

URBIS

INFRASTRUCTURE STAGING & DELIVERY PLAN

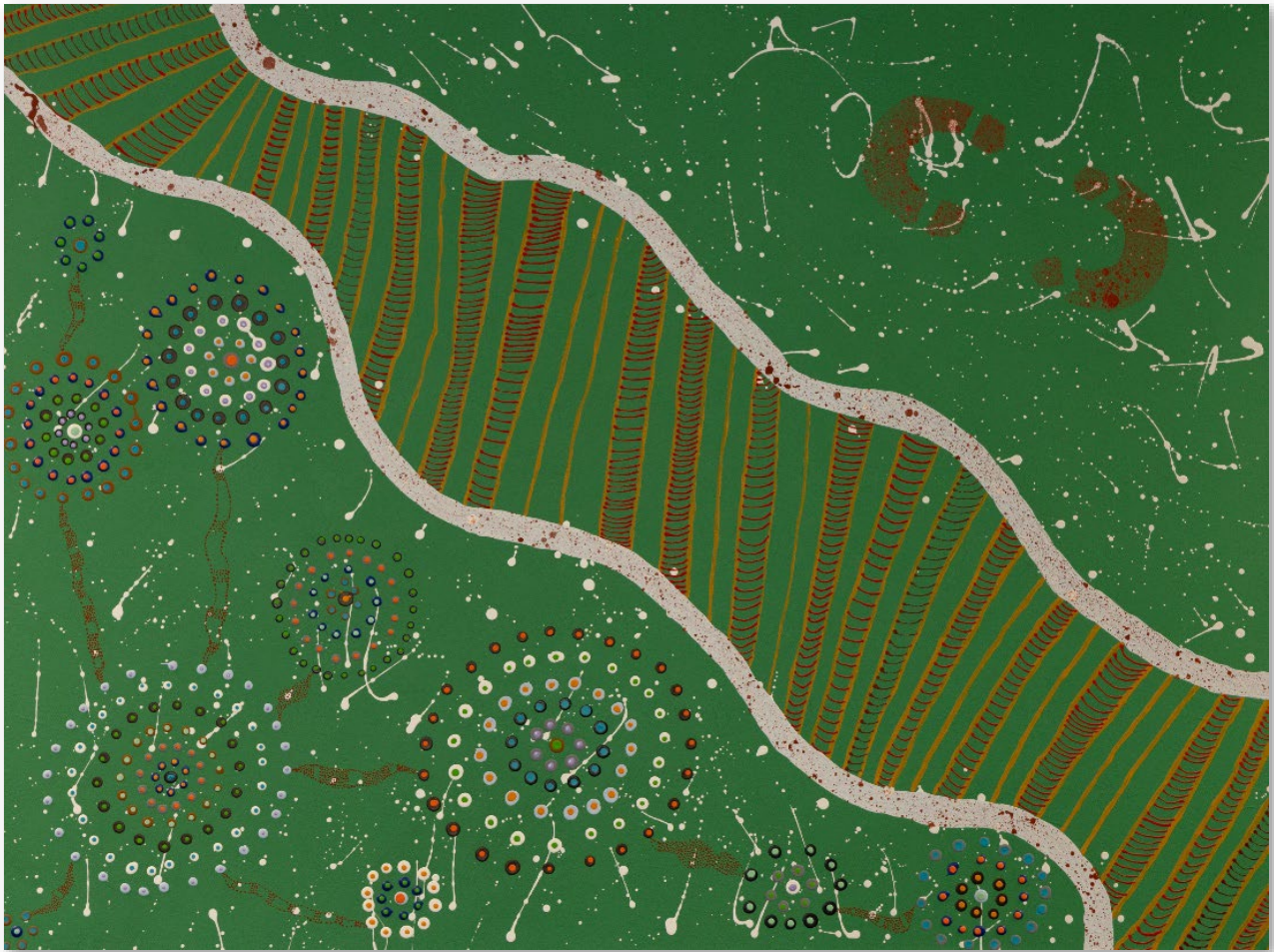
**BURRAH PARK
SSD-70316465
1953-2109 ELIZABETH DRIVE
BADGERYS CREEK**

PREPARED FOR

THE TRUSTEE FOR THE BURRA PARK PROP TRUST 1

NOVEMBER 2024





Title: Sacred River Dreaming
Artist: Hayley Pigram
Darug Nation
Sydney, NSW

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

We also acknowledge the Dharug, Dharawal and Gandangara people and their ongoing connection to culture, lands and waters and their valuable contribution to the community and lands around the Aerotropolis and on which this development is proposed.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present

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GLOSSARY AND ABBREVIATIONS

Meanings of terms and abbreviations used in this report are provided below:

Apportionment means the process which seeks to isolate demands to ensure that the contributing population only pays for its share of the total demand.

Catchment means a geographic or other defined area to which a contributions plan applies.

CDC means complying development certificate.

Consent authority has the same meaning as in the EP&A Act but also includes a registered certifier responsible for issuing a complying development certificate.

Contributions Plan means a public document prepared by council pursuant to Section 7.11 or 7.12 of the EP&A Act.

Council means Penrith City Council.

DPHI means the Department of Planning, Housing and Environment.

DSP means Development Servicing Plans used by Sydney Water to fund drinking water, wastewater, and in some cases, stormwater infrastructure provided by Sydney Water.

EP&A Act means the NSW Environmental Planning and Assessment Act 1979.

EP&A Regulation means the NSW Environmental Planning and Assessment Regulation 2021.

HPC means Housing and Productivity Contribution, a contribution collected by NSW Government to fund regional infrastructure.

LGA means local government area.

Local infrastructure means public amenities and public services that are traditionally the responsibility of local government, excluding water supply or sewerage services.

Material public benefit means something provided by an applicant, other than the dedication of land or the payment of a monetary contribution, which does not relate to an item appearing in the works schedule of a contributions plan.

Proponent means the developers of Burrah Park.

Planning agreement means a voluntary planning agreement referred to in s7.4 of the EP&A Act.

Section 7.12 Levies means a fixed rate levy on the proposed cost of development to be imposed when a development consent or complying development certificate is issued, authorised by S7.12 of the EP&A Act.

TfNSW means Transport for New South Wales.

Works in kind means the undertaking of a work or provision of a facility by an applicant which is already nominated in the works schedule of a contributions plan.

WSAPP means Western Sydney Aerotropolis Precinct Plan.

EXECUTIVE SUMMARY

This Infrastructure Staging & Delivery Plan has been prepared by Urbis to accompany a State Significant Development Application (SSDA) for a Concept and Stage 1 SSDA for a Warehouse and Logistics Estate at 1953-2109 Elizaeth Drive, Badgerys Creek. The site is legally described as Lot 1 in Deposited Plan 1306448 and is referred to in this report as 'Burrah Park'.

The applicant, the trustee for Burra Park Prop Trust 1 is a joint venture entity, with ISPT Core Fund and UniSuper each holding an equal share. HB&B and ISPT have been appointed as the development team to oversee the project's delivery. By leveraging the expertise of both organizations, the venture is well-positioned to maximize Burrah Park's value to the community.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD- 70316465).

This Infrastructure Staging & Delivery Plan outlines the comprehensive infrastructure strategy for the Burrah Park project (SSD-70316465). It details the state, local, and site-specific infrastructure provisions necessary for the project's successful execution. The plan also highlights the diverse infrastructure contributions required for the development, which will not only benefit Burrah Park but also the broader Aerotropolis precinct. Furthermore, it provides insights into the delivery mechanisms and timelines for the infrastructure rollout.

The following infrastructure contributions apply to the Burrah Park land:

1. Western Sydney Aerotropolis Special Infrastructure Contribution (SIC) – applicable for development until 1 July 2026.
 - a. The SIC will be replaced by the Housing and Productivity Contributions (HPC) from 1 July 2026. In addition to the HPC base component, other components like the Strategic Biodiversity Component (SBC) and the Major Transport Component (MPC) may also apply, pending further information from the DPHI.
2. Penrith Aerotropolis Development Contributions Plan (CP)
3. Sydney Water Developer Servicing Plan (DSP) charges for:
 - a. Drinking Water
 - b. Wastewater
 - c. Stormwater

These contributions will fund a range of infrastructure in and around the Burrah Park land, including but not limited to:

- The Elizabeth Drive upgrade
- High value biodiversity items
- Sub-arterial road on Burrah Park
- Road Culverts
- Active transport
- Stormwater infrastructure

This report suggests that the Burrah Park development proponents could execute the government-funded infrastructure through agreements. These agreements would allow infrastructure delivery as an alternative to monetary contributions.

The table below summarises potential agreement inclusions and the contributions they could 'offset'. However, it's crucial to note that these inclusions and offsets are still under review and require approval from the relevant agency. The information provided does not intend to predict the final form of the agreements.

Table 1: Potential developer agreements

Agency	Contribution	Delivery Mechanism	Potential Inclusions
DPHI	SIC/HPC	State Works in Kind Agreement/Planning Agreement	Elizabeth Drive intersection High value biodiversity items

Penrith City Council	S7.12 contributions	Local Planning Agreement	Sub-arterial road Active Transport Road culverts Open Space
Sydney Water	Stormwater DSP	Stormwater Developer Works Agreement	Stormwater infrastructure

The Western Sydney Aerotropolis Precinct Plan recognises the Burrah Park development as part of the First Priority Area in its Development Sequencing Map. This positioning implies that Burrah Park will be among the initial developments bolstering the Western Sydney International Airport. Consequently, the punctual delivery of infrastructure to facilitate the swift development of Burrah Park is of paramount importance.

