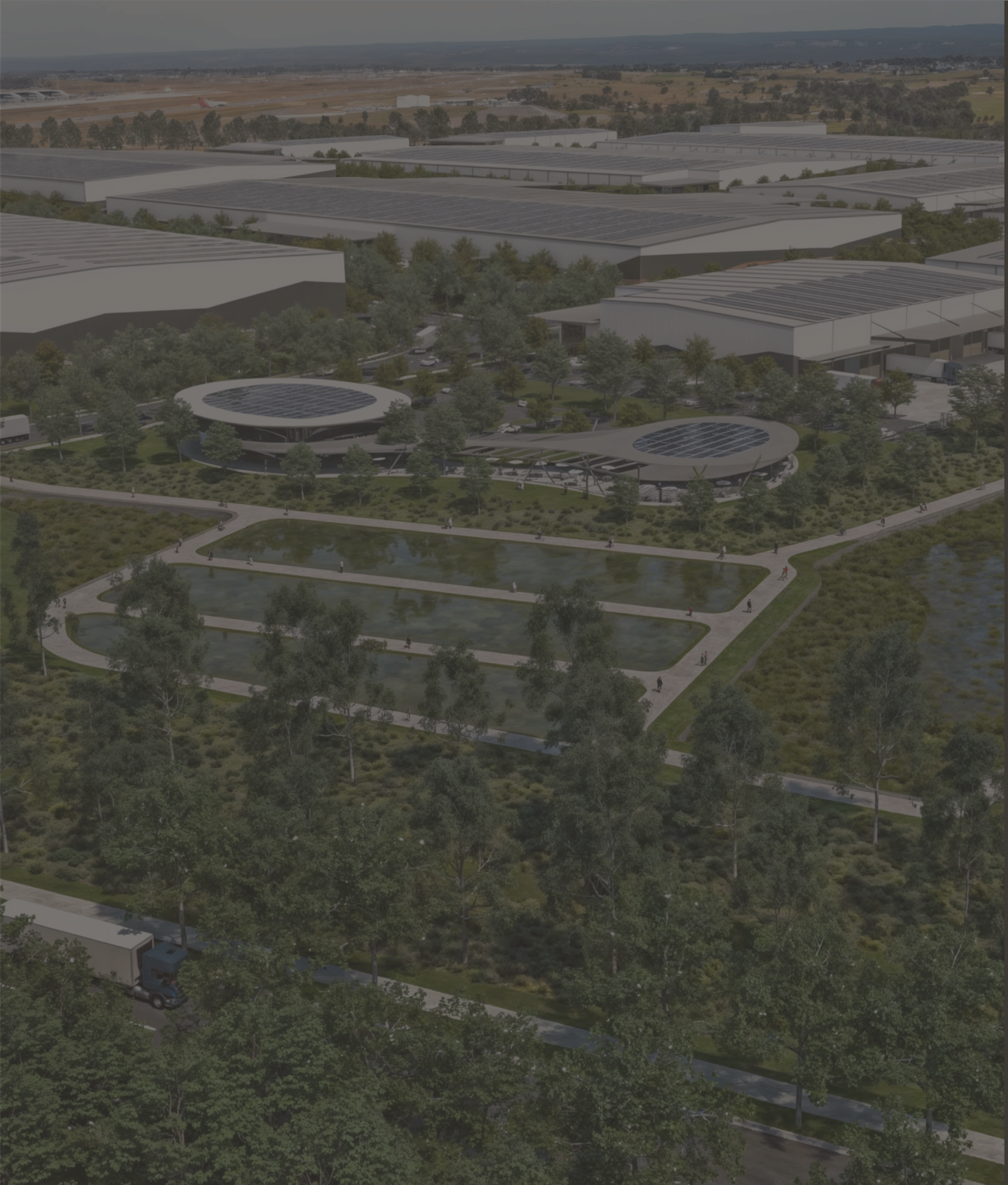


18 10 2024

BURRAH PARK

URBAN DESIGN REPORT

RICHMOND BRIDGE BURRA PARK 2 PTY LTD AS TRUSTEE FOR BURRA PARK PROP TRUST 1

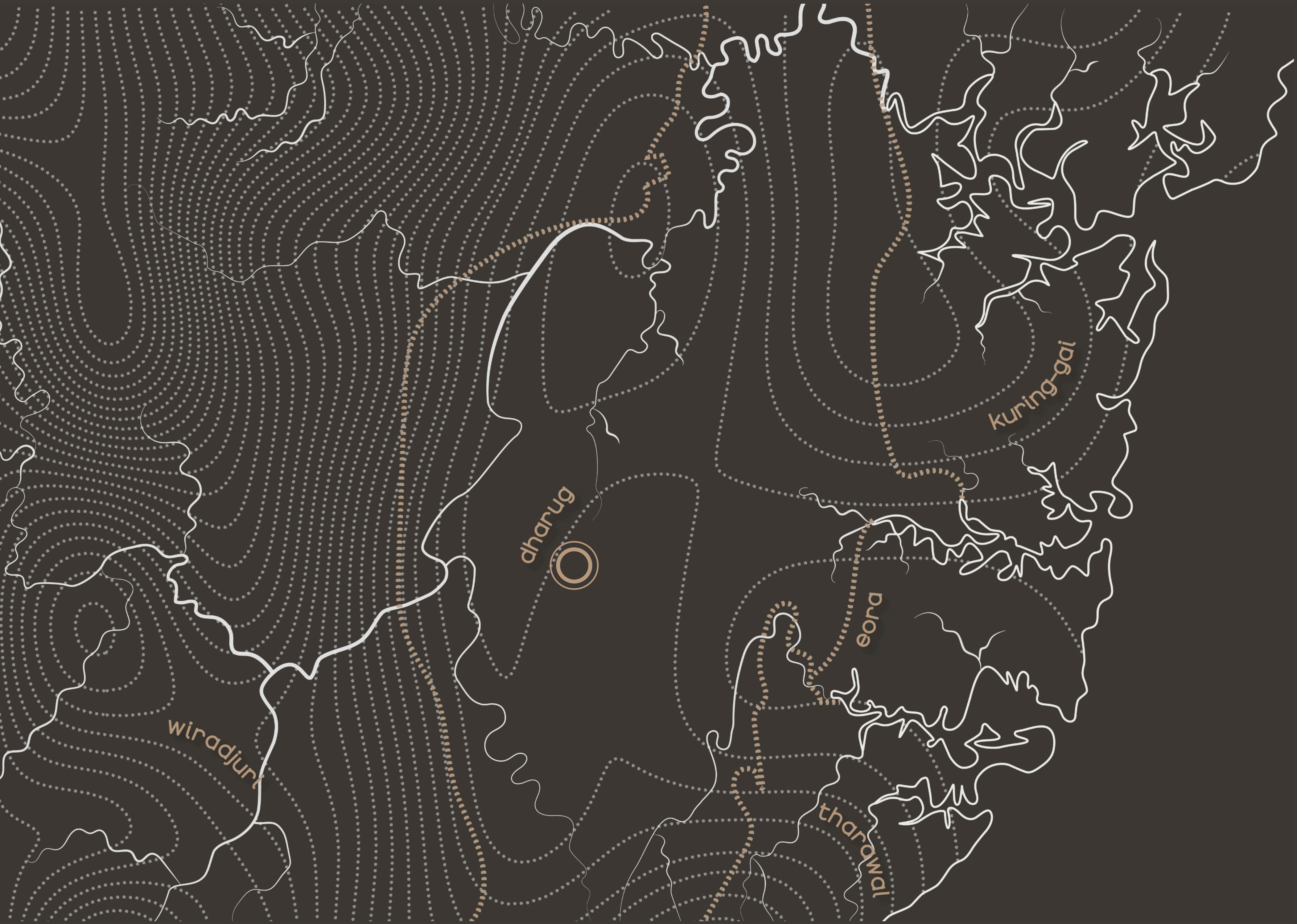
UNISUPER LIMITED AS TRUSTEE FOR UNISUPER AND UNISUPER MANAGEMENT PTY LIMITED

ISPT PTY LIMITED AS TRUSTEE FOR THE INDUSTRY SUPERANNUATION PROPERTY TRUST NO. 1

HB+B PROPERTY PTY LTD

REVISION E - SSDA

ACKNOWLEDGEMENT OF COUNTRY



We acknowledge Dharug Country, the Cultural Landscapes that we are working upon, and the Dharug people and their ongoing connection to culture, lands and waters and their valuable contribution to the community. We recognise and acknowledge the surrounding clans of the Aerotropolis to the North, South, East and West whilst honouring and celebrating their Elders past, present and emerging.

We acknowledge all First Nations people and their ongoing connection to culture, lands and waters and their valuable contribution to the community. We recognise, acknowledge, and extend our respect to many others who have custodial obligations for Country and have been connected to Dharug Country for many generations, including their Elders past, present and emerging.

CONTENTS

01
INTRODUCTION

1.1 Executive Summary

This Urban Design Report has been prepared by Nettleton Tribe to accompany a State Significant Development Application (SSDA) for a Concept and Stage 1 SSDA for a Warehouse and Logistics Estate at 1953-2109 Elizabeth Drive, Badgerys Creek. The site is legally described as Lot 1 in Deposited Plan 1306448.

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 report concludes that the proposed warehouse and distribution centre is suitable and warrants approval subject to the implementation of the following mitigation measures:

- The implementation of a Design Excellence framework
- The consideration or inclusion of the requirements addressed in the following key documents:
    - Western Sydney Aerotropolis Plan 2020
    - State Environmental Planning Policy (planning Systems) 2021 - Schedule 1 (29)
    - State Environmental Planning Policy Precincts - Western Parkland City) 2021 - Chapter 4 - Western Sydney Aerotropolis
    - Western Sydney Aerotropolis Precinct Plan
    - Western Sydney Aerotropolis Development Control Plan
    - Better Placed

Following the implementation of the above mitigation measures, the remaining impacts are appropriate.

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 8.59ha (85,864sqm)
    - Warehouse 1.1 GFA - 2.69ha (26,860sqm)
    - Warehouse 1.2 GFA - 3.14ha (31,443sqm)
    - Warehouse 3.1 GFA - 2.76ha (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 issued below.

1.2 Compliance with SEARs

Key requirement listed in the SEARs	Response/Reference
Design Excellence:	
Design Quality - A design excellence strategy which includes demonstration of the following: • How the development will achieve design excellence in accordance with any relevant EPI provisions and the objectives for good design in Better Placed (GANSW 2017) • How the development achieves the connection to Country aims and objectives of the Aerotropolis planning framework and the Connecting with Country Framework (GANSW 2023) • The development has been reviewed by the State Design Review Panel (SDRP) consistent with the NSW SDRP: Guidelines for Project Teams • How recommendations of the SDRP have been addressed.	- Incorporating SDRP Feedback, page 7 - Connecting with Country intergration pages 33-36 - Design Excellence Objectives, page 39 - Precedents and Materiality, page 66
Traffic and Transport:	
Guidelines that include: • Detail how the proposed development connects to adjoining sites to facilitate their future development for their intended purposes, and provide sufficient justification for any variations proposed to the Precinct Plan road layout within the site (including overlays showing the relationship between the proposed road layout and the precinct plan layout), informed by the outcomes of consultation with Council and TfNSW; • Details and plans of the site access and proposed internal road network, loading docks, pedestrian and cycling facilities and on-site parking in accordance with the relevant Australian Standards, Precinct Plan and Phase 2 DCP; • Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development • Measures to integrate the development with the existing/future public transport network.	- Design Principals, page 38 - Road Hierarchy and Formation, pages 43-45 - Site Access, page 54 - Active Transport, page 49

Table 1 - Secretary's Environmental Assessment Requirements addressed in this report

