As such the proposed Concept and Stage 1 Development is considered appropriate for the site. Refer to response to item 8.</p> | <p>Yes</p> |
| <p>12. To minimise ecological damage and support soil health, the benching and site strategy should be further refined:</p> <p>a. Analyse and illustrate the existing undistributed soil network on the site. For comparison, include a plan (without streets or buildings) showing proposed benching.</p> <p>b. Integrate the understanding of soil quality with other relevant networks such as water, water sensitive urban design, permeable surfaces, canopy, and street networks.</p> <p>c. Further refine the benching and site strategy to optimise the wellbeing of the site's soil and water ecologies.</p> | <p>The earthworks strategy is outlined in the Civil Engineering Report and plans. The earthworks strategy significantly reduces the overall cut and fill to provide a more balanced approach as demonstrated in the presentation to the SDRP.</p> <p>The bulk earthworks design and concept grading has been developed to form developable pads and road corridors suitable for the zoning of the development with a strong focus on incorporation of the central riparian corridor, formation of the extensive stormwater management infrastructure and improving level differences with surrounding interfaces (partially central and surround waterways).</p> <p>The strategy provides an earthworks solution that retains all soils native to the existing site within the proposed development. Sequence earthworks and stockpile of native soils appropriately to allow native soils to be placed in a sequence that generally matches the existing soil horizons. The strategy also seeks to minimise earthworks spoil or shortfalls between different development stages to minimise temporary stockpiling and minimise land disturbance.</p> <p>The Landscape Strategy report also outlines the retention strategy for large deep soil zones for water circulation and permeability which is aligned to waterway health and key elements of Country.</p> | <p>Yes</p> |
| <p>13. Identify long-term ownership and responsibility for streets and open spaces including riparian corridors.</p> | <p>The long-term ownership structure is indicatively outlined in the EIS and subject to further resolution with Council and Sydney Water.</p> <ul style="list-style-type: none"> Estate Roads to be dedicated to Council upon completion. | <p>Yes / Ongoing</p> |

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| | <ul style="list-style-type: none"> • Sydney Water Infrastructure to be dedicated to Sydney Water upon completion. <p>Discussions are ongoing with Penrith Council in relation to the ownership and responsibility for open spaces on the site with any dedication and management responsibilities to be detailed in a VPA or other long term management agreement.</p> | |
| <p>14. Provide for a public domain strategy that addresses, as a minimum:</p> <ul style="list-style-type: none"> a. Hierarchy of streets and open spaces b. Street furniture – lighting, wayfinding, signage, and artworks c. Perimeter fencing – preferably none d. Coordination of pedestrians, vehicles, and cyclists – particularly where large turning radii affect ped crossings and site entries. e. Street trees and verge design f. Importance and impact of the broader cultural landscape | <p>A detailed public domain strategy is provided in the Landscape Design Strategy which has considered and addressed these matters.</p> | <p>Yes</p> |
| <p>15. Collaborate with Sydney Water in development of landscape strategies that minimise the visual impacts of proposed stormwater and drainage infrastructure in the riparian corridors – e.g. security fencing to holding ponds, culverts, drains and the like.</p> | <p>As noted in #2 the applicant is undertaking a detailed co-design process with Sydney Water to design and ultimately the regional stormwater infrastructure consistent with Sydney Water requirements and the <i>Technical guidance for achieving Wianamatta–South Creek stormwater management targets (Sydney Water, 2022)</i>. These matters will be considered as part of the co-design process which is ongoing.</p> | <p>Yes & ongoing.</p> |
| <p>Architecture and Built Form</p> | | |
| <p>16. Little information has been provided in relation to the stage 1 SSD for three large industrial warehouses. Provide more developed drawings for the stage 1 sites that include façade design, elevations and perspectives that illustrate the proposals generally as well as proposed treatments at eye level.</p> | <p>Detailed drawings have been submitted with the SSDA for the Stage 1 Warehouses which address these matters. Perspectives and renders have been provided which further illustrate the proposed façade resolution</p> | <p>Yes</p> |
| <p>17. Further development of the architectural language, including but not limited to:</p> <ul style="list-style-type: none"> a. Techniques and detailing to minimise visual impacts of scale generally b. Opportunities to bring natural light and ventilation where possible | <p>As detailed in the Urban Design Report the Stage 1 design has considered facade experience and pad stepping to reduce the overall scale of buildings at the main frontages.</p> <p>Translucent sheets to warehouses incorporated to provide natural light and natural ventilation captured with warehouse louvres and operable office windows.</p> | <p>Yes</p> |