Table 6 of the report, reproduced below, summarises the infrastructure delivery responsibility and timing for Burrah Park infrastructure. Key elements of infrastructure design for traffic, stormwater and utilities infrastructure are still being investigated and the information provided in below may be subject to change based on outcomes of these investigations.

Name of critical infrastructure item	Funding Source	Delivery by the proponent	Delivery Month/ Year
Transport Infrastructure			
Elizabeth Drive Intersection	SIC	Yes	Early 2028
Sub-arterial/Primary Collector Road	Proponent /CP ¹	Yes	2027
Internal roads	Proponent	Yes	2027- early 2028
Active Transport	CP (in part)	Yes	2027- early 2028
Social Infrastructure			
Open Green Spaces	Proponent /CP ¹	Yes	2028
Grassed Soccer Field		Yes	2028
Recreation Areas		Yes	2028
Open Green Space & Amphitheatre		Yes	2028
Stormwater Management			
Stormwater infrastructure	Proposed Stormwater DSP	Yes	Initial infrastructure – early 2027 Completed – early 2028
Utilities Infrastructure			
Trunk Potable & Recycled Water Mains	Sydney Water DSP	No	TBC
Reticulation Potable & Recycled Water Mains	Proponent	Yes	Early 2027
Gravity Trunk Sewer Mains	Sydney Water DSP	No	TBC
Sewer Pump Stations	Sydney Water DSP	No	TBC
Reticulation Sewer Mains	Proponent	Yes	Early 2027
Electrical Zone Substation	Endeavour Energy	No	Mid 2026
22kV Feeders (Underground) ²	Proponent	Yes	2027- early 2028
NBN Infrastructure ³	Proponent/NBN Co.	Yes	2027- early 2028
Notes:			
1. CP funding is dependent on Council agreeing to provide offsets via Local VPA			
2. 22kV feeders will be delivered by the proponent via a Level 3 Accredited Service Provider.			
3. The proponent will be responsible for providing reticulation infrastructure within the site boundary. Lead in works would be constructed by NBN (if required).			

Mitigation Measures

It is recommended that the following actions are pursued in order to ensure the timely delivery of

- Continuation of discussions with TfNSW and DPHI in relation to the delivery of the Elizabeth Drive upgrade and implications for a State Planning Agreement;
- Coordination of drinking water, wastewater, recycled water and electricity key trunk infrastructure delivery with Sydney Water and Endeavour Energy in a timely manner;
- Progression of discussions regarding the scopes, quantity and values of proponent delivered infrastructure items with Council, DPHI and Sydney Water.

he completion of the proposed mitigation measures is expected to lead to a systematic and cost-effective delivery of infrastructure to support Burrah Park.

The report is structured as follows:

- Section 1 introduces the Burrah Park development and its key features.
- Section 2 explores local contributions for Burrah Park and the infrastructure funded by these contributions.
- Section 3 delves into regional Contributions, such as the SIC, HPC, and DSP charges, and the infrastructure they fund.
- Section 4 provides an overview of the infrastructure strategy for Burrah Park, detailing the type of infrastructure, its funding, and delivery methods.
- Section 5 offers insights into the staging of development and timing of infrastructure delivery.
- Section 6 updates on the current status of infrastructure delivery mechanisms and related negotiations.

1. INTRODUCTION

This report has been prepared to accompany an SSDA at 1953-2109 Elizabeth Drive, Badgerys Creek (**SSD- 70316465**). The application seeks consent for a concept plan including future development lots and building footprints. The development also seeks consent for the Stage 1 works which will include bulk earthworks across the site, infrastructure delivery, road access/intersections, internal road construction, civil infrastructure and utilities, stormwater infrastructure works and the construction of three (3) warehouse buildings.

Specifically, development consent is sought for:

- Concept Plan
 - Concept Masterplan for the Burrah Park comprising warehouse buildings, internal road network layout, building locations, GFA, car parking, concept landscaping, building heights, setbacks, signage strategy, public art strategy, design excellence strategy and Connection with Country framework.
 - Developable area 131.45ha.
 - Total approximate GFA 63.00ha
- Stage 1 – site preparation works
 - Demolition and removal of existing structures and vegetation.
 - Heritage salvage works (if applicable).
 - Construction of roads, access infrastructure, including a signalised intersection with Elizabeth Drive.
 - Dam de-watering and de-commissioning.
 - Bulk earthworks, cut and fill, benching, battering and retaining walls.
 - Lead in infrastructure, utilities and servicing.
 - Stormwater infrastructure including construction of Sydney Water basins and Water Sensitive Urban Design (WSUD) elements.
- Stage 1 – Development
 - Construction and fit out of 3 warehouse buildings and ancillary office space.
 - Stormwater management, fencing and landscaping.
 - Internal road network, active transport network, public domain and open space.
 - Subdivision, and
 - Estate and on lot signage.
 - Total approximate GFA 85,864sqm
 - Warehouse 1.1 – 26,860sqm
 - Warehouse 1.2 – 31,443sqm
 - Warehouse 3.1 – 27,561sqm

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (**SEARs**) dated 22 May 2024 and issued for the SSDA (**SSD- 70316465**). Specifically, this report has been prepared to respond to the SEARs requirement reproduced in Table 2.

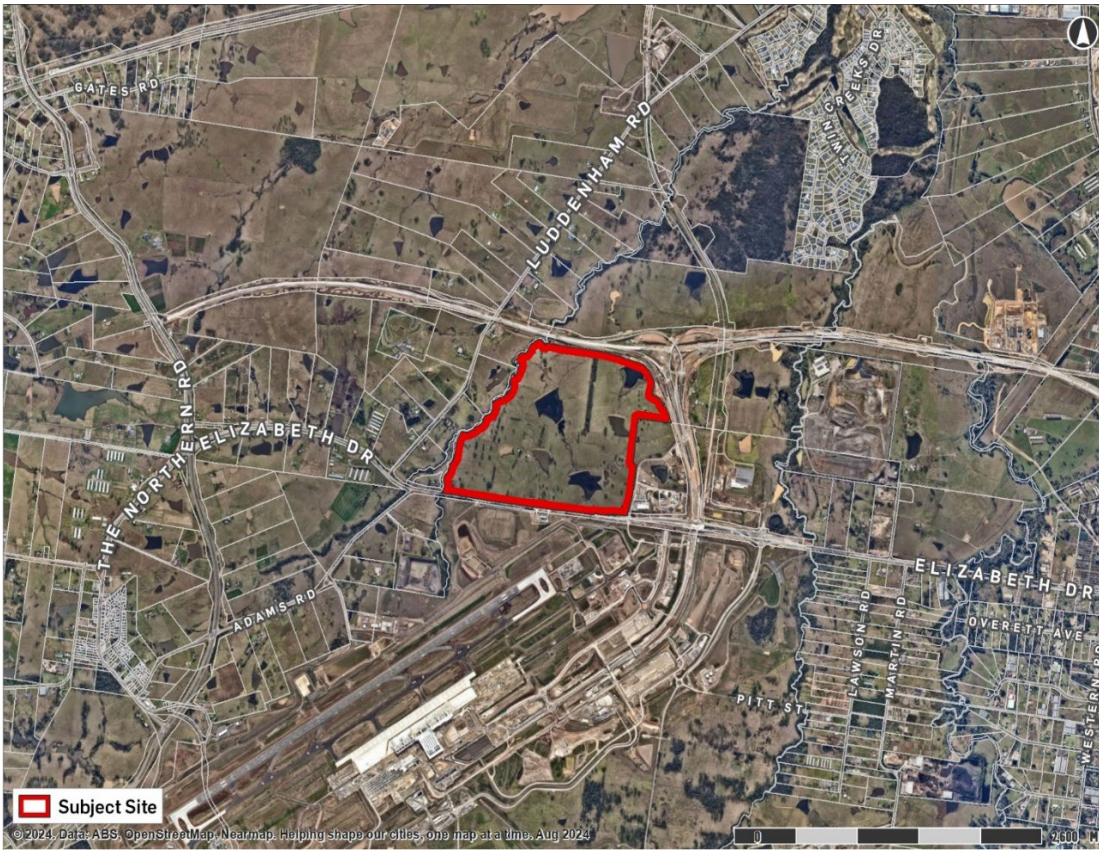
Table 2: Infrastructure SEAR

Item	Description of requirement	Section reference (this report)
Infrastructure Requirements	An infrastructure delivery, management and staging plan that includes:	
	<ul style="list-style-type: none"> ▪ an assessment of impacts of the development on existing utility infrastructure and service provider assets surrounding the site 	The Civil Engineering report and Section 4.4 of this report
	<ul style="list-style-type: none"> ▪ a detailed written and/or graphical description of infrastructure required on the site 	Section 4 of this report
	<ul style="list-style-type: none"> ▪ details of the existing capacity of the site to service the proposed development and any extension or augmentation, property tenure or staging requirements for the provision of utilities, including arrangements for electrical network requirements, drinking water, wastewater and recycled water 	The Civil Engineering report and Section 4.4 of this report
	<ul style="list-style-type: none"> ▪ a description of how any upgrades will be co-ordinated, funded and delivered on time and be maintained to facilitate the development 	Section 4 of this report
	<ul style="list-style-type: none"> ▪ identification of any existing infrastructure or easements on or off the site which may be impacted by construction or operation of the development and details of measures to be implemented to address any impacts. 	The Civil Engineering report