1.3 Incorporating SDRP Feedback

SDRP Feedback	Response
Connecting with Country	
1. Review the east west connection to Luddenham Road in light of the cultural significance of the confluence of Cosgroves Creek and its tributary.	• Connection road adjusted to provide further cultural space between confluence and Cosgroves creek (P78).
2. Further develop strategies to protect water health and quality throughout the site.	• Water management strategies detailed in section 6 (Stormwater Management) of Draft Civil Engineering Report P34
3. Protect and frame key views to mountains and creeks.	• Sweeping building-free view corridor though the central ENZ towards Cosgroves creek and Blue Mountains identified to form the central core of the site (P31/P78). • Mountain views celebrated with roof top terraces (P66). • Views though to Blue Mountains retained at points along both Elizabeth drive and M12 (VIA P96/P72)
4. Capture the Cumberland Plain experience with breezes and rolling hills.	• Open exposure to natural elements and breezes thought vast open spaces along Cosgroves creek and central riparian corridor (P78). • Cumberland plain winds celebrated and utilised in built form with wind walls to offices and fixed louvres to warehouses (P66). • Rolling hills mimiced in warehouse facades throughout (P78-80/VIA P96)
Movement and Access	
5. Avoid crossing culturally significant areas with the Ludenham Road connection.	• Connection road adjusted to provide further cultural space between confluence and Cosgroves creek (P78).
6. Further develop and explore the spatial quality around active transport connecting to surrounding areas.	• Fence lines set back to provide further landscape immersion to road based active transport links (P66/ P69). • Active transport links throughout open space zones open to landscaped views and offering shaded amenity (P66/ P69).
7. Consider CPTED thoughout the site and ensure an amenable walking experience.	• Precinct safety detailed in the CPTED report as part of the SSDA package. • Split warehouse/office pads allow offices to sit with visual connections to street (P76) • Boardwalks perpendicular to central riparian zones to ensure clear sight lines (Landscape Drawing SSD-036)
Site Strategy and Landscape	
8. Consider motorists experience along the M12 frontages and how this can contribute to precinct identity.	• See SDRP Feedback item 11.
9. Increase walkability to the eastern portion of the site with north/south connection and extended blue green grid.	• Cosgroves creek and central riparian corridors provide primary source of amenity for most Eastern lots (P54). • Public open space to North East provided for lots more than 5 minutes walk from amenity at riparian corridors (P54). • Lots to the East aligned to support possible future North-South connection (P71)

SDRP Feedback	Response
10. Develop a long term delivery strategy and explore how the Master Plan can accommodate in 10, 20, and 50 years	• Breakdown and adaptation of industrial lots over time to support future demand explored (P70).
11. Explore the visual experience of arriving to the site along the M12 and Elizabeth Drive and how this experience will link to the identity of the site.	• In keeping with the precinct name Burrah Park, warehouse facades throughout the development reference the sky and land of their surroundings. With darker earthy tones to the lower portion of facades and light whites above, the buildings mimic the undulating horizon lines of the rolling hills, tree tops and the Blue Mountains in the distance. (P77 / VIA P96). • When viewed from points along the M12, building scales allow for views through to the Blue Mountains at high points (VIA P72) and lower viewpoints become gradually immersed in vegetation overtime (VIA P66).
12. Further refine the benching and site strategy to support soil health.	• Soil strategy detailed in section 7 (Soil and Water Management) of Draft Civil Engineering Report P60)
13. Identify long-term ownership and responsibility for streets and open spaces.	• The long-term ownership sturcture is indicatively outlined in the EIS and subject to further resolution with Council and Sydney Water.
14. Provide a public domain strategy.	• Public domain detailed in Urban Design Guidelines P16-P23 / Landscape Report SSD-043 to SSD-051
15. Collaborate with Sydney Water to develop strategies to minimise visual impacts of stormwater/drainage infrastrature.	• Water management strategies detailed in section 6 (Stormwater Management) of Draft Civil Engineering Report P34
Architecture and Built Form	
16. Provide more detail to stage 1 buildings with elevations, perspectives and facade design.	• Stage 1 perspectives provided with further facade resolution (P77) • Full SSDA drawing pack in Appendix
17. Further develop the architectural language to include techniques to minimise scale, increase ventilation and natural light, and address facade experience.	• Facade experience and pad stepping to reduce scale explored (P66). • Translucent sheets to warehouses incorporated to provide natural light and natural ventilation captured with warehouse louvres and operable office windows.
Sustainability	
18. Develop sustainability strategies to minimise carbon, create lightweight structures and allow for building adaptability.	• Detailed sustainability strategy further defined in the Sustainability report provided by Northrop.
19. Revisit the ambition for sustainability throughout the whole project including energy efficiency, carbon emissions, soil and water health, heat island, ecological diversity and embedded carbon.	• Detailed sustainability strategy further defined in the Sustainability report provided by Northrop.
Design Excellence Strategy	
20. Develop a site wide design excellence strategy.	• Design excellence objectives established (P41) • Design excellence strategy implemented though Urban Design Guidelines document provided.

See Appendix B for further detail to SDRP responses

1.4 Development Summary

280.48ha
Total Site Area

171.84ha
SSDA Site Area

131.45ha
Developable Area

63.00ha
Overall Building Area

31.77ha (18.5%)
Total Riparian and Open Space Footprint

17.23ha (15%)
Total On-Lot Deep Soil

40%
Open Space Canopy Cover

12%
On-Lot Canopy Cover

14.62ha
Stage 1 Site Area

8.59ha
Stage 1 building Area

2.12ha (15%)
Stage 1 On-Lot Deep Soil

12%
Stage 1 On-Lot Canopy Cover

02

LOCATION & CONTEXT

2.1 Regional Context

Western Sydney Aerotropolis

Located directly adjacent to the new Western Sydney, Nancy Bird Walton International Airport, Burrah Park is a key precinct to the Western Aerotropolis' success.

Within the suburb of Badgerys Creek, Burrah Park is located within the Penrith City Council Local Government Area (LGA). Defined by Cosgroves and Badgerys Creeks the current land uses surrounding the site are that of small- to large- scale agricultural land use and grazing.

Burrah Park is located approximately 13km south-east from the Penrith CBD, 25km south-west from Parramatta's CBD and 44km west from Sydney's CBD,

Given this location and fronting Elizabeth Drive, Burrah Park is conveniently connected to state and nationally significant existing arterial road networks (M4 and M7) as well as the proposed M9 and M12.

As a result of this strategic positioning the Northern Gateway is expected to be a highly sort-after industrial hub for a plethora of development types.

Figure 1 depicts Burrah Park's strategic regional positing now and into the future.

Figure 1 - Regional Context, Aerotropolis [Source: Near Maps]

2.2 Burrah Park

Burrah Park

The subject site is a 280.4ha estate located along Elizabeth drive 500m from its intersection with Luddenham Road. The properties title is Lot 1 of DP130644. This proposal seeks approval for a 171.84 ha portion on the southern part of the land holding.

With approximately 1.6km of frontage along Elizabeth Drive, the Southern boundary provides the only appropriate signalised access point to the site (as agreed though consultation with TNSW).

Whilst, in its current form, the estate is largely landlocked and is in close proximity to key future road upgrades, including:

- Elizabeth Drive to its south;
- Luddenham Road to its west ;
- The Northern Road to its west; and
- Mamre Road to its east.

Given its size, adjacent land uses and strategic positioning within the border Aerotropolis, the urban design process has been done to provide several potential road connections with adjacent estates and connector roads. This is also in accordance with the objectives of the Western Sydney Aerotropolis Precinct Plan.