| Feedback | Project Response | Adopted / Addressed |
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| <p>c. Consider the hierarchy of frontages and how they will be seen and experienced from different vantage points and approaches e.g. M12, internal collector roads, from above (5th elevation) etc.</p> | <p>Key views have been assessed within the Visual Impact Assessment from key vantage points within and external to the site.</p> <p>The views from above (the 5th elevation) i.e. from approaching aircraft, are not considered to be a relevant consideration on this site. The DCP includes specific controls that relate to the appearance, materiality, reflectivity and aesthetic of roofscapes near flight paths and flight zones. These controls are aimed at safeguarding airport operations and safety and as such any treatments that compromise safety are unlikely to be supported by the relevant Commonwealth body</p> <p>Despite this it is noted that views from a moving aircraft are likely to be extremely short term given the standard approach/take off speed of a large jet aircraft which is approximately 280 kph. This speed relative to the ground becomes more pronounced at lower elevations. Given the proximity to WSIA and the approach and departure paths, it is considered that visual impact of the warehousing roofscape would be minimal.</p> | |
| Sustainability | | |
| <p>The proposed 5-star target is unambitious considering the proponent's goal for 'a world class industrial precinct with tier-one sustainability credentials.</p> <p>18. Further development of the sustainability strategies for all buildings is recommended, including but not limited to:</p> <ul style="list-style-type: none"> a. minimising embedded carbon b. light weight structure c. future adaptations, demountable, or deconstruction of the project as the site changes in the future. | <p>A detailed Sustainability Report and Management is provided as part of the SSDA package. It is noted that 5 Star Green Star for buildings is a significant commitment for large format warehousing and industrial buildings and aligns with current minimum sustainability mandates of UniSuper and ISPT.</p> <p>Nevertheless, the sustainability strategy demonstrates how the site can stretch beyond the minimum points required for 5 Star Green Star Buildings. The Sustainability Report also details that the project achieves a 6 Star Green Star Communities Rating.</p> <p>It is also worth noting that the 5 Star Buildings rating is only for the Stage 1 buildings, and nothing precludes the development from seeking a higher rating in accordance with tenant demand. The sustainability targets for the ongoing operation will be consistently reviewed to align with UniSuper and ISPT ESG requirements.</p> | Yes |
| <p>19. Revisit the ambition for sustainability across all aspects of the project including energy efficiency, carbon emissions, soil and water health, ecological diversity, heat island, and embedded carbon. This aspect will build value and protect investment into the project.</p> | Refer above | Yes |

| Feedback | Project Response | Adopted / Addressed |
|--|---|---------------------|
| Design Excellence Strategy | | |
| <p>20. Develop a site wide Design Excellence strategy (or equivalent) that includes, but is not limited to, the following:</p> <ol style="list-style-type: none"> a. Design Excellence profiles for the overall precinct, superlots and key sites to address legislative requirements relating to design excellence. b. Development pathways for public domain, sites and superlots and strategies for assuring design quality in line with the masterplan – e.g. independent design review. c. Key master planning principles for connectivity throughout and beyond the precinct d. View corridors and vistas of Country - within and beyond the precinct - and building heights, envelopes and landscape treatments that protect and frame them. e. The Connecting with Country Framework as it impacts on the public domain and each site and superlot. f. Guidance for building design to suit various functional typologies and deliver a positive user experience. g. A long-term strategy to illustrate how future redevelopment can accommodate significant change eg technology, commercial (as noted at item 10). h. Key design principles and associated performance criteria. | <p>A detailed design excellence strategy has been prepared in accordance with the SEARs which outlines how design excellence and design integrity can be maintained through the development of Burrah Park. The Design Excellence Strategy references relevant supporting documents that address the matters outlined by the SDRP. These documents include:</p> <ul style="list-style-type: none"> • Connecting with Country Framework Report - Yerrabingin • Urban Design Guidelines – Nettleton Tribe and Geoscapes, and • Sustainability Strategy – Northrop. | <p>Yes</p> |