The Site

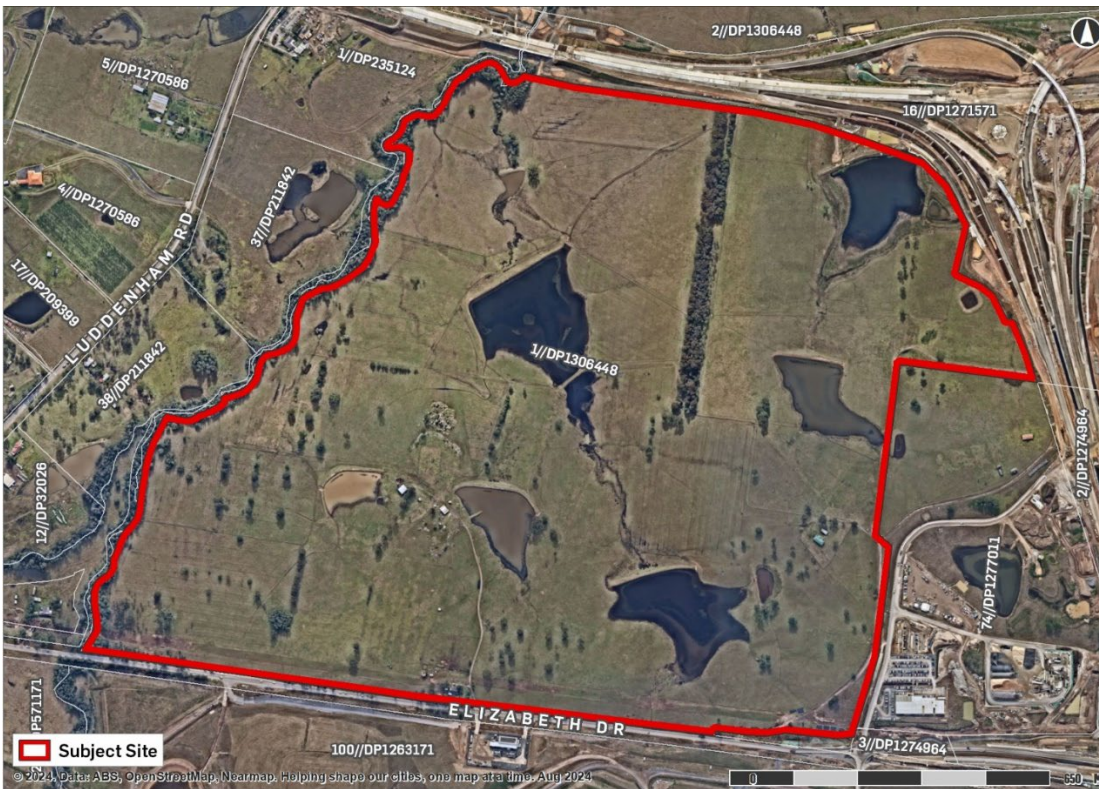
Figure 1 provides regional context and **Figure 2** shows an aerial of the developable area be developed as part of this SSD.

Figure 1 Site



Source: Near Maps and Urbis

Figure 2 Site Context – Development Area



Source: Near Maps and Urbis

The key features of the site are summarised in the table below.

Table 3 Key Features of Site and Locality

Descriptor	Site Detail
Land Configuration	<p>The site is legally described as Lot 1 in Deposited Plan 1306448.</p> <p>The site area is 171.84ha.</p> <p>The site generally slopes from high points adjacent to Elizabeth Drive (RL 75) to low points in the northeast corner (RL 40). Topography is characterised by a central ridgeline running from the central portion of the southern boundary towards the northeast.</p>
Surrounding Land Use	<p>Surrounding land uses include:</p> <ul style="list-style-type: none"> ▪ M12 Motorway and Metro (under construction) to the north and east with predominantly rural uses beyond ▪ Western Sydney Airport is under construction opposite the site on the southern side of Elizabeth Drive, ▪ Rural residential uses on the opposite side of Cosgroves Creek to the west.
Site Access and road network	<p>The site is accessible from Elizabeth Drive, a State arterial road aligned in an east-west direction adjacent to the southern boundary.</p>
Easements and Covenants	<p>An easement for electricity purposes is located on the northern side of the site.</p>
Services	<p>The site has power and water available.</p>
Acid Sulfate Soils	<p>Not mapped.</p>
Contamination	<p>The site has the potential to be contaminated, due to the current agricultural land use. A Detailed Site Investigation will be submitted as part of the SSDA lodgement.</p> <p>As per previous Detailed Site Investigation prepared by Douglas Park, the site is appropriate for proposed development subject to remediation works undertaken.</p>
Stormwater and Flooding	<p>As indicated in the <i>Wianamatta (South) Creek Flood Study – Existing Conditions (Prepared by Advisian for Infrastructure NSW, November 2020)</i> the site is subject to 1:100 ARI (average recurrence interval) along the main creek lines of Cosgroves and Badgerys Creek.</p>
Bushfire Prone Land	<p>The site is classified as bushfire prone land. A bushfire report will be submitted with the SSDA.</p>
Flora and Fauna	<p>The site currently consists of cleared rural land with the occasional scattered Cumberland Plain Woodland, trees, weeds, and shrubs. Most of the site is certified under the Cumberland Plain Conservation Plan (CPCP)</p>
Riparian Corridor	<p>Cosgroves Creek and Oaky Creek run along the western part of the site, while Badgerys Creek runs along the eastern side. The proposed development is designed to generally avoid land zoned ENZ. The site contains multiple hydrolines and dams.</p>
Aboriginal Heritage	<p>Aboriginal objects have been identified along the Oakey Creek – Cosgroves Creek corridor along the entirety of the western study area boundary.</p>
European Heritage	<p>The site does not contain any State or locally significant heritage listed items.</p> <p>The site does form part of the former CSIRO McMaster Field Station which is identified as a potential heritage item under the Precinct Plan.</p>

Descriptor	Site Detail
	The site is adjacent to the McGarvie Smith Farm which is identified as a local Heritage Item under the <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i> .

1.1. EXISTING CONTRIBUTIONS FRAMEWORK

There are several development contributions that apply to the Burrah Parkland and the wider Enterprise zone within the Western Sydney Aerotropolis. These are discussed in the following sections.

1.1.1. Special Infrastructure Contribution Western Sydney Aerotropolis

This is an NSW State contribution which took effect on 25 March 2022. The Special Infrastructure Contribution (SIC) will help fund the delivery of infrastructure in the Western Sydney Aerotropolis.

A SIC is paid by developers within a defined Special Contributions Area to contribute to the cost of infrastructure delivery. This contribution helps ensure key infrastructure such as state and regional roads, open space, schools and health facilities are in place in time for new residents and businesses.

The SIC will be replaced by a Housing and Productivity Contribution (HPC) on July 2026. The application of the HPC to Burrah Park is discussed further in Section 3.2.

1.1.2. Local Infrastructure Contributions

Local infrastructure contributions are levied by Penrith City Council (Council) for certain development in the Aerotropolis.

The Penrith Aerotropolis Development Contributions Plan (CP) collects contributions from developers in accordance with this plan to deliver local infrastructure, including local road and intersection upgrades, upgrades to local drainage infrastructure and social infrastructure, such as open space and community facilities.

The CP was formally adopted by Council on 23 July 2024 and the CP came into effect on 14 August 2024.

1.1.3. Sydney Water Development Servicing Plans Charges

Sydney Water will collect infrastructure contributions for the following categories of infrastructure in the Aerotropolis:

1. Drinking Water
2. Wastewater
3. Stormwater

The developers of Burrah Park will be required to pay a Developer Servicing Plan charge (DSP charge) to contribute towards the delivery of this infrastructure.

Sydney Water is the trunk drainage authority for stormwater in the Western Sydney Aerotropolis. They will be responsible for delivering, managing and maintaining the regional stormwater network along with drinking water, wastewater and the recycled water network.

Details for the drinking water and wastewater DSP charges, including the contribution rates and payment timing, have been released by Sydney Water. However, this information is not available for the stormwater DSP charge at the date of this report.

1.2. PURPOSE OF THE INFRASTRUCTURE DELIVERY STRATEGY

The purpose of the Infrastructure Staging and Delivery Plan (this report) is to:

- Identify the infrastructure required to be delivered under the existing Western Sydney Aerotropolis contributions framework;
- Mechanisms of delivery;
- Identify who is likely to deliver the infrastructure;
- Identify infrastructure priorities and staging;
- Identify any changes in amount of infrastructure from the existing contributions framework to any proposed changes;
- Assist government and the community in understanding the infrastructure delivery task for the site.

2. LOCAL CONTRIBUTIONS

2.1. APPLICABLE CONTRIBUTIONS PLAN

The CP will be the applicable contributions plan for Burrah Park. The CP applies to the Initial Precincts within the Western Sydney Aerotropolis that are within the Penrith Local Government Area (LGA), including the Northern Gateway precinct. The Burrah Park site is within the Northern Gateway Precinct and is therefore anticipated to be subject to the CP, as shown in Figure 3.