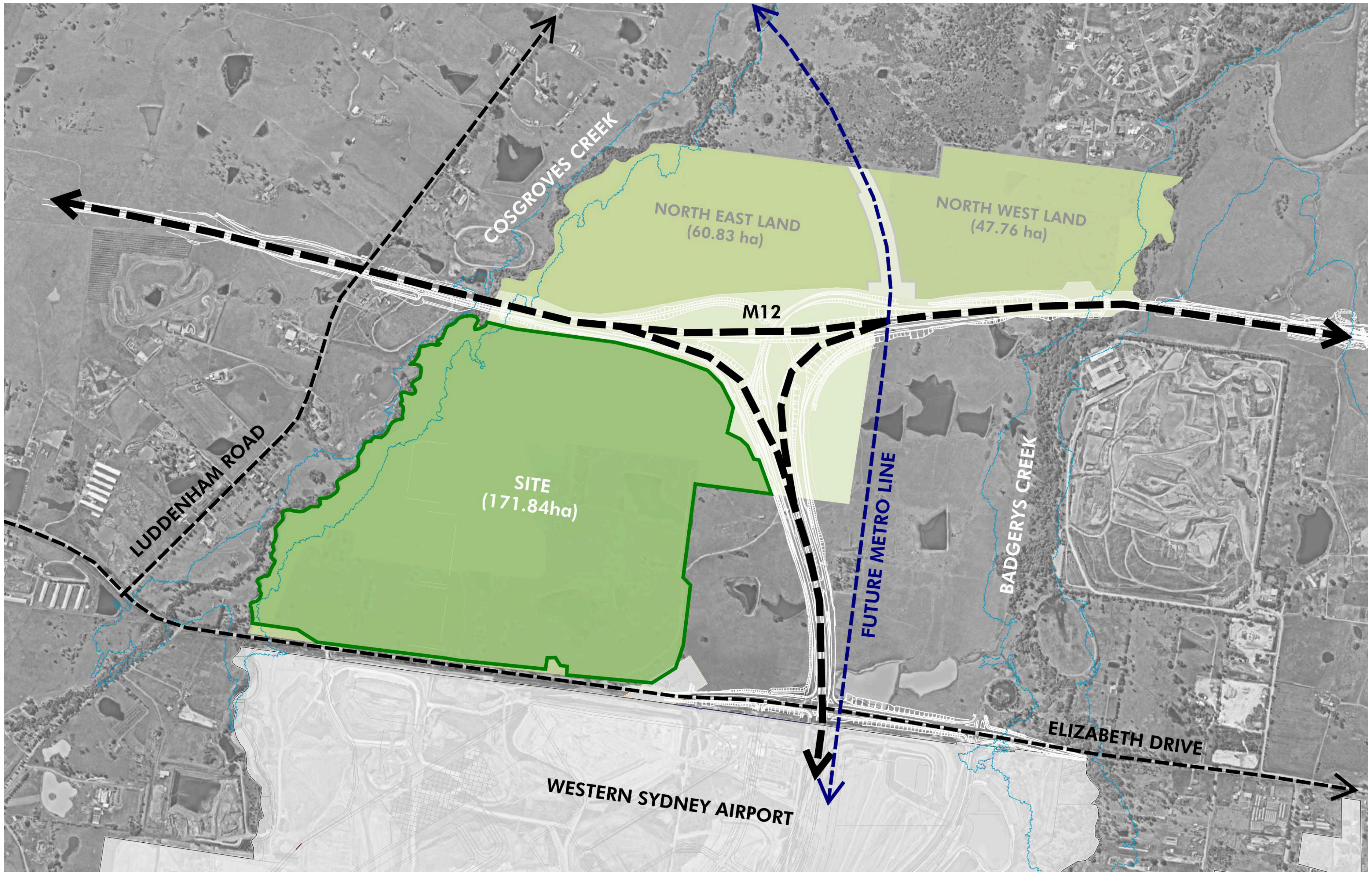


Figure 2 - Site and Context

Total Land Holding
Subject Site

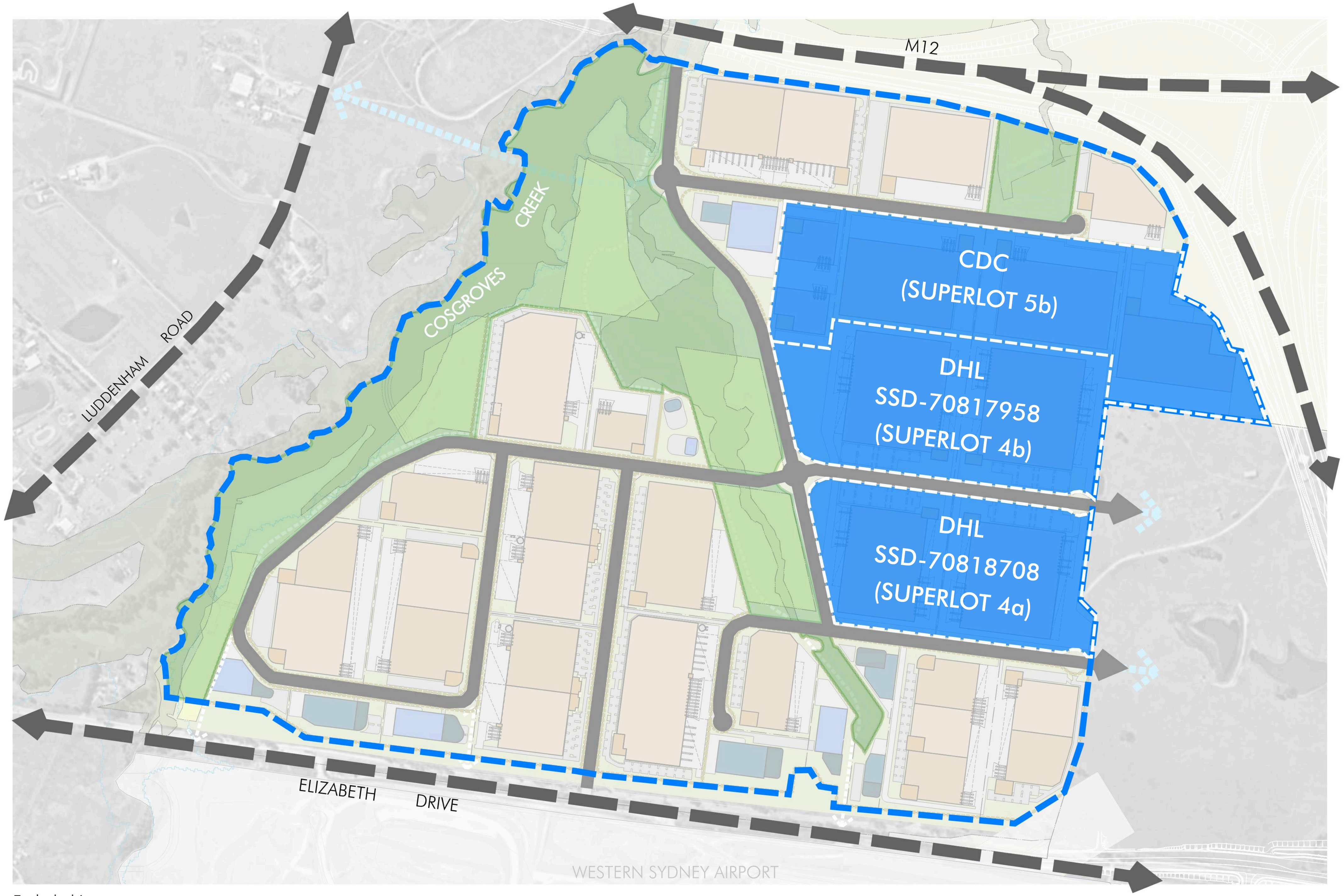
2.3 Pre-Sold Lots

Pre-Sold Lots

Multiple, future operators / tenants have been identified to be accommodated within the proposed Burrah Park estate. This includes sales agreements with DHL Supply Chain (Australia) Pty Ltd (DHL) who intend to deliver a world leading logistics operations within four (4) warehouse tenancies within the Burrah Park Estate (Superlots 4a and 4b).

Additionally, Canberra Data Centres (CDC) have agreed to purchase the lots directly North of the DHL parcels (Superlot 5b).

While this SSDA does seek concept approval for the earthworks and footprints within these lots, the detailed design is subject to seperate SSDA applications managed by DHL and CDC.



Excluded Lots

03

PLANNING FRAMEWORK

3.1 Greater Sydney Region Plan, A Metropolis of Three Cities

Greater Sydney Region Plan

The Greater Sydney Region Plan has been developed to set 40 year goals (up to 2056) to manage and plan for the social, economic and environmental growth of Greater Sydney.

Structured around four core principles - Infrastructure, Liveability, Productivity and Sustainability - it is underpinned by a vision of three cities where people are able to live conveniently to their jobs, education, health facilities, services and community places.

The top level plans offer high level structuring of key centres, connectivity, employment and infrastructure.

Figure 3 shows the highest level 'Three Cities Plan'.

Figure 4 shows Burrah Park's position within the region plan.

A city supported by infrastructure

A city of great places

A well connected city

Jobs and skills for the city

A city in its landscape

A city for people

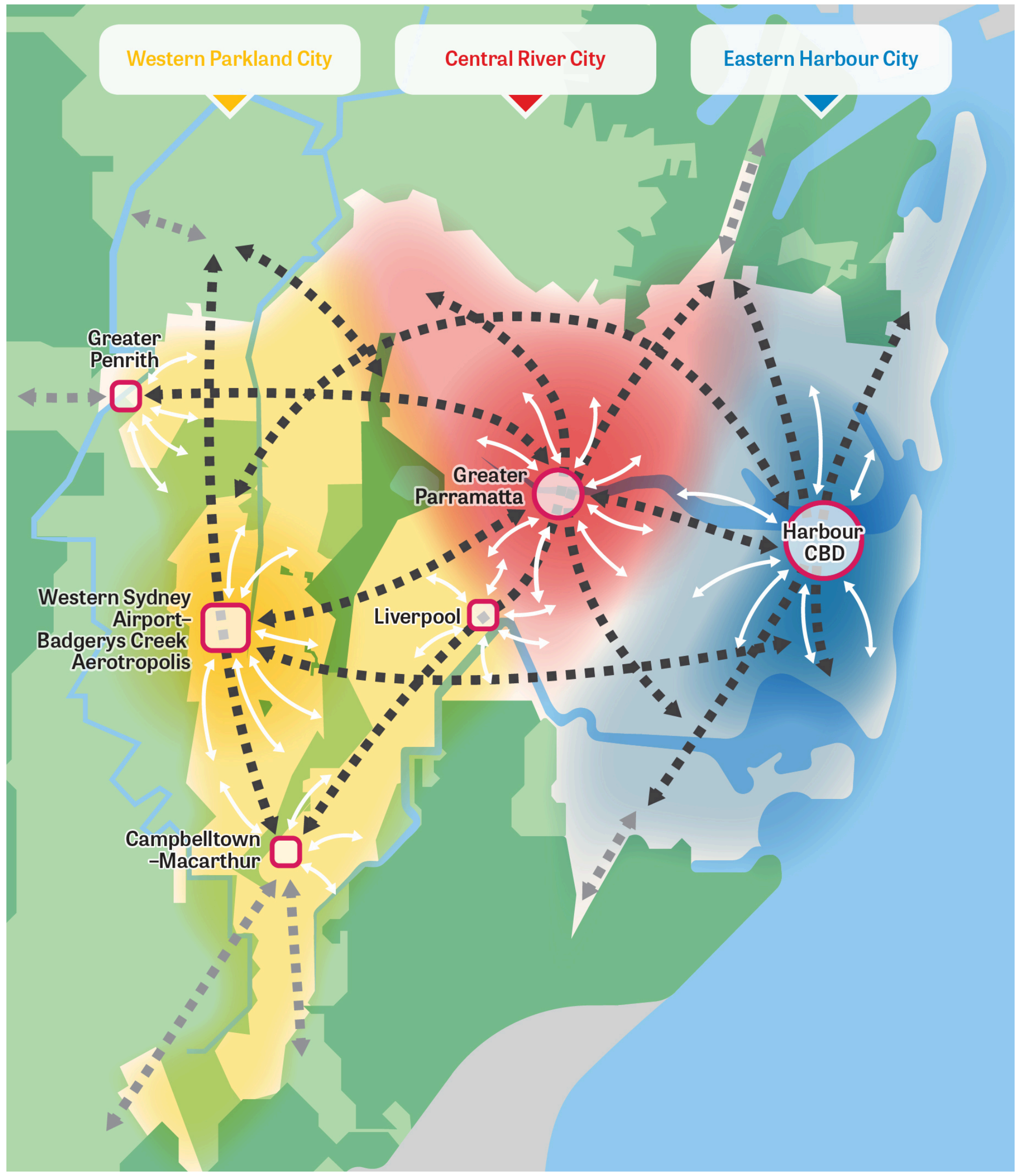


Figure 3 - Greater Sydney 'Three Cities' Plan [Source: Greater Sydney Commission]

- Metropolitan Centre
- Metropolitan Cluster
- Waterways
- City Shaping Transport Corridor
- Regional Transport Corridor
- City Serving Transport
- Protected Natural Area
- Metropolitan Rural Area

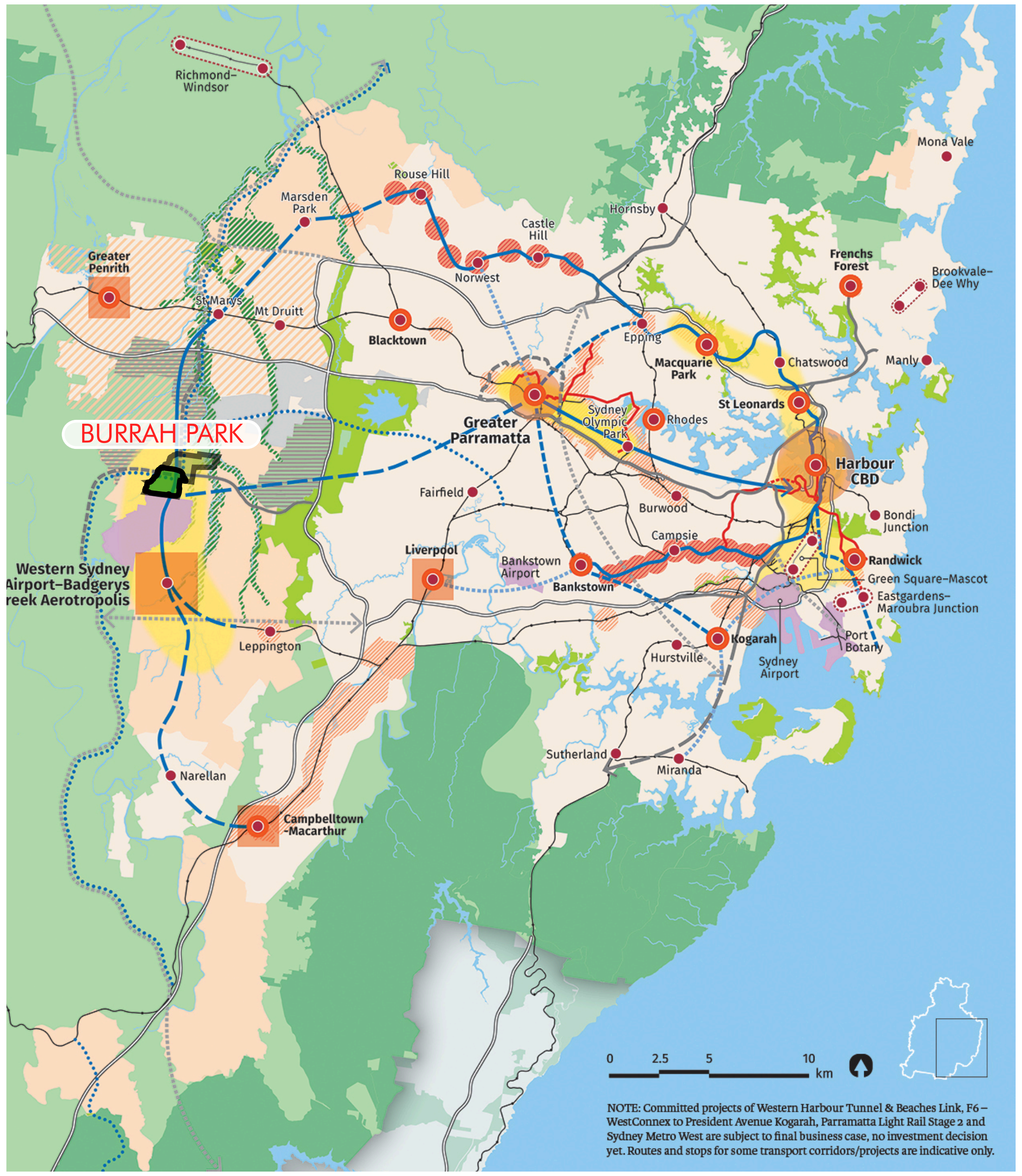


Figure 4 - Greater Sydney Region Plan [Source: Greater Sydney Commission]