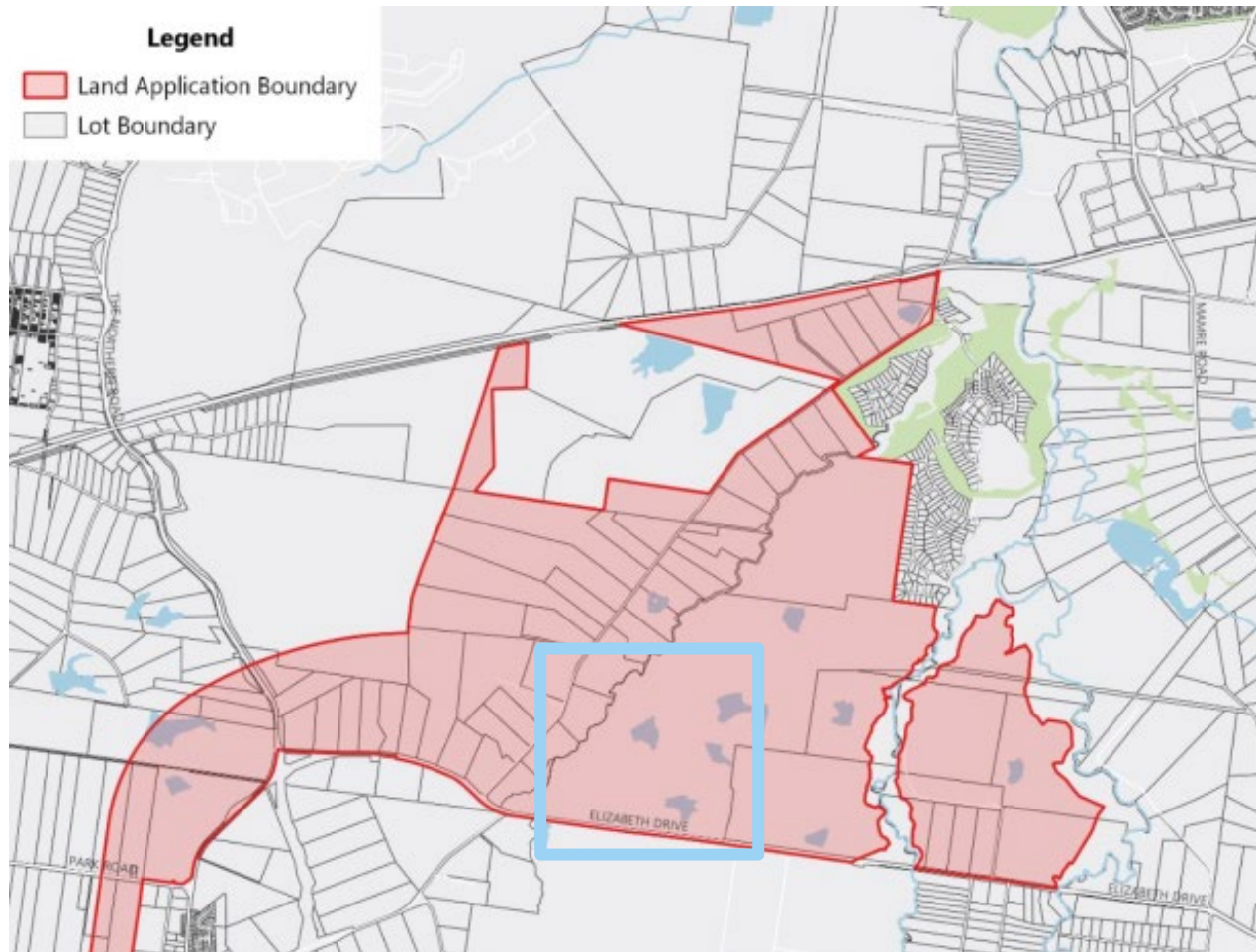


Figure 3: CP Land Application Map

Source: Penrith City Council

As at the date of this report, the CP has been publicly exhibited and re-reported to Council with amendments made by Council post the exhibition period. The CP has been endorsed by the Minister for Planning and Public Spaces and DPHI for assessment and a Ministerial Direction in accordance with Environmental Planning and Assessment Act 1979 Section 7.12 (5).

The CP proposes a rate of 5.6% of the proposed cost of development (calculated in accordance with Clause 208 of the Environmental Planning and Assessment Regulation) and levies new development towards the cost of local road, open space and social/community infrastructure.

2.2. INFRASTRUCTURE IDENTIFIED IN CP

The CP proposed a percentage levy to be collected from all development that has been identified in the contributions plan. The percentage levy is intended to collect contributions to fund land acquisition and embellishment for the following categories of infrastructure:

- Traffic and transport
- Open space
- Community facilities

Furthermore, the CP collects for embellishment only of the following:

- Active transport

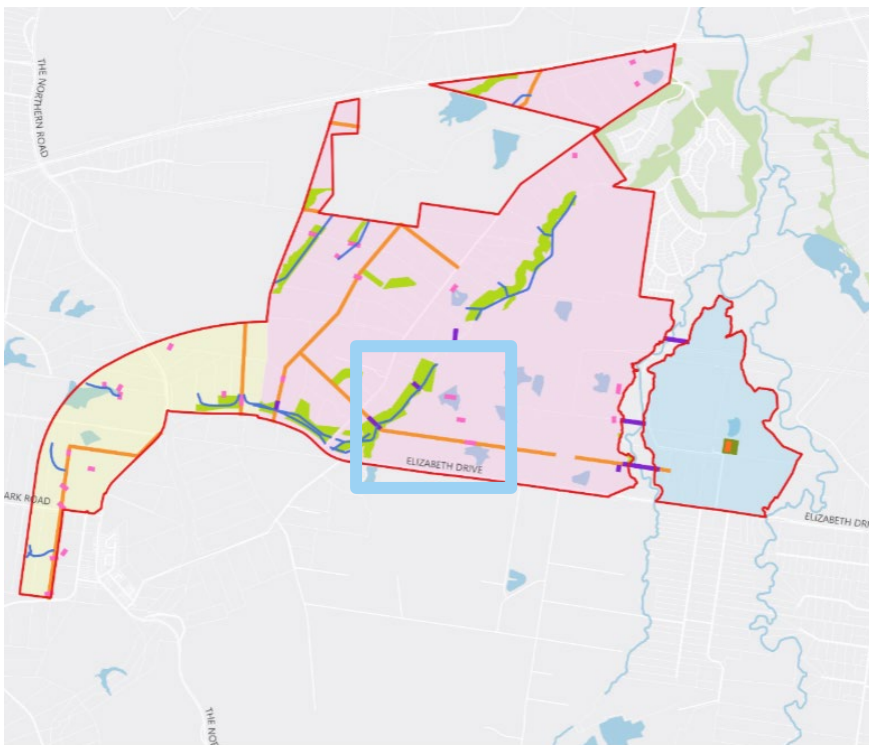
Sydney Water has been appointed the regional authority for stormwater infrastructure in the Aerotropolis. The embellishment costs listed within the CP allow for the provision of the active transport network across Council owned open space land. The CP collects for embellishment of active transport infrastructure on stormwater land due to Sydney Water funding constraints. The delivery of social & active transport infrastructure on Sydney Water land requires further negotiation between Council and Sydney Water.

In NSW, development contributions plans can only collect for capital costs for infrastructure and are not permitted to collect for costs related to maintenance.

The following items on Burrah Park land have been identified for funding in the CP. These items, as identified in Figure 4 are:

- Sub-arterial road,
- Culverts, and
- Active transport.

Further details about the planning for these items are provided in Section 4. Staging and delivery timeframes for infrastructure are provided in Section 5. Methods of infrastructure delivery and funding mechanisms are discussed in Section 8.



Aerotropolis Section 7.12 Plan (Penrith) - Infrastructure

- | | | |
|---------------------------|-----------------------|------------------|
| Land Application Boundary | Local Open Space | Bridge |
| Agribusiness Precinct | Indicative Open Space | Culvert |
| Badgerys Creek Precinct | Active Open Space | Active Transport |
| Northern Gateway Precinct | Sub Arterial Road | |

Figure 4: CP infrastructure identified on Burrah Park
Source: Penrith City Council

3. REGIONAL CONTRIBUTIONS

3.1. SPECIAL INFRASTRUCTURE CONTRIBUTION (SIC)

Burrah Park is located within the Western Sydney Aerotropolis Special Infrastructure Contribution (SIC) area as shown in Figure 5 and is required to pay SIC contributions on development. Under the SIC, development within the Enterprise Zone is required to pay SIC contributions at a rate of \$234,583 per hectare of net developable area for the 2024-25 financial year, indexed annually to the Consumer Price Index (CPI).

The SIC was introduced on 25 March 2022 and will continue to apply to development on the site until the new Housing and Productivity Contribution (HPC) takes effect on 1 July 2026. To assist new development proposals adapt to the new charge, the Minister for Planning decided to phase in the SIC with a 50% reduction until 30 June 2023 and a 25% reduction in 2023-24 with the full rate applying from July 2024. It is not expected that these discounts will be available to the Burrah Park development.

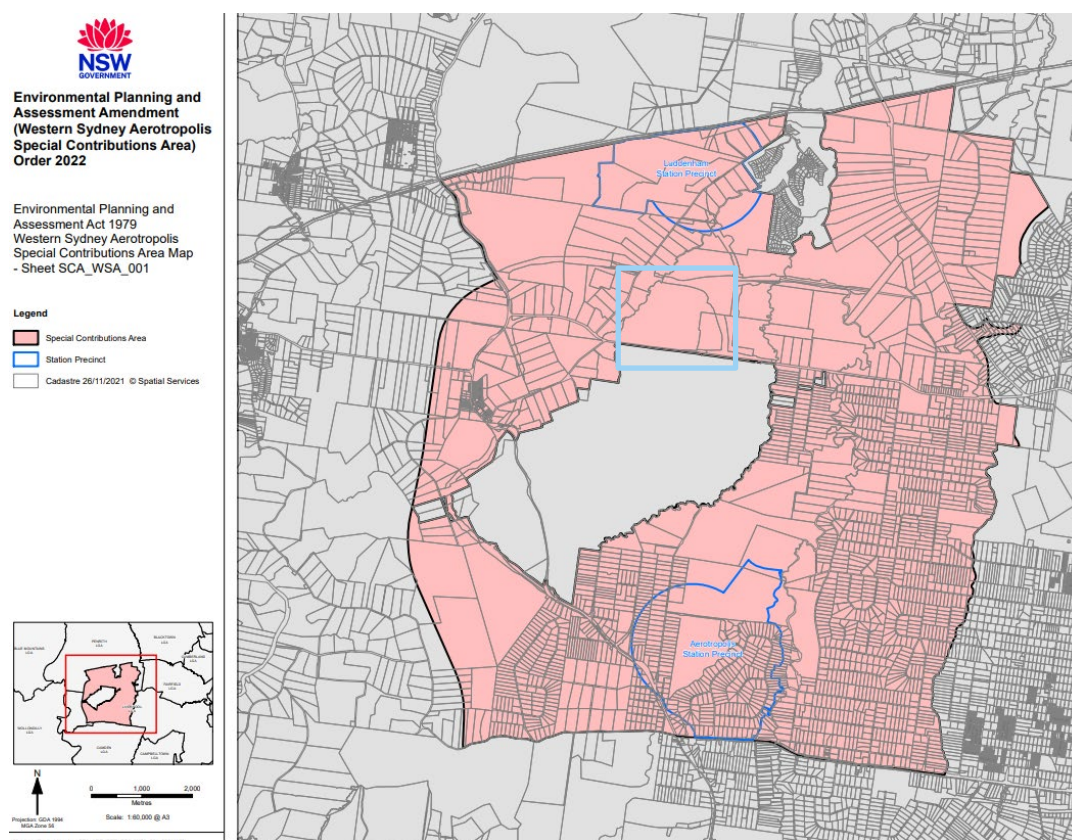


Figure 5: Burrah Park within the SIC boundary

Source: DPHI

Burrah Park is not located within a metro station precinct and is therefore not subject to the additional contribution towards funding of the Sydney Metro project.

3.1.1. SIC Obligation

As at the date of this report, the proposed NDA for Burrah Park is 131.45 Ha. However, this figure may change with revisions to the concept masterplan conducted in consultation with planning agencies.

Based on this NDA, the SIC obligation (as at 1 July 2024) is calculated as shown in Table 2.

Table 4: SIC obligation for Base Farm

Zone	Rate	NDA	Obligation
Enterprise	\$234,583	131.45	\$30.84M

3.1.2. Infrastructure identified in the SIC

The current Aerotropolis SIC levies contributions from development toward the provision of infrastructure identified in Schedule 3 of the Western Sydney Aerotropolis Determination 2022. A developer seeking to deliver works identified in Schedule 3 has the option of entering into a works-in-kind agreement, or Planning Agreement, with the State government to deliver those works in part or full satisfaction of its SIC obligations.

The Elizabeth Road Upgrade and potential high value biodiversity items located on Burrah Park provide opportunities for the proponent to provide works in kind, pending agreement by DPHI and Transport for New South Wales (TfNSW).

3.2. HOUSING AND PRODUCTIVITY CONTRIBUTIONS

The HPC was adopted as the new contribution to fund provision of regional infrastructure on 1 October 2023. The HPC will eventually replace the existing SIC and applies over much larger areas compared to the multiple SICs that applied throughout the State. The HPCs currently apply to the high-growth areas of Greater Sydney, the Illawarra-Shoalhaven, Lower Hunter and the Central Coast.

The HPC rates (as at 1 October 2023) for commercial and industrial developments are \$30 and \$15 per square metre of GFA.

The Western Sydney Growth Areas and Western Sydney Aerotropolis SICs areas (including Burrah Park) are currently excluded from the HPC. The HPC will apply to these areas on, or after, 1 July 2026.

Other components of the HPC, including the Strategic Biodiversity Component (SBC) and the Major Transport Component (MPC) may also be applicable to development applications on, or after, 1 July 2026.

As discussed further in Section 5 of this report, the construction of development within Stage 1 of Burrah Park is planned to commence in November 2026. In order to achieve this timeframe, it is likely that the development application for Stage 1 will be approved prior to 1 July 2026. Therefore, the HPC will likely apply to development stages after Stage 1 of the Burrah Park development.

It is possible that a State Planning Agreement will be entered into between the proponent and DPHI that could exclude the application of S7.24 of the EP&A act from Burrah Park.

3.3. SYDNEY WATER DSP CHARGES

Sydney Water has reintroduced Development Servicing Plan (DSP) charges to cover the cost of drinking water and wastewater infrastructure necessary to support new development. In addition, a stormwater DSP charge is also proposed to be introduced in the Aerotropolis and Mamre Road precincts, where Sydney Water is the regional stormwater authority.

DSP charges for drinking water and wastewater have been published, with phase in discounts to be applied progressively until 1 July 2026. These charges, prior to indexation, are shown in Table 5.

Table 5: Sydney Water DSP rates

Category	DSP	1 July 2024 to 30 June 2025 (25% of full charge)	1 July 2025 to 30 June 2026 (50% of full charge)	From 1 July 2026 (full charge)
Drinking Water	Greater Sydney	\$820.46	\$1,640.93	\$3,281.85
Wastewater	Nepean River	\$4,005.1	\$8,010.2	\$16,020.4
Stormwater	Aerotropolis		TBD	
Totals (per ET)		\$4,825.6	\$9,651.1	\$19,302.2

DSP charges for drinking water and wastewater are applied per Equivalent Tenement (ET). 1 ET is equal to the daily average consumption, or discharge, of drinking water, or wastewater, for a single lot detached dwelling house. The calculation of these flow rates is highly specific to the type of warehouse that will be

ultimately constructed on Burrah Park. The number of ETs for Burrah Park cannot therefore be estimated until the development application stage.

It is anticipated that developers who deliver infrastructure that is funded by DSP charges will be eligible for reimbursements, rather than DSP charge offsets, for some or all of the value of the developer provided infrastructure.

Although the details, including an infrastructure list, have not been released for the stormwater DSP, the Aerotropolis Land Acquisition Map from State Environmental Planning Policy (Precincts—Western Parkland City) 2021 identifies a significant quantity of stormwater land on Burrah Park. A version of this map, integrated with outcomes of the master planning process for Burrah Park, is shown in Figure 6.



Figure 6: Stormwater infrastructure identified on Burrah Park \

Source: *Nettletontribe*

Infrastructure to be funded by the Drinking Water and Wastewater DSPs has not been identified on Burrah Park land. However, continuing discussions with Sydney Water may introduce opportunities for the proponents to deliver DSP funded infrastructure.

4. INFRASTRUCTURE PROVISION

This section will provide details regarding the infrastructure strategy for the Burrah Park development. This section will provide:

- An overview of the infrastructure strategy for each category of infrastructure
- Provision of infrastructure funded by government
- Delivery mechanism for infrastructure funded by government

4.1. TRANSPORT

The Burrah Park development is situated in a rapidly expanding region, close to the Western Sydney Airport and within the Aerotropolis development zone. These two projects are expected to generate a significant number of jobs, leading to an increase in travel to and from the area. The introduction of the Metro WSA will enhance public transport access, likely influencing travel choices for commuters. Additionally, the construction of the proposed M12 will provide extra road capacity. A Traffic Impact Assessment (TIA) for Burrah Park has been prepared by Arcadis to investigate the traffic and transport improvements required to support the complete development of the site.

Key transport improvements recommended by the TIA have been summarised below.

Site access

An access road connecting to Elizabeth Drive is essential as the primary route for the proposed development's road network in Stage 1. In the future, a western access road to Luddenham Road will be required to support the site's full development, including the northern residual parcel.

A northern access under the M12 will provide connectivity to the northern part of the development, with additional connections to the east linking to the University of Sydney developments.

Frequent bus services are recommended to reduce car dependency and connect the site to major centres and Metro stations.

Cycle and walking paths are planned throughout the site to link all areas to local paths and transport, ensuring that every part of the site is within a 10-minute walk to the development's centre.

Active transport improvements

Cycle and walking paths are recommended across the site to connect all areas for the development to the local paths and transport.

Public transport improvements

The following bus services are recommended:

- Shuttle services along Elizabeth Drive adjacent to the subject site between Luddenham and airport Business Park metro stations running at frequencies of at least 6 services per hour in each direction.
- Express services between Burrah Park and Blacktown, with frequencies of least 4 per hour
- Express services between Burrah Park and Penrith, with frequencies of least 4 per hour
- Express services between Burrah Park and Liverpool, with frequencies of least 4 per hour

Road network improvements

With the widening of Elizabeth Drive to a divided four lane road, the access road to the proposed development is recommended to connect to Elizabeth Drive at a signalised intersection. Further future access points are recommended to connect the Burrah Park road network to:

- Luddenham Road west of the development
- Northern Gateway, north of the development via a road under the M12
- The University of Sydney land to the east of the development.

4.1.1. Funding and Delivery Mechanisms

Majority of the infrastructure discussed in the section above is required to service the development while maintaining acceptable levels of service at key nodes. This section will provide information regarding funding and delivery for infrastructure that has been identified in regional and local contributions frameworks.

Elizabeth Drive Intersection

As stated in Section 3.3, the Elizabeth Drive upgraded has been allocated funding from the SIC. Furthermore, additional funding for the project has been allocated from state and federal budgets over the upcoming financial years. The subject intersection has been identified as 'TfNSW specified site access' on Figure 6.