- Metropolitan Centre
- Metropolitan Cluster
- Health & Education Precinct
- Strategic Centre
- Economic Corridor
- Trade Gateway
- Western Sydney Employment Area
- Land Release Area
- Transit Oriented Development
- Urban Renewal Area
- Greater Penrith to Eastern Creek Growth
- Metropolitan Rural Area
- Major Urban Parkland including National Parks and
- South Creek Parkland Investigation
- Waterways
- Train Station
- Committed Train Link
- Train Link/ Mass Transit Investigation 0-
- Train Link/ Mass Transit Investigation
- Train Link/ Mass Transit Visionary
- Total Land Holding
- Motorway
- Committed Motorway
- Road Investigation 0-10 yrs
- Road Investigation 10-20 yrs
- Road Visionary
- Freight Rail Investigation
- Light Rail
- Light Rail Investigation
- Urban Investigation Area
- Urban Area
- Protected Natural Area
- Total Land Holding
- Subject Site

3.2 Western Parkland City District Plan

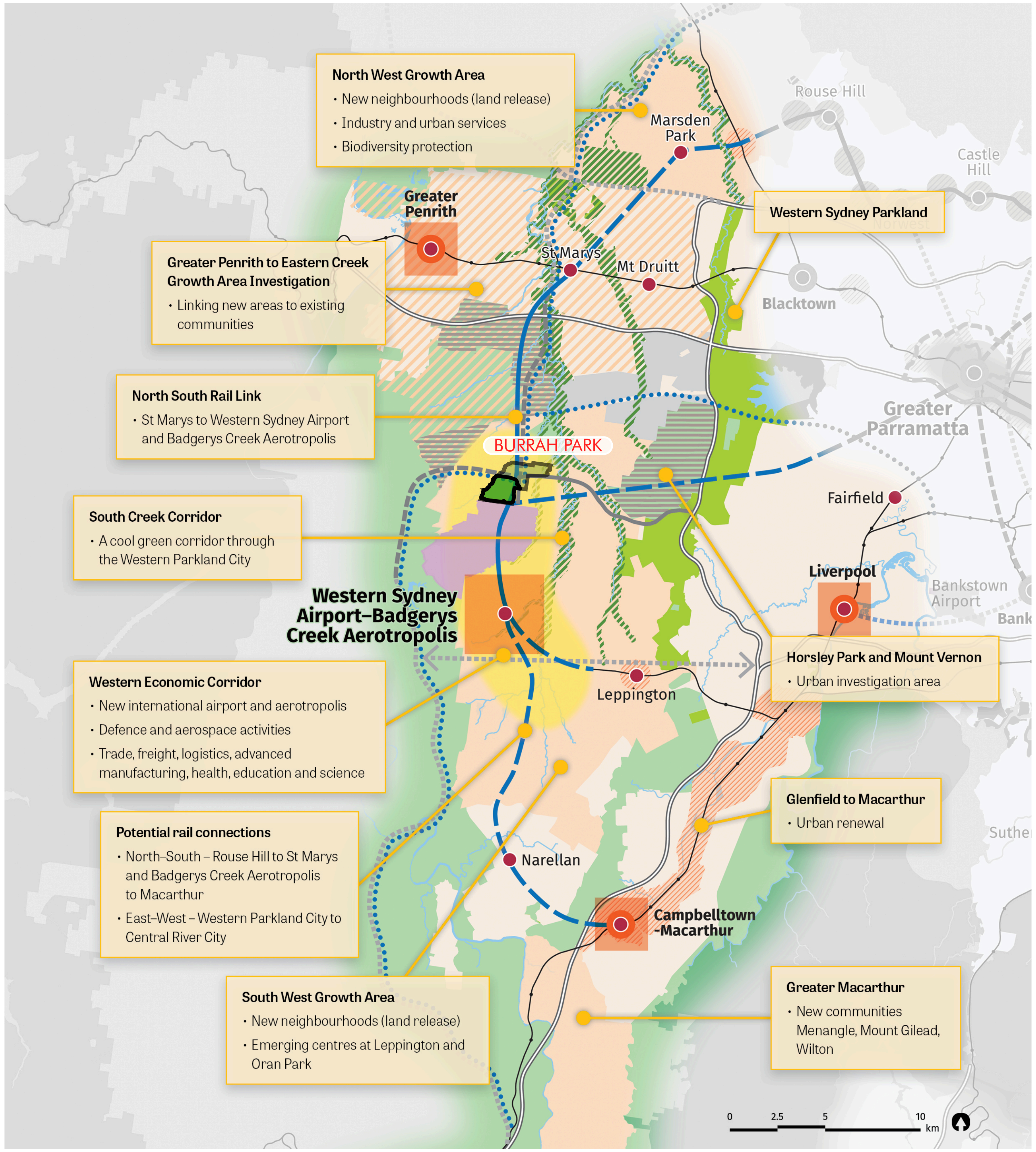
Western Parkland City District Plan

The Western Parkland City District Plan is a subsidiary of the Greater Sydney Regional Plan. Structured around the same four core principles, the district plan's framework aims to mange and capitalise on the once in a generation economic and population boom facilitated by the new Western Sydney Airport. This plan also includes the established centres of Liverpool, Parramatta and Penrith, and the protection of the surrounding national parks.

In 2016 the Western Parkland City had a population of 740,000. As a key growth area it is projected to grow to 1.1 million by 2036 and more than 1.5 million by 2056.

Through planned and commenced infrastructure upgrades the Western Parkland City will be connected to regional, state and national mass transit corridors.

Figure 5 shows Burrah Park within the Western Parkland City District Plan.



Total Land Holding
Subject Site

Figure 5 - Western Sydney Structure Plan [Source: Greater Sydney Commission]

3.3 Western Sydney Aerotropolis Precinct Plan

Western Sydney Aerotropolis Precinct Plan

Defined by its proximity to the new Western Sydney International Airport, the Aerotropolis is expected to provide 200,000 new jobs in the Western Parkland City.

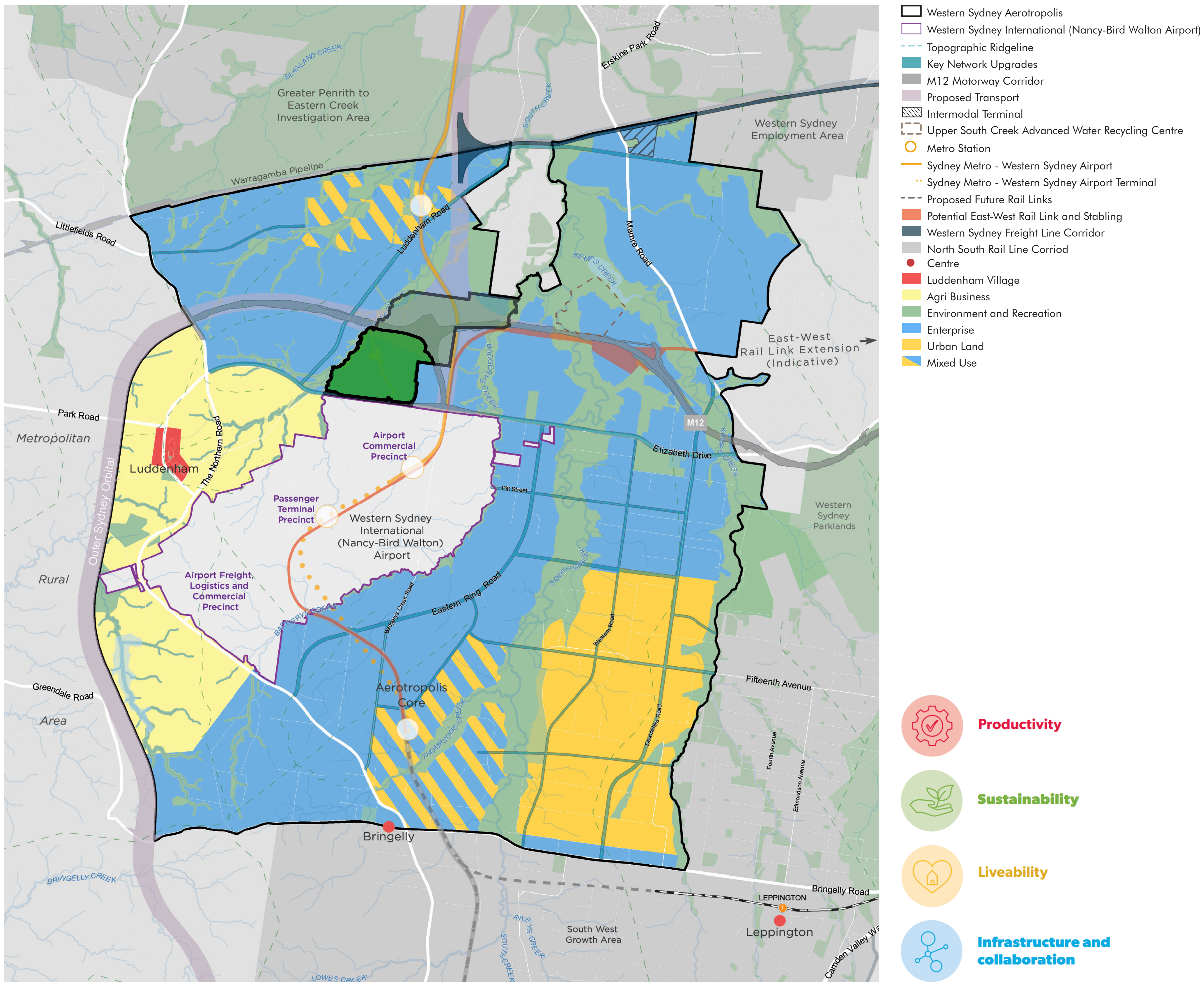
A priority growth area, the Aerotropolis provides precinct zoning to clarify and capitalise on planned infrastructure upgrades, key environmental and recreational corridors, enterprise and urban hubs.

The Aerotropolis will become a high-skilled employment hub for aerospace, defence, manufacturing, healthcare, freight, logistics, agribusiness, education and research industries.

Core tenants of the Aerotropolis plan are again productivity, sustainability, liveability, infrastructure and collaboration.

The Western Sydney Aerotropolis Plan (WSAPP) provides a planning pathway for Burrah Park.

Figure 6 shows the Burrah Park site within the Western Sydney Aerotropolis Plan.



Total Land Holding
Subject Site

Figure 6 - Western Sydney Aerotropolis [Source: NSW Government]

3.4 Penrith Local Strategic Planning Statement

Penrith Local Strategic Planning Statement

Given its size and location, Burrah Park has been defined as an indicative emerging centre within the Penrith Local Strategic Planning Statement (Penrith LSPS). The Penrith LSPS provides strategic frameworks for development across the Local Government Area over the next 20 years.

The statement is designed as a bridging document between regional and district priorities to ensure policies address local housing, economic, social and environmental land use needs to develop a connected, healthy, innovative and balanced city. Further the Penrith LSPS also provides guidance to facilitate Penrith as a key arts, culture and tourism hub within the rapidly developing Western City District.

The plan has is structured around 5 key categories:

- Infrastructure and partnerships;
- Homes and communities;
- Connectivity;
- Economy; and
- Environment, sustainability and resilience.

Figure 7 shows Burrah Parks's strategic positioning within the Penrith LSPS.

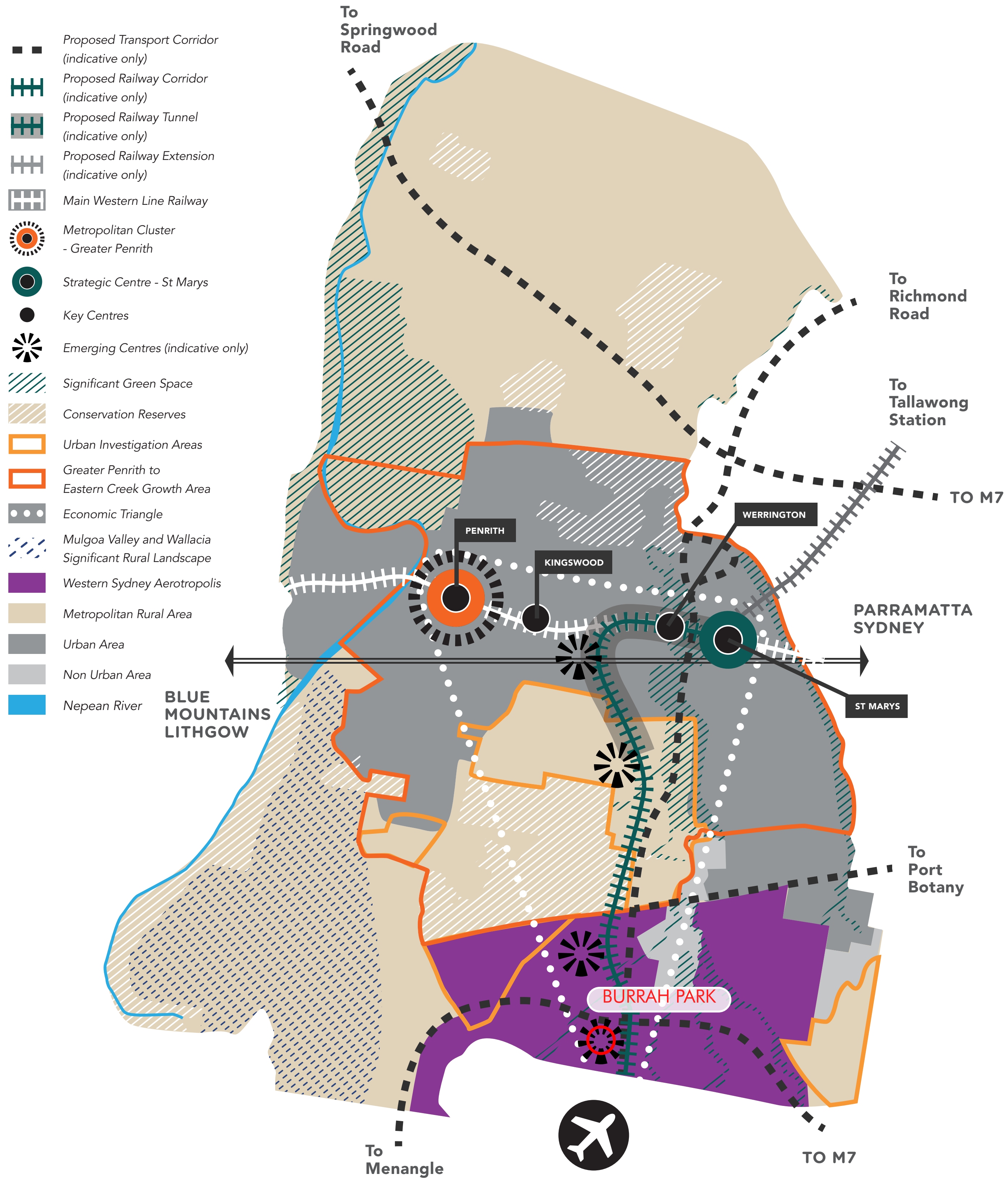


Figure 7 - Penrith LSPS 2020 [Source: Penrith City Council]

3.5 State Environmental Planning Policy - Western Parkland City (2021)

SEPP Western Sydney Aerotropolis (2020)

Development within Burrah Park is subject to the State Environmental Planning Policy (Western Sydney Aerotropolis) 2021.

Under the policy the site:

- is zoned as primarily Enterprise (ENT) with some areas of Environmental and Recreation zones (ENZ) associated with Badgerys and Cosgroves Creeks.
- is affected by Elizabeth Drive, the M12, the Outer Sydney Orbital and the Metro Alignment.
- the lowest south-east edge of the site is affected by Public Safety Areas associated with the new airport.

Figure 8 shows the Land Zoning of Burrah Park under the SEPP

Figure 9 shows the Transport Corridors affecting Burrah Park

Figure 10 shows the Public Safety Area affecting Burrah Park

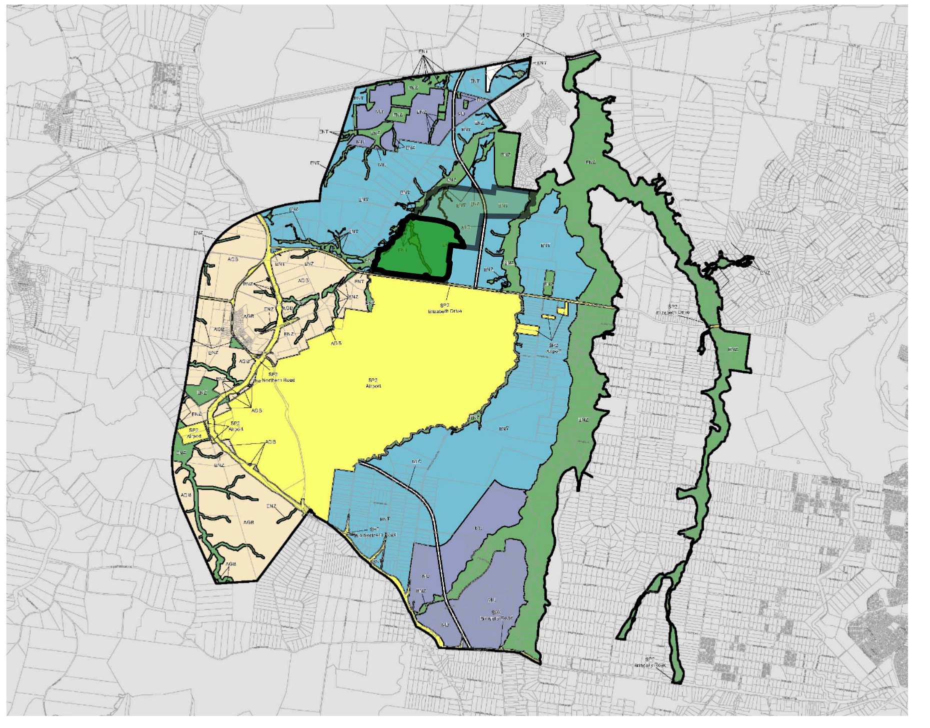


Figure 8 - Land Zoning [Source: NSW Government]

AGB - Agribusiness
ENT - Enterprise
ENZ - Environment & Recreation
MU - Mixed Use
MIC - SEPP (Major Infrastructure)

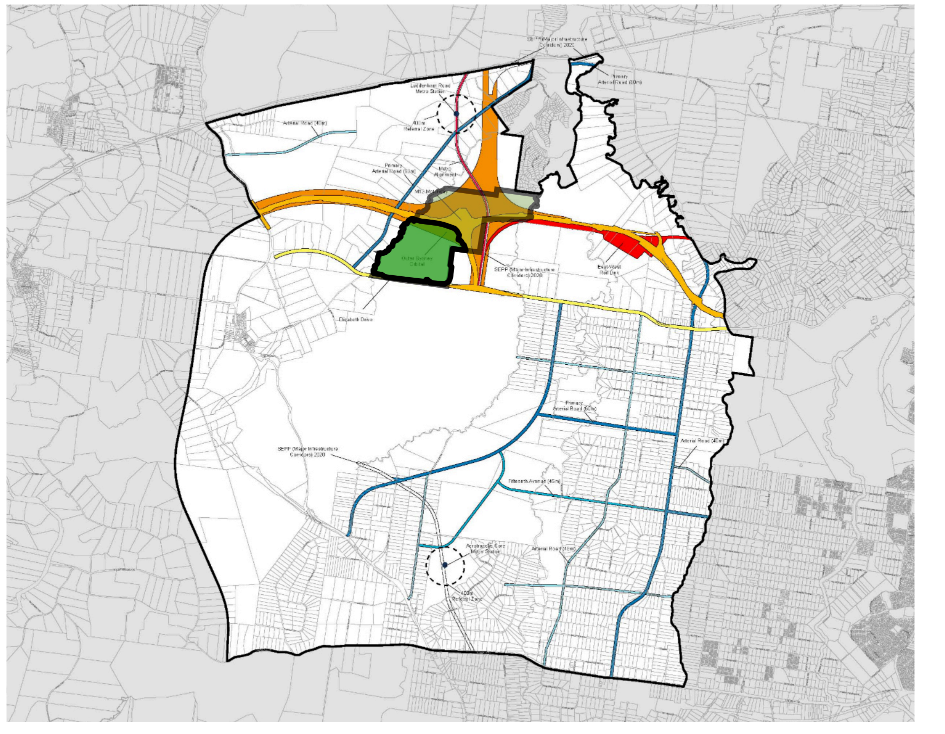


Figure 9 - Transport Corridors [Source: NSW Government]

Primary Arterial (60m)
Fifteen Avenue (45m)
Arterial (40m)
Elizabeth Drive
M12 Motorway
East West Rail Link
Outer Sydney Orbital (Under Consideration)
Metro Alignment

Figure 10 - Public Safety Area [Source: NSW Government]

Public Safety Areas
Runway Boundary

Total Land Holding
Subject Site

3.6 Precinct Urban Design Framework

Urban Design Framework

Taking up a significant portion of the broader precinct, the proposal for Burrah Park will need to understand and feed into the broader Urban Design Framework to create a successfully integrated, productive and sustainable city.

Understanding the indicative constraints and road layouts allows planning to focus not only on the internal sub-divsions layout, but so to how the master plan feeds into planned development moving forward.

According this urban design framework, Burrah Park is expected to:

- be a non-residential local centre with its own focus and amenity (2);
- accommodate larger scale employment area, with larger blocks located on flatter parts of the precinct (5);
- provide riparian parks/creeks, open space and existing woodland retained, with lower risk flood zones providing active recreation and a range of passive open spaces (7); and
- achieve critical connections across major infrastructure corridors including the M12, the OSO. These connections are to provide both active and passive connectivity.

Figure 11 shows the greater Northern Gateway Precinct's Urban Design Framework.