It is anticipated that the upgrade of the intersection between Elizabeth Drive and the primary access road for the development could be provided via a State works in kind agreement, or state Planning Agreement (PA), in lieu of monetary state contributions. However, any potential agreement is subject to further negotiations and approval from DPHI and TfNSW.

Biodiversity Land

Schedule 3 of the SIC includes funding for 'Biodiversity offset – Cumberland Plain Conservation Plan'. However, further discussions are required with DPHI to determine the quantity and value of biodiversity land that can be provided as an offset to the SIC.

Eligible land can be dedicated to the state government via a state PA.

Local transport infrastructure

As stated in Section 2.2, the CP is the funding source for the following infrastructure located on Burrah Park land:

- Sub-arterial road,
- Culverts, and
- Active transport.

The Western Sydney Aerotropolis Precinct Plan (Precinct Plan) and the CP both identify a sub-arterial road to be provided at the location shown in Figure 4. However, during detailed consultation regarding the transport planning for Burrah Park, TfNSW identified that a sub-arterial road would not be suitable for the site, primarily due to the proximity to Elizabeth Road which is a major arterial road.

Being high level documents, the precinct plan and the CP were informed by high level transport planning and did not consider TfNSW feedback regarding the appropriate typology for this road.

Consultation with Council regarding the delivery of this road as a collector road via a local PA, alongside the aforementioned culverts and active transport, in lieu of local contributions is ongoing. Any potential agreement will be subject to further negotiations and approval from Council.

4.2. SOCIAL INFRASTRUCTURE

A Social Impact Assessment for the site has been prepared by Urbis. The concept masterplan for Burrah Park is designed to offer a variety of amenities for residents, workers, and visitors, fostering social interaction and community cohesion. The site will feature a warehousing and logistics estate, a town centre with small retail outlets, a metro-style supermarket, eateries, and playgrounds, as well as a proposed neighbourhood centre.

Additionally, the open spaces and landscaped areas will provide a wide range of shared spaces, including dog parks, play zones, Aboriginal cultural areas, archaeological sites, amphitheatres, open fields, fitness areas, a shared pedestrian and cycle network, bush tucker trails, community event spaces, and riparian corridors. Social Infrastructure planned for Burrah Park is shown in Figure 7.

- Effective stormwater detention.
- Integrated water servicing that harmonises potable water, wastewater, recycled and harvested stormwater.
- Landscape-led design and integration.
- Responsible riparian land management.

A crucial aspect of the proposed stormwater management system is the implementation of Sydney Water's ultimate regional basins, as outlined in the 'Initial Precincts' Stormwater and Water Cycle Management Study. The applicant plans to deliver these ultimate regional basins, with reimbursement facilitated through Sydney Water's newly introduced Stormwater Developer Works Policy. Under this arrangement, the developer (the applicant) will design and construct the basins, which will then be dedicated to Sydney Water upon completion.

Locations of regional stormwater infrastructure (detention and water quality basins) proposed by Sydney Water are included in Figure 8. Two combined water quality and detention basins, and three water quality only basins are proposed as part of the stormwater design for Burrah Park. The locations and configuration of these basins is shown in Figure 8.

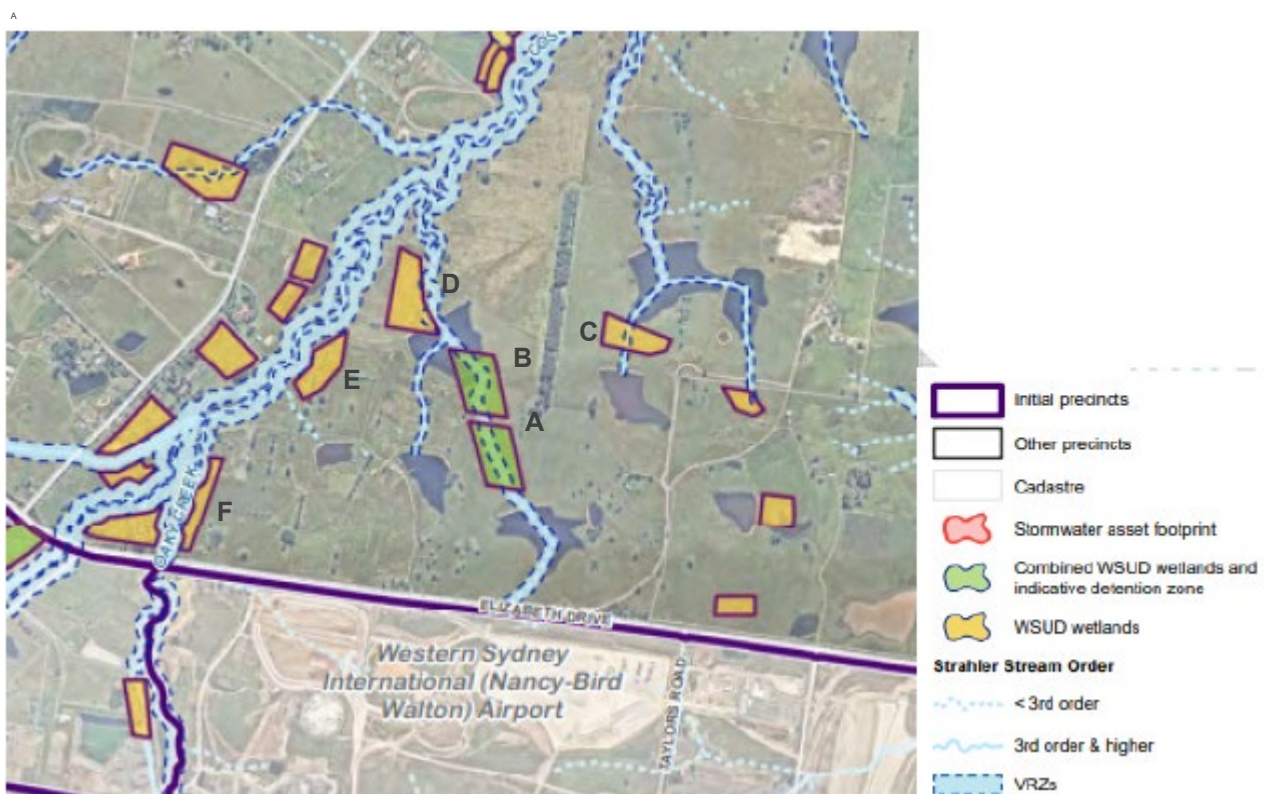


Figure 8: Sydney Water proposed regional basins

Source: Initial Precincts' Stormwater and Water Cycle Management Study, Sydney Water 2021

The proposed regional stormwater management basins have been strategically positioned within the 'initial precinct' basin locations where feasible. Following consultation with Sydney Water, minor adjustments to the basin and catchments are suggested. These modifications aim to better align with the natural topography, maintain existing habitats, and centralise Water Sensitive Urban Design (WSUD) infrastructure, generally shifting it away from the Water Supply Infrastructure (WSI). This approach is designed to effectively respond to the unique challenges presented by the neighbouring development.

The following deviations from the 'initial precinct' locations are noted:

- Consolidation of Basin A and B to a single basin.
- Consolidation of Catchments A,B and portions of catchment D to drain to a single basin
- Relocation of the consolidated Basin (A,B) to the existing dam location to promote the retention of existing infrastructure and habitat.

- The division of the remaining Catchment D into two sub-catchments, each with its own separate basin. This is due to the 'initial precincts' basin location being situated on a single side (west) of the existing and proposed creek, with a catchment that includes areas on both sides of the creek
- Relocation of Basin C. it is understood this relocation has previously been discussed and approved by Sydney Water.

Water management basins are proposed to be designed and sized to provide water quality treatment (pollutant targets) for all upstream catchments within the site. Following initial consultation with Sydney Water the regional stormwater management basins are proposed to include the following:

- Upstream GPT located in the public domain.
- High flow diversion structure.
- High flow bypass or located 'offline' trunk drainage system.
- Sediment pond (for larger stormwater management basins).
- Bioretention basin component.
- Wetland component.
- Storage pond (for larger stormwater management basins).

Where permitted by the concept masterplan layout, existing site constraints and topographical constraints larger stormwater basins have been designed to incorporate a detention component, specifically basin B in catchment A,B.

As of the date of this report, the applicant is in close consultation with Sydney Water regarding the final design of the stormwater management within the Burrah Park development. A preliminary feasibility application was submitted to Sydney Water in June 2024 with a revised feasibility application submitted to Sydney Water in August 2024.

In the event that Sydney Water infrastructure is not ready by the time of initial occupation of the warehouses, temporary basins will be provided to address the stormwater management requirement.

4.3.1. Funding and Delivery Mechanisms

The developers of Burrah Park have worked closely with Sydney Water regarding developer delivery of regional stormwater infrastructure to be funded by Sydney Water's Aerotropolis Stormwater DSP.

The discussions have followed the information released by Sydney Water via the draft Stormwater Developer Works Policy. It is anticipated that once the final design for the stormwater management system in Burrah Park has been finalised in consultation with Sydney Water, and prior to the release of a Section 73 certificate for the first stage of the development, the developer will formally prepare an offer to Sydney Water to enter into a stormwater developer works agreement.

However, the status of credits, or reimbursements, for developer works and the provision of interim bonds will be discussed once the stormwater DSP charge for the Aerotropolis is known.

Furthermore, joint discussions with Council and Sydney Water have been proposed to discuss the mechanisms for the dedication and maintenance of Council infrastructure works (such as shared paths) on Sydney Water land.