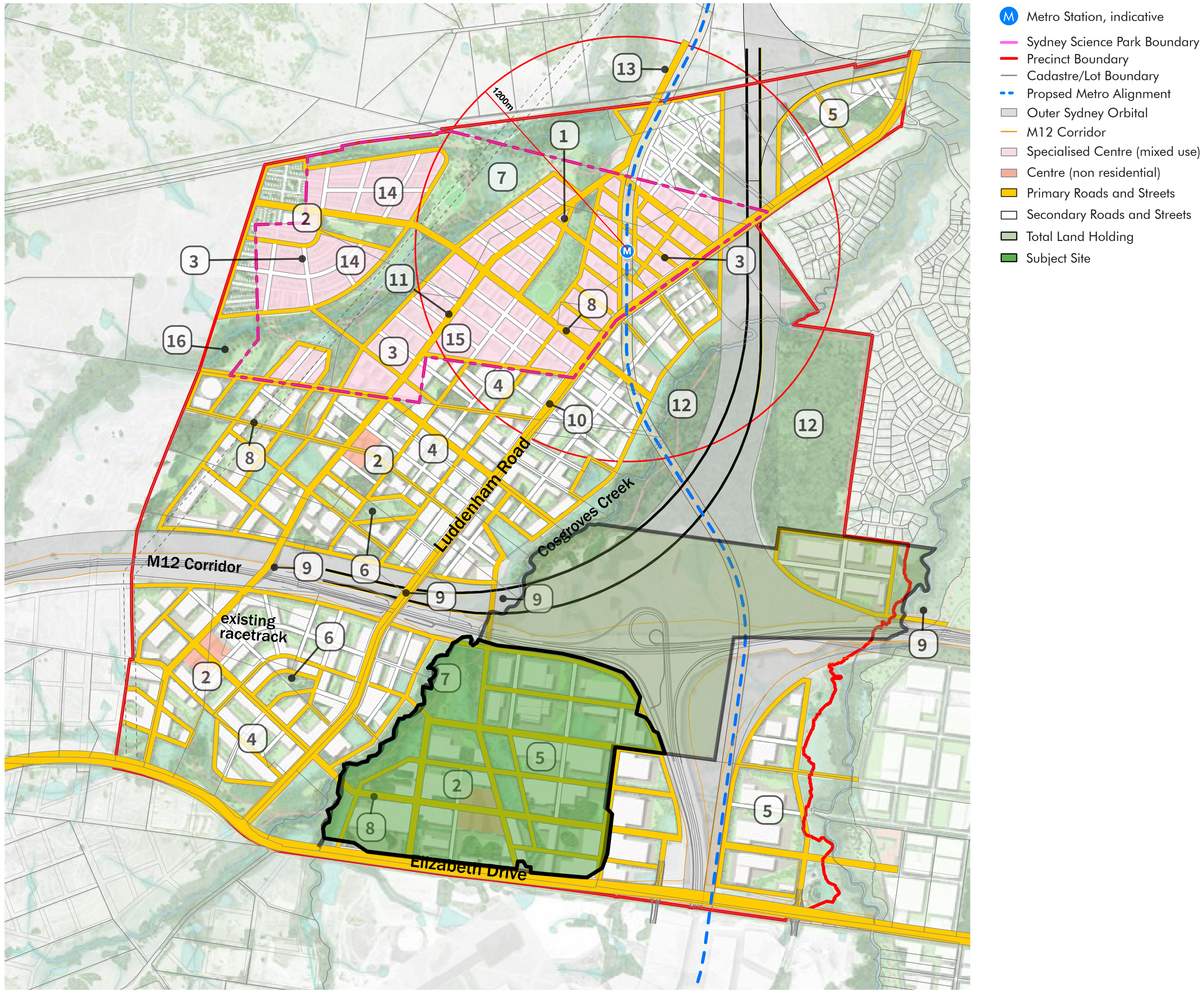


Figure 11 - Precinct Urban Design Framework [Source: Hill Thalis Architecture + Urban Projects]

04

SITE CONTEXT

4.1 Heritage

Heritage

Aboriginal Cultural Heritage Assessment (May 2024) was undertaken for Burrah Park Phase 1.

Aboriginal objects occur along the Oaky Creek - Cosgroves Creek corridor along the entirety of the western study area boundary. The width of the Aboriginal stone artefact distribution within the topsoil is inferred to be 200 metres from the third-order Oaky Creek and 300 metres from the fourth order Cosgroves Creek. These inferences are based on archaeological excavations in comparable contexts within the greater Lot 101 area and elsewhere in the Cumberland Plain.

The Aboriginal sites along the creek margin within the study area are significant as a material connection for Aboriginal communities to the greater South Creek catchment. The specific Waterhole and confluence features within CCE SW and CCE Middle, together with the broad distribution of Aboriginal stone artefacts along Oaky and Cosgroves Creeks represents a diminishing cultural resource for learning and engaging with past Aboriginal life within the South Creek catchment – the main environmental artery flowing through the Cumberland Plain.

Sites NGA01 and NGA02 are of low significance for their disturbed context and low interpretative value.

Each comprise a single artefact in highly disturbed contexts.

Figure 14 shows the indicative site with heritage significance.

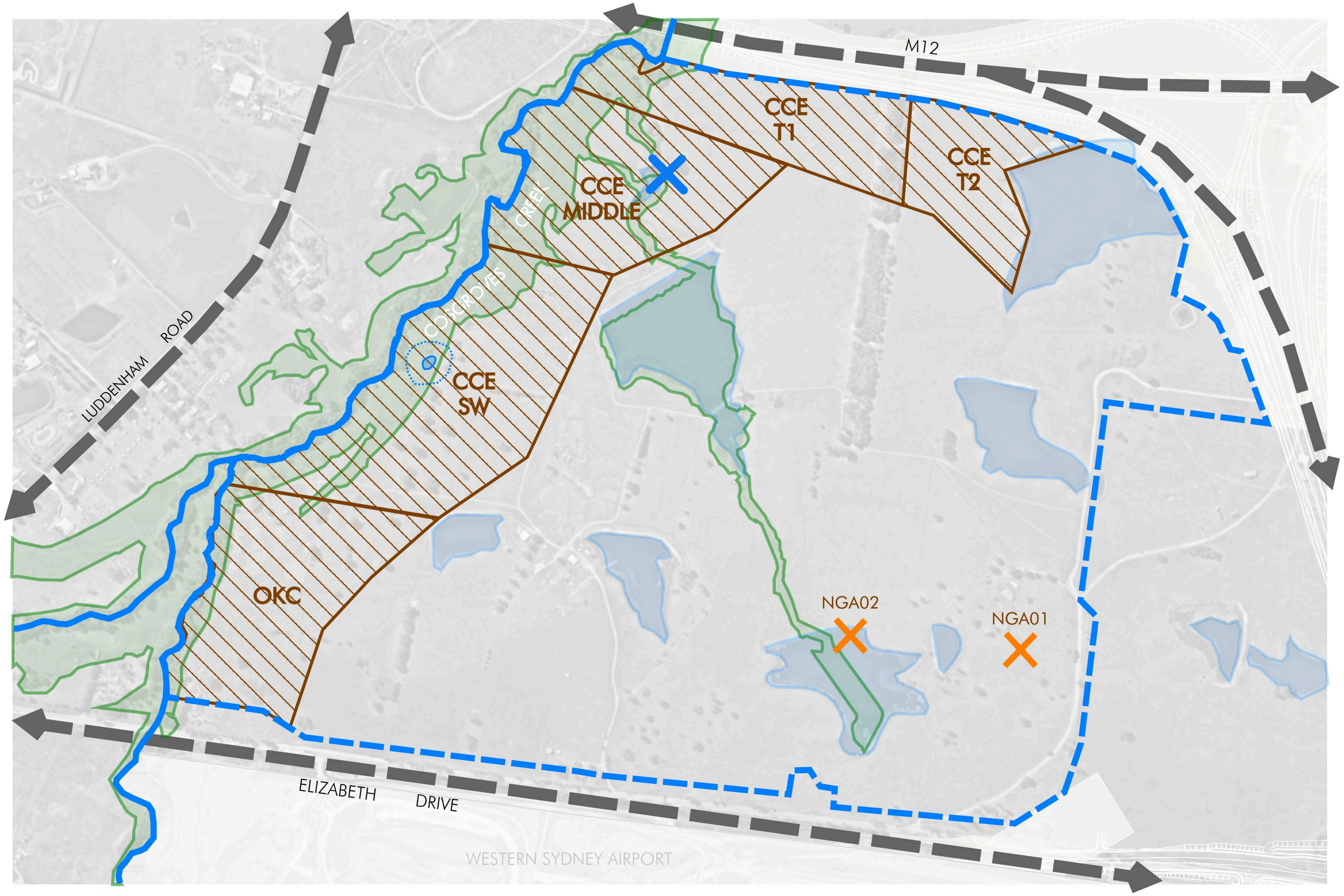


Figure 14 - Heritage

Areas Identified as Aboriginal Heritage | Low significance Surface Artefacts | CCE Middle High Significance Artifacts and Confluence | CCE SW High Significance Aboriginal Waterhole and 30m Curtilage | Subject Site

4.2 Topography

Topography

Defined by Elizabeth Drive, Cosgroves and Oaky creek, Burrah Park has significant changes in topography across the site.

The sites highest points are located along Elizabeth Drive (RL 76.11) and on boundaries adjoining Sydney University lands to the East (RL 75.25 and RL 67.00). These high points all fall North / North-East to the sites low point by Cosgroves creek and the Northern boundary (RL 48.77).

The steepest portions of topography are clustered around the high points to the South-East portion of the site.

Figure 15 shows the existing topography across Burrah Park, with high and low points highlighted.

Figure 15 - Topography

4.3 Ridge Lines & Gullies

Ridge Lines & Gullies

Burrah Park has several ridge and gully lines across the site.

The predominate ridges and gullies are defined by the sites relationship to Cosgroves Creek, while within the North-Eastern portion of the site, the ridges and gullies become more associated with Badgerys Creek. Through the centre of the site, the ridges and gullies are less defined and are more subtle in nature.

Figure 16 shows the ridge and Gully lines across the Burrah Park site.

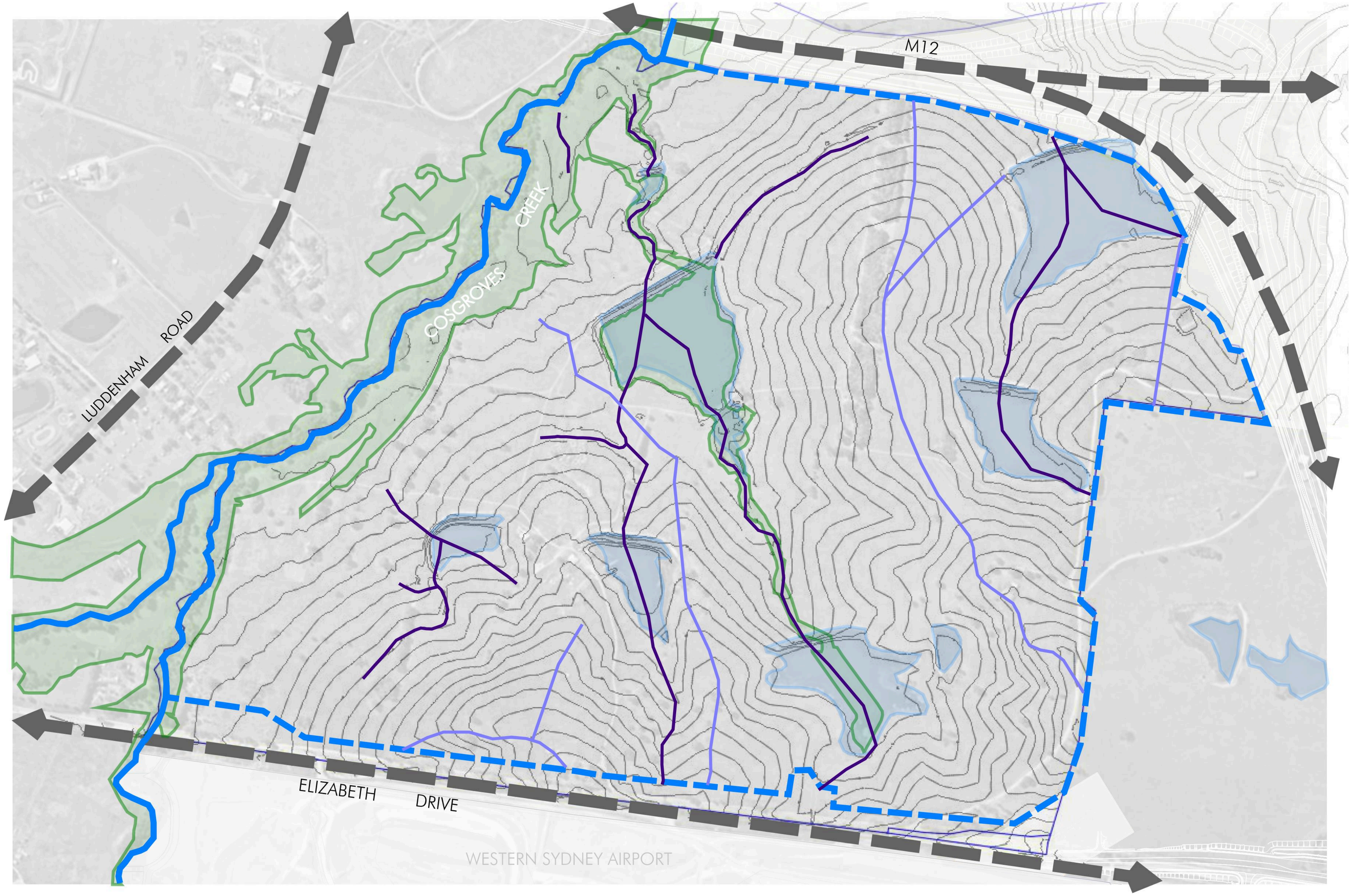


Figure 16 - Ridge Lines

Gully Lines   Ridge Lines   Subject Site

4.4 Watercourses, Riparian Corridors & Flooding

Watercourses, Riparian Corridors & Flooding

"Wianamatta–South Creek holds special significance to the Traditional Custodians, who know the waterway as Wianamatta, or 'the Mother Place'. The name, Wianamatta, implies a matricentric landscape as in Dharug language wiana or wiyanga relates to mother and matta refers to a place of water. Wianamatta is understood as being part of an extraordinary wider cultural landscape extending from beyond the Blue Mountains through Emu Plains and east to the coast." (page 12 of the Western Sydney Aerotropolis Plan).

The Burrah Park flood plain is informed by the Cosgroves Creek Catchment to its west.

With second order streams running off from Cosgroves Creeks, the development will need to negotiate the flooding impact, biodiversity and riparian corridors associated with them.

The first order streams found across the site are largely associated with the existing man-made dams on the site.

Figure 17 shows the Watercourses, Riparian Corridors and flooding across the Burrah Park site.

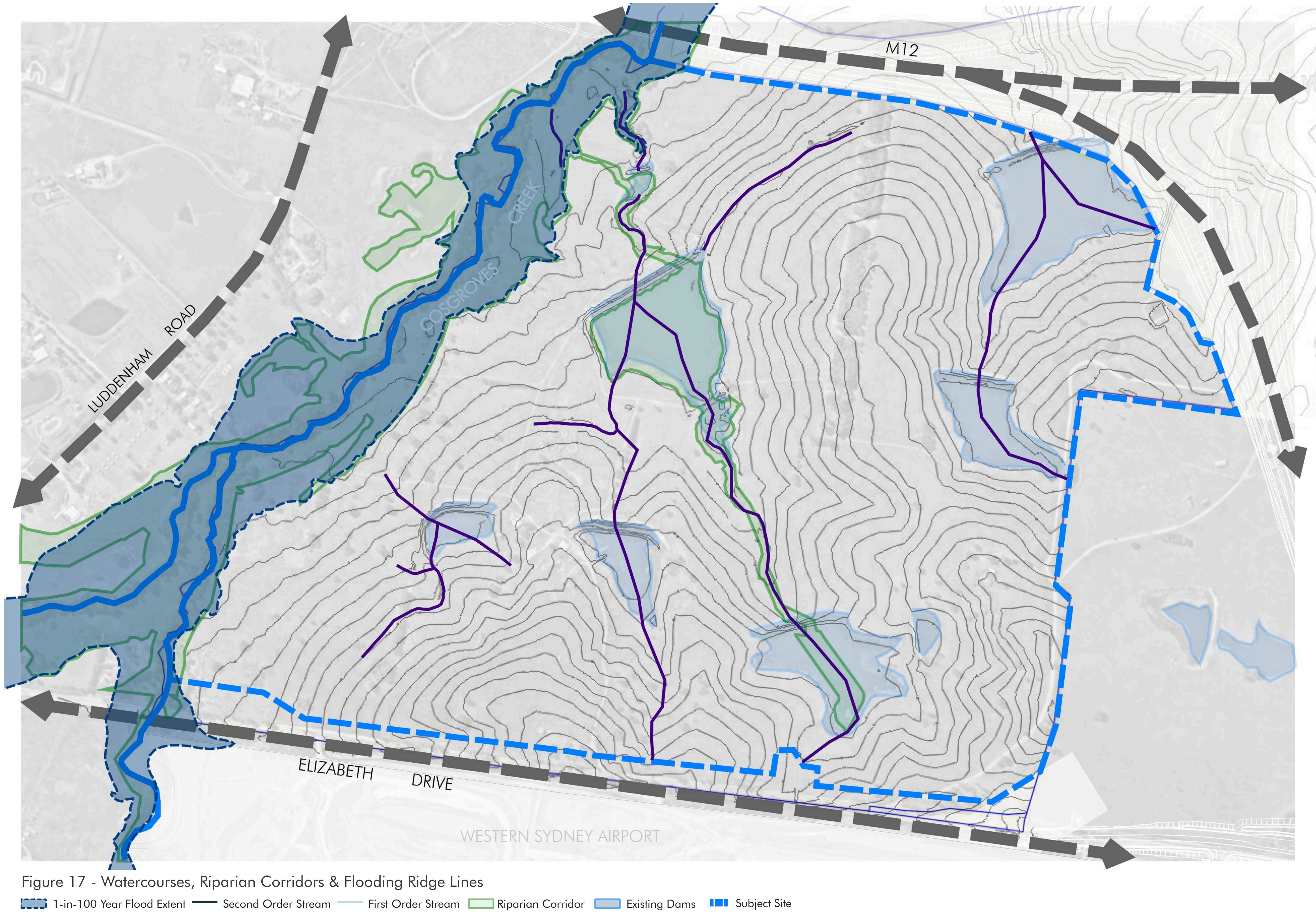


Figure 17 - Watercourses, Riparian Corridors & Flooding Ridge Lines

4.5 Biodiversity

Biodiversity

The key biodiversity areas across the Burrah Park site are clustered around other existing site constraints, mainly Badgerys and Cosgroves Creeks and an associated second order stream coming from Cosgroves Creek.

Figure 18 shows the existing significant biodiversity across the Burrah Park site.

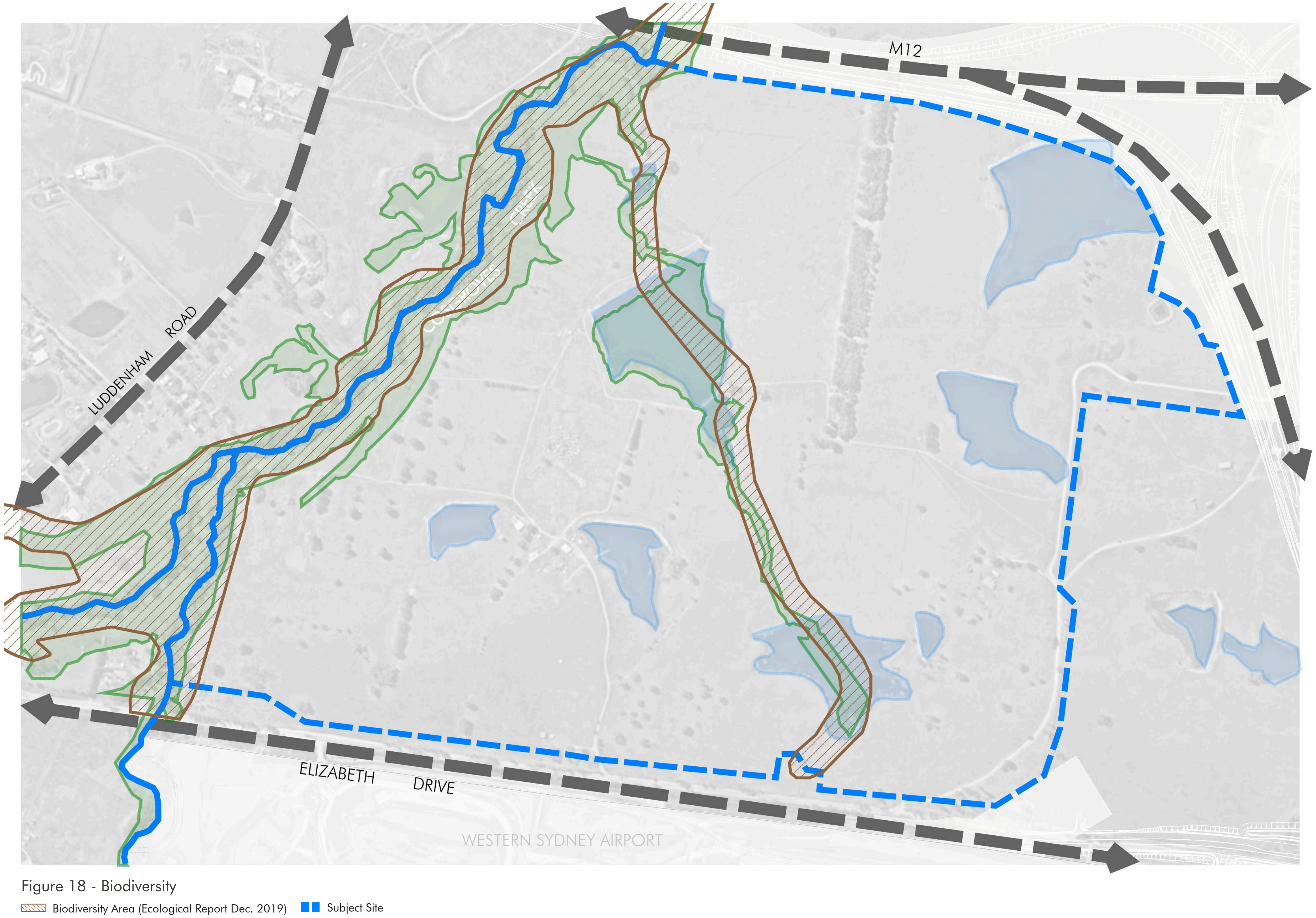


Figure 18 - Biodiversity

4.6 Existing Vegetation

Existing Vegetation

Burrah Park has a few key clusters of existing large old trees across the site. Additionally smaller clusters of vegetation appear within the sites South-West and Eastern portions.

Figure 19 shows the areas of existing vegetation across the Burrah Park site.

Figure 19 - Existing Vegetation

Cumberland Plain Woodland (Planted) Cumberland Plain Woodland Subject Site

4.7 Transport & Access

Transport & Access

Burrah Park is a key site for planned infrastructure upgrades across the Aerotropolis and the broader Western Sydney Parkland City.

The state government is undertaking a planned upgrade of Elizabeth Drive between the M7 and the Northern Road. Elizabeth Drive will become the main East-West corridor between Liverpool and its surrounding suburbs. Within the plans development, Elizabeth Drive is expected to increase capacity, provide consistent signalised intersections, increase safety whilst facilitating safer pedestrian and cycle pathways. Given its frontage to Elizabeth Drive, Burrah Park will allow for a signalised access point along this boundary.

As part of the Western Sydney infrastructure plan Federal and State governments are in the process of building the M12 that will connect the airport directly to the countries existing motorway networks. The M12 will provide East-West connection between the Northern Road and M7.

Figure 20 shows how Burrah Park is placed with key infrastructure upgrades along its boundaries.