The schedule of stormwater that is dedicated has yet to be finalised by Sydney Water as the final stormwater DSP charge has not been determined. As such, further discussions will be continued with Sydney Water in relation to the inclusions in the stormwater developer works agreement.

4.4. UTILITIES INFRASTRUCTURE

Infrastructure planning for Burrah Park has also considered the amplifications required for utility infrastructure. This will include upgrading existing services, provision of temporary services until such stage as permanent services are available and new services associated with the new road works. The services include:

- Sewer
- Potable water supply
- Recycled water
- Electricity

- Telecommunications
- Gas

The Civil Engineering Report prepared by Henry and Hymas details the status of utilities engineering work that has been undertaken for Burrah Park. The section below summarises the status of infrastructure planning for the utilities mentioned above.

4.4.1. Sewer

It is understood that Sydney Water sewer mains are to be utilised and will be made available for development on Burrah Park. A Feasibility Study which seeks confirmation from Sydney Water in regards to sizing of both lead in and internal subdivision circulation of the Sydney Water sewer (and water) mains has been submitted.

It is understood that a trunk gravity sewer main is proposed along the western side of the site adjacent to Cosgroves Creek. The ability to connect to this main will be dependent on the depth of the main to allow the site connection to drain by gravity with sufficient cover under Cosgroves Creek. The expectation is that this will be able to verified as part of the Feasibility Study in regards to levels, capacity and timing.

The timing of the trunk main availability, to be confirmed by Sydney Water, will determine whether a temporary sewer pump station is required on site. Any temporary sewer pump station works will need to be carried out under a Wastewater Interim Operating Procedure (IOP).

4.4.2. Potable water supply

Similar to sewer water mains, it is expected Sydney Water potable water mains will be available to Burrah Park. A Feasibility Study which seeks confirmation from Sydney Water in regards to sizing of both lead in and internal subdivision circulation of the Sydney Water sewer (and water) mains has been submitted.

The installation of new mains for potable and recycled water is anticipated along the northern boundary of Elizabeth Drive. At present, water mains of 150mm and 750mm diameters are located along the southern boundary of Elizabeth Drive. Two water service connections, one of 315mm and another of unspecified size, are observed facing the site from the 750mm main on the southern side of Elizabeth Drive. The preferred point of connection, as determined by Sydney Water, will be confirmed by the Feasibility Study. Based on network modelling by Sydney Water, there could be a requirement for multiple connections, a strategy that would likely enhance the reliability of the water supply.

The understanding is that the site will also be serviced by a closed recycled water main, which is reticulated throughout the subject site and serviced by a regional stormwater harvesting scheme exclusive to the subject site. The documentation of the recycled water mains will be integrated into the comprehensive water main design for the development. The proposed road works and intersection designs, currently being executed by Arcadis, will consider the locations of the proposed mains to guarantee their coordination with the development works.

4.4.3. Electricity

Dial Before You Dig mapping reveals the presence of existing Endeavour Energy overhead 33kV power lines on the southern side of Elizabeth Drive and overhead 11kV power lines along the side of Elizabeth Drive. The mapping also shows underground cables along the northern side of Elizabeth Drive, adjacent to the development frontage.

It is anticipated that additional investigations will be necessary to determine the zone substation from which the high voltage power for the site will be supplied. It is noted that a zone substation is currently under construction opposite the site on the southern side of Elizabeth Drive.

Alternatively, the power supply could potentially be provided from the nearby Kemps Creek Zone Substation.

It is expected that underground high voltage will be reticulated throughout the development site to service individual lots, street lighting, and any other community infrastructure included in the development. Similar to the water mains and electricity, it is anticipated that relocations of existing electricity infrastructure will be necessary as part of the road and intersection works on Elizabeth Drive.

Future electrical upgrades and relocation works, including substations, will be subject to future consultation with Endeavour Energy and will depend on electrical modelling and design.

4.4.4. Telecommunications

Existing Telstra infrastructure is situated along the Elizabeth Drive frontage of the site. It is understood that the current residences on the site are connected to the Telstra Network.

NBN infrastructure is positioned on the southern side of Elizabeth Drive at the southeastern corner of the site, although it is understood that the site is not currently serviced by NBN. Given the ongoing development in the vicinity of the site, it is expected that the site will be able to be serviced by NBN with a reticulated network installed as part of the estate roads.

It is anticipated that relocations of existing telecommunications infrastructure will be necessary as part of the road and intersection works on Elizabeth Drive.

4.4.5. Gas

Dial Before You Dig records indicate the presence of an existing Jemena high-pressure steel gas main located on the southern side of Elizabeth Drive at the southeastern corner of the site. However, there is no existing gas supply to the site. At this stage, it is uncertain whether gas will be required to service the development. If it is needed, Jemena will be consulted to confirm the suitability of connecting an internal reticulation gas main extending from the existing high-pressure main to service the development.

4.4.6. Funding and Delivery Mechanisms

Based on consultation completed as at the date of this report, it is expected that the proponents will only be providing utilities reticulation infrastructure within the site and that these items will not be subject to a developer agreement that would offset any charges or provide reimbursement of costs.

5. DEVELOPMENT & INFRASTRUCTURE STAGING

Section 3.2 and Figure 2 of the WSAPP establishes the desired development sequencing within the WSA, categorised as First, Second and Third Priority areas. The Development Sequencing Map is shown in Figure 9.

Burrah Park is identified as a First Priority Area, which means it aligns with the first stages of transport and utilities infrastructure delivery and is intended to be the initial stages of development, working towards achieving the employment and population targets of the Aerotropolis.

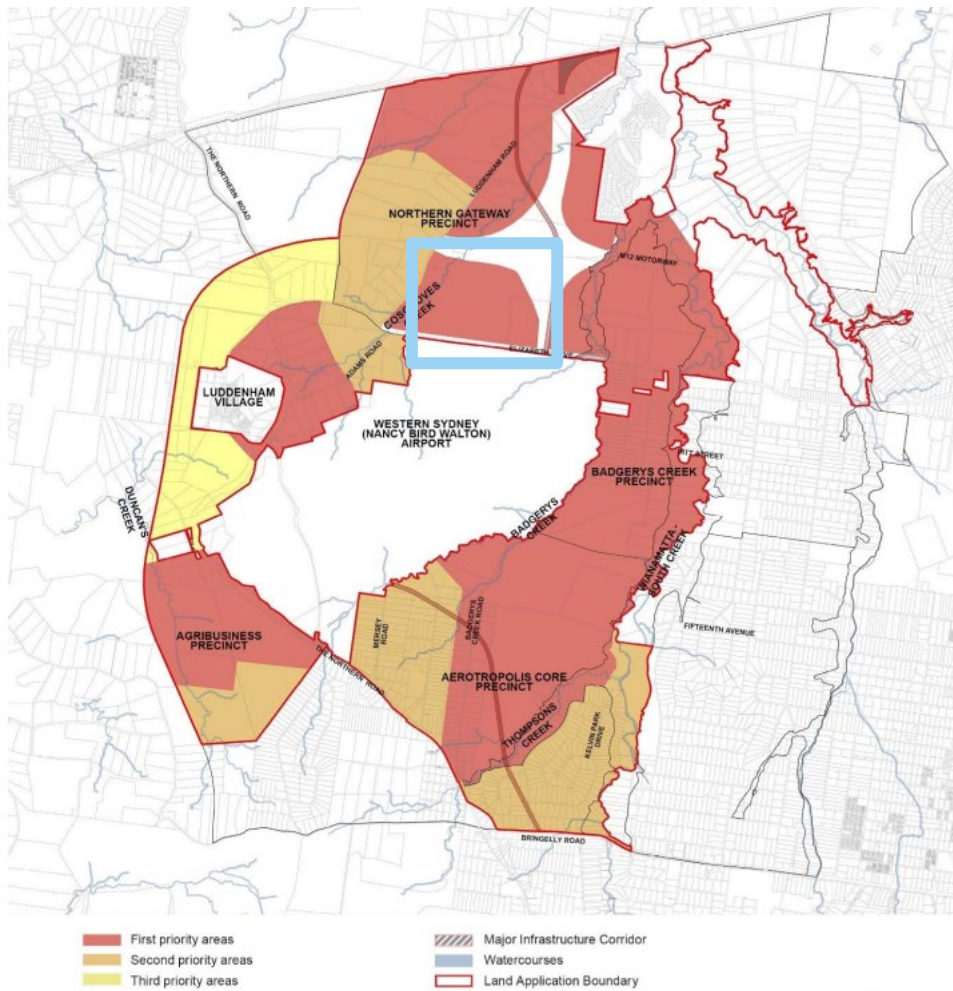


Figure 9: Precinct Plan Development Sequencing Map
Source: Western Sydney Aerotropolis Precinct Plan

The currently anticipated staging plan for Burrah Park is provided by Figure 10.

The development of Burrah Park will be staged over a number of years. A summary of the development timing and development yield of each stage is provided in Table and Figure 10.