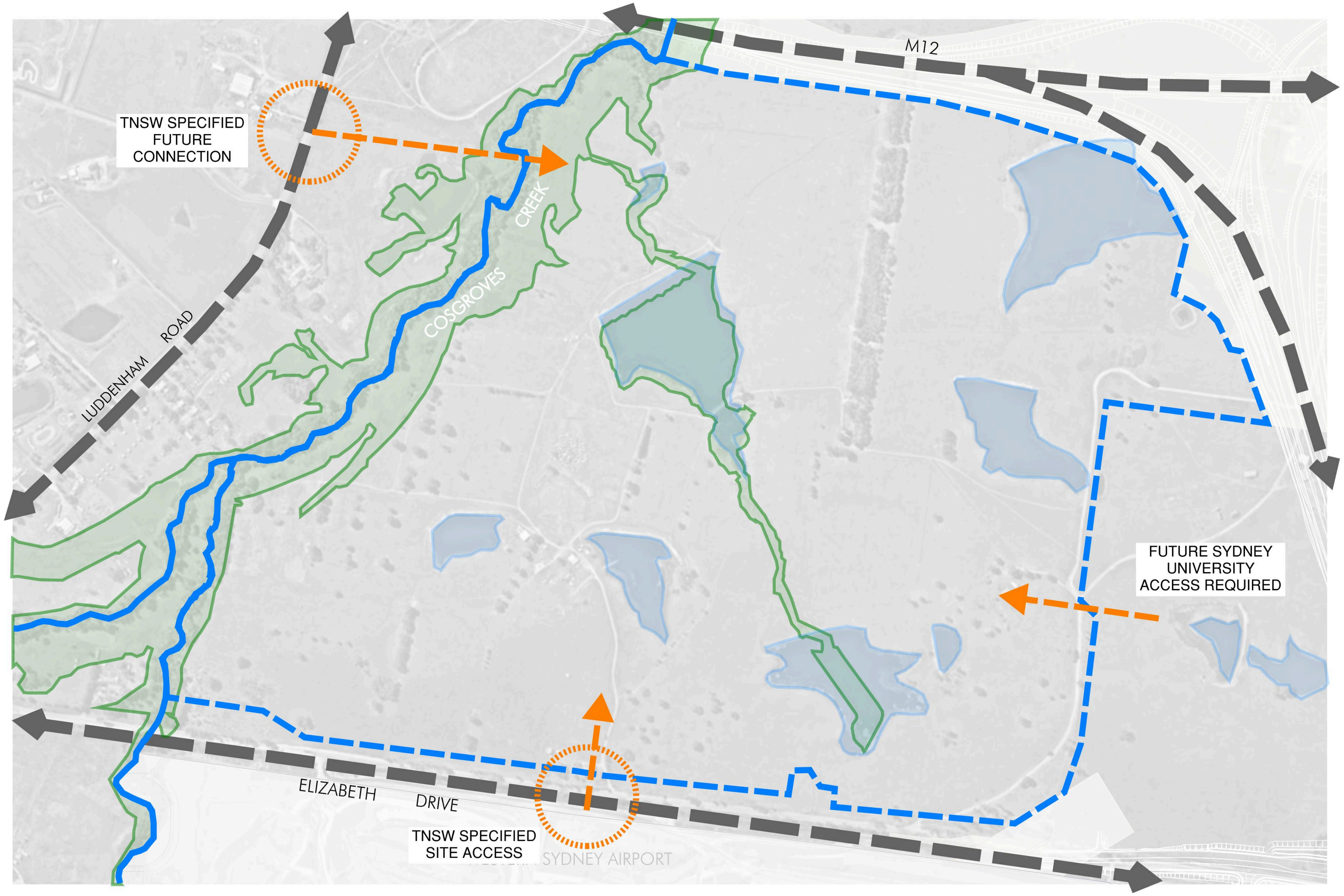


Figure 20 - Transport & Access

TNSW Required Connection   Subject Site

4.8 Airport, ANEC & OLS

Airport, ANEC & OLS

Given its proximity to the new airport, Burrah Park will be impacted by both noise and height restrictions.

The ANEC contours shown within this diagram relate to the new airports operations with one runway up to the year 2050 (ANEC contours are explained more in the pages below).

Along the South-Eastern extents of the site, Burrah Park will be subject to the airport runways Obstacle Limitation Surface (OLS). Within these sections development will need to consider building height and landscaping, so as not to intrude on this OLS.

It is also noted that landscaping across the site will be affected by air-safety requirements.

Figure 21 shows how the site relates to the new Western Sydney Airport and its associated OLS an ANEC.

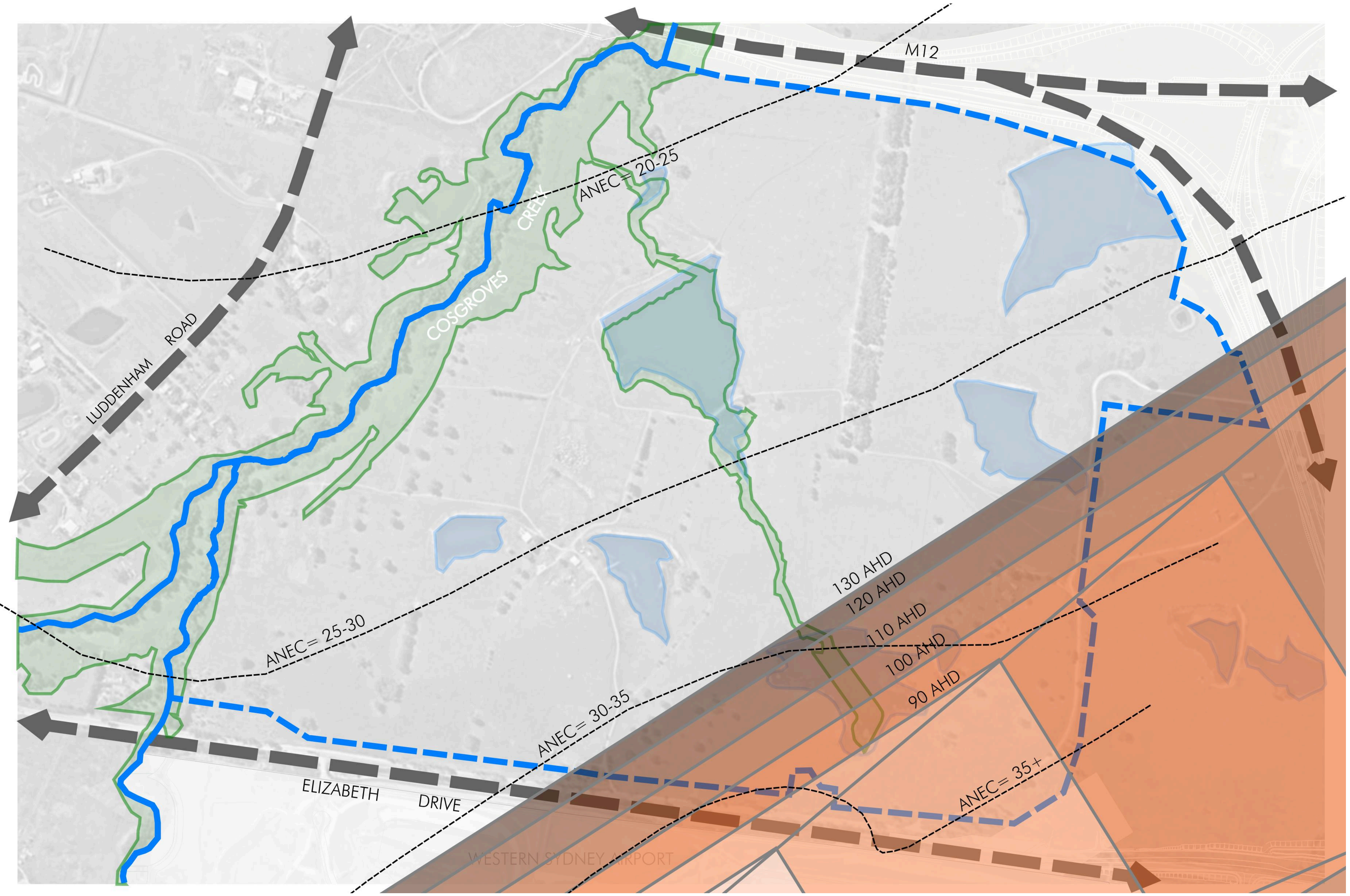


Figure 21 - Airport, ANEC & OLS

OLS (Obstacle Limitation Surface) ANEC Contours AHD <80 AHD <90 AHD <100 AHD <110 AHD <120 AHD <130 Subject Site

[Source: Aeronautical Impact Assessment by Landrum & Brown Worldwide, Draft v001, 29 July 2021]

4.9 ANEC Contours

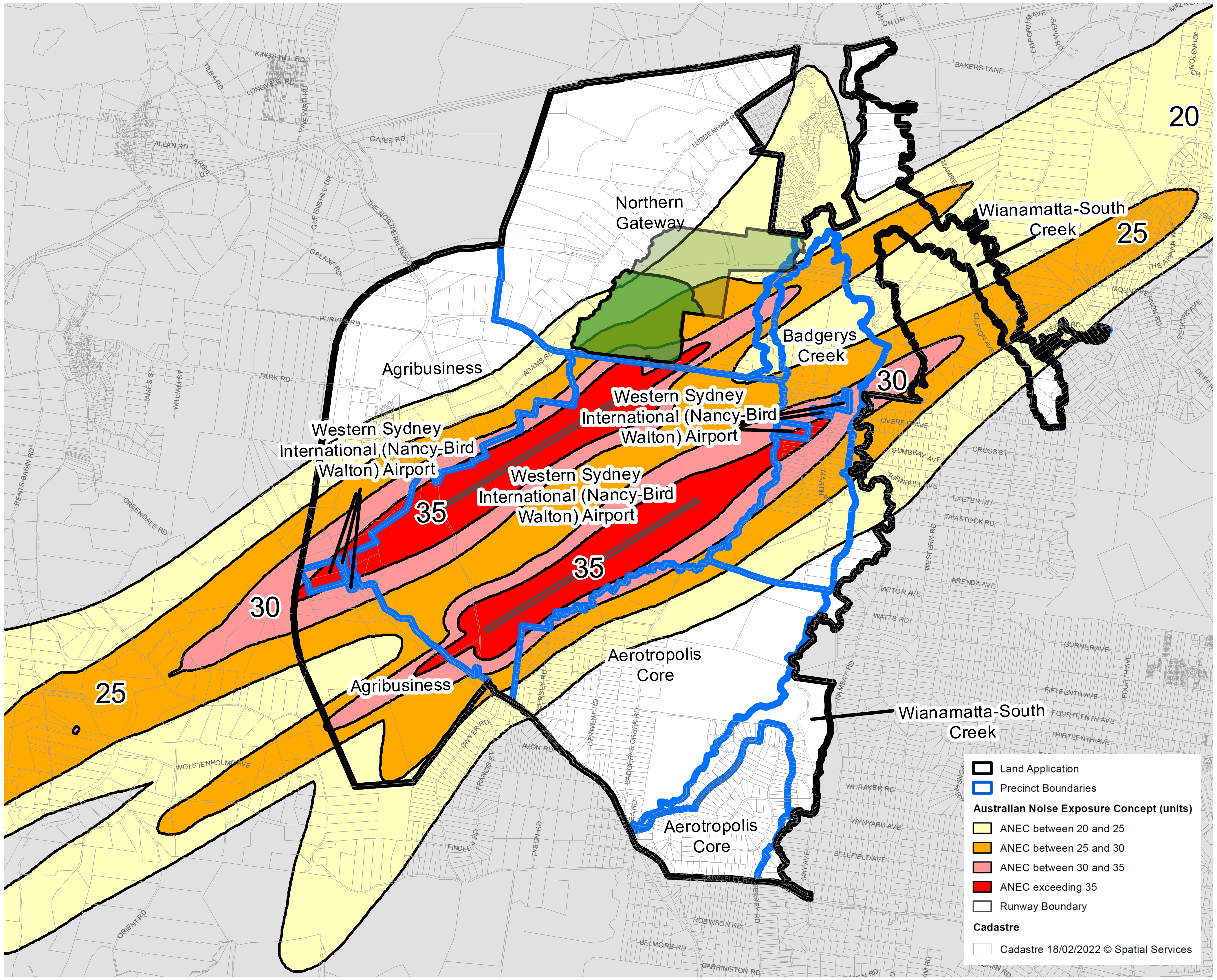
ANEC Contours

The operation of WSA will result in significant changes in the pattern and exposure of aircraft noise in Sydney. To help quantify this and establish parameters around appropriate land-use planning based on noise, an Australian Noise Exposure Forecast (ANEF) will be prepared during the detailed airspace design phase that would be based on modelling of long-term parallel runway operations. This will be reflected in the form of an ANEF chart endorsed by Air services Australia.

In the interim whilst that is being prepared, the development at the site and the lots has been assessed against an Australian Noise Exposure Contour (ANEC) chart that is available in the Airport Plan as well as in a WSA Fact Sheet (March 2023) on this aspect of land-use planning. The versions contained in those documents however are either low-resolution or do not provide sufficient detail on the satellite imagery to accurately plot the Site. The NSW Government, Planning Industry & Environment ANEC Map though can be clearly interpreted – see Figure 22.

It is worth noting that this ANEC was developed in 2016 and a new version is being prepared as part of the flight path design process and will inform the from Environmental Impact Statement (EIS) for the flight paths. It was expected to be released during the second half of 2023 but is not available at the time of writing.

Figure