Table 6: Anticipated construction timeline

Construction	NDA	GFA	Start	End
Stage 1	441,200	85,864	Nov-26	Oct-27
Stage 2	170,587	83,937	Jan-28	Dec-28
Stage 3	159,900	82,788	Mar-29	Feb-30
Stage 4	254,200	83,084	May-30	Apr-31

Stage 5	122,700	77,889	Jul-31	Jun-32
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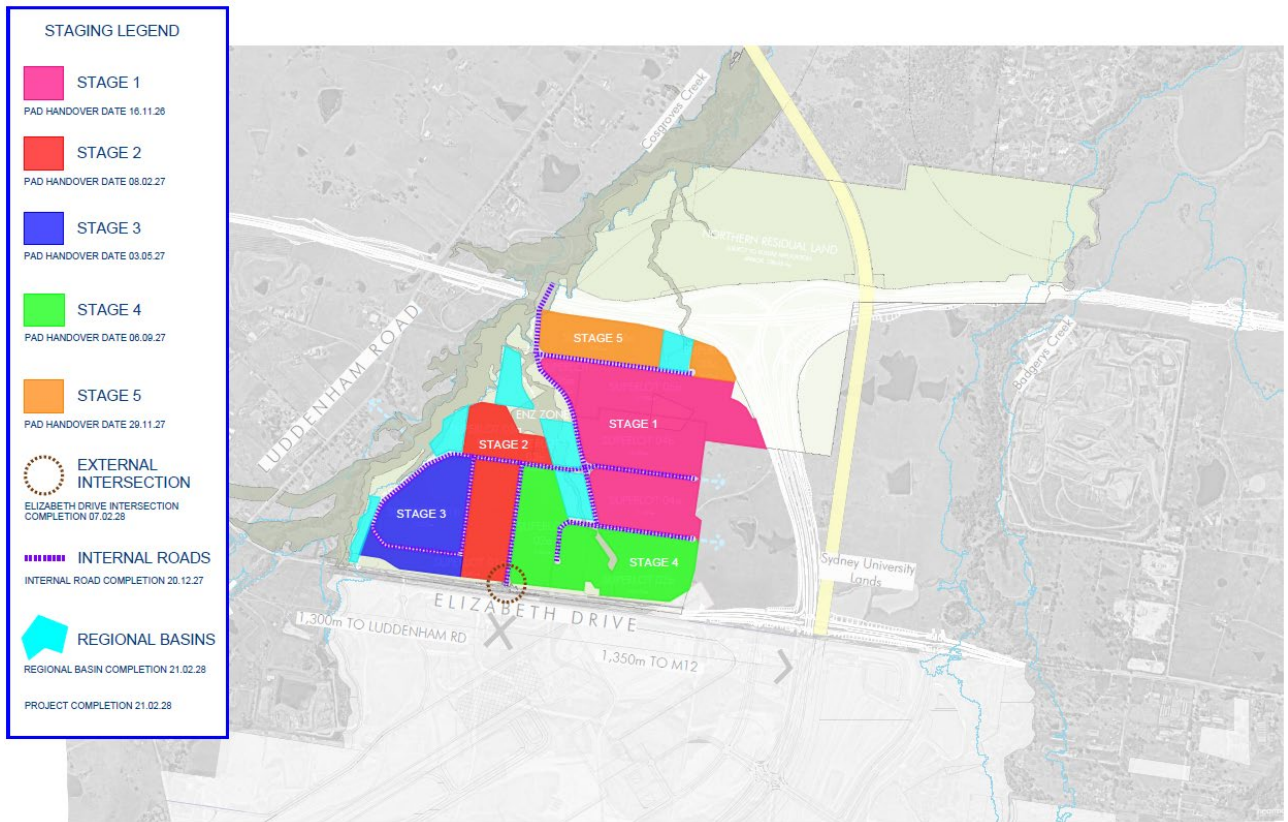


Figure 10: Anticipated Staging Plan
Source: Nettleton Tribe

There are a number of infrastructure items that are critical to support the development of Burrah Park. Table below identifies this infrastructure alongside the delivery agency and expected delivery timeframe.

Table 7: Critical infrastructure delivery plan

Name of critical infrastructure item	Funding Source	Delivery by the proponent	Delivery Month/ Year
Transport Infrastructure			
Elizabeth Drive Intersection	SIC	Yes	Early 2028
Sub-arterial/Primary Collector Road	Proponent /CP ¹	Yes	2027
Internal roads	Proponent	Yes	2027- early 2028
Active Transport	CP (in part)	Yes	2027- early 2028
Social Infrastructure			
Open Green Spaces	Proponent /CP ¹	Yes	2028
Grassed Soccer Field		Yes	2028
Recreation Areas		Yes	2028
Open Green Space & Amphitheatre		Yes	2028
Stormwater Management			
Stormwater infrastructure	Proposed Stormwater DSP	Yes	Initial infrastructure – early 2027 Completed – early 2028
Utilities Infrastructure			
Trunk Potable & Recycled Water Mains	Sydney Water DSP	No	TBC
Reticulation Potable & Recycled Water Mains	Proponent	Yes	Early 2027
Gravity Trunk Sewer Mains	Sydney Water DSP	No	TBC
Sewer Pump Stations	Sydney Water DSP	No	TBC

Reticulation Sewer Mains	Proponent	Yes	Early 2027
Electrical Zone Substation	Endeavour Energy	No	Mid 2026
22kV Feeders (Underground) ²	Proponent	Yes	2027- early 2028
NBN Infrastructure ³	Proponent/NBN Co.	Yes	2027- early 2028
Notes:			
<ol style="list-style-type: none"> 1. CP funding is dependent on Council agreeing to provide offsets via Local VPA 2. 22kV feeders will be delivered by the proponent via a Level 3 Accredited Service Provider. 3. The proponent will be responsible for providing reticulation infrastructure within the site boundary. Lead in works would be constructed by NBN (if required). 			

It is noted that consultation regarding infrastructure requirement for Burrah Park is still being continued with DPHI, TfNSW and Sydney Water. Further information regarding the utilities infrastructure planning and delivery is provided in the Civil Engineering Report prepared for Burrah Park by Henry & Hymas Consulting.

The development of Burrah Park is anticipated to provide a majority of the infrastructure in an expedited timeframe as the this infrastructure is controlled by the proponent. Furthermore, extensive consultation has been carried out with utilities agencies to coordinate the early delivery of critical infrastructure to support the first priority areas in the Aerotropolis development sequencing plans.

Information provided in the table above has been developed to support the draft staging plan for Burrah Park. Changes to the staging plan may lead to changes in the sequencing of infrastructure delivery. Timing for the provision of utilities infrastructure is based on consultation with Sydney Water and Endeavour Energy.

6. METHODS OF INFRASTRUCTURE DELIVERY/FUNDING MECHANISMS

In addition to the information provided in the previous sections, Table 8 provides further details relevant to each funding mechanism.

Table 8: Delivery and Funding Mechanisms

Funding Mechanism	Delivery Mechanism
SIC	<p>It is expected a state Planning Agreement or Works in Kind Agreement will be required to deliver the state infrastructure discussed in Section 4.1.1.</p> <p>The proponent will continue discussions with TfNSW and DPPI regarding the included contributions and terms of a future Planning Agreement and will make a formal offer following formal lodgement of this application with DPPI.</p>
Draft CP	<p>S7.12 of the EP&A Act does not allow the provision of works in kind in lieu of monetary contributions required by the CP. As such, a local Planning Agreement is the only mechanism to allow the proponent to deliver local infrastructure to support the development of Burrah Park.</p> <p>The proponent will continue discussions with Council to ensure a Planning Agreement offer providing material public benefits is made to Council following formal lodgement of the concept masterplan with DPPI.</p>
Stormwater DSP	<p>Sydney Water have exhibited a Draft Stormwater Developer Works Policy to enable developers to provide stormwater infrastructure on behalf of Sydney Water. However, it is understood that further amendments may be made to the terms of the draft Policy.</p> <p>The draft policy requires the proponent to enter into a Stormwater Developer Works Agreement with Sydney Water and provides information on the expected terms of the agreement.</p> <p>The proponent will work with Sydney Water to ensure all stormwater works are agreed in a Stormwater Developer Works Agreement and signed and the works delivered prior to the issue of a section 73 Compliance Certificate.</p>

7. RECOMMENDATIONS AND ACTIONS

This Infrastructure Staging and Delivery Plan has conducted an examination of the state and local infrastructure needs identified in the Western Sydney Aerotropolis SIC, the CP and Sydney Water DSPs, to support the development of Burrah Park within the Western Sydney Aerotropolis. Discussion has been provided regarding infrastructure items on the site that are funded by the contributions being imposed. Furthermore, an initial list of infrastructure items which the proponent intends to deliver under agreement with relevant authorities has been provided.

This report also identifies the critical infrastructure required to enable the development of Burrah Park in accordance with the staging plan. It provides a high-level infrastructure sequencing plan which identifies the timing, funding sources and delivery responsibility for infrastructure.

It is recommended that the following actions are pursued in order to ensure the timely delivery of infrastructure to support the development of Burrah Park:

- Continuation of discussions with TfNSW and DPHI in relation to the delivery of the Elizabeth Drive upgrade and implications for a State Planning Agreement;
- Coordination of drinking water, wastewater, recycled water and electricity key trunk infrastructure delivery with Sydney Water and Endeavour Energy in a timely manner;
- Progression of discussions regarding the scopes, quantity and values of proponent delivered infrastructure items with Council, DPHI and Sydney Water.

Detailed investigations by technical consultants including site survey plans, biodiversity and stormwater management have informed the infrastructure strategy discussed in this report. The overall concept masterplan design responds to natural topography and existing blue-green connections while addressing market demand for large-scale facilities to support the warehouse and distribution precinct. The Environment and Open Space Land has been refined in response to the Cumberland Plain Conservation Plan.

This report has found that the development of Burrah Park provides a significant opportunity to deliver warehousing to support the Western Sydney International Airport, early and without additional cost to government, since majority of the infrastructure required will be delivered by the proponent.

8. DISCLAIMER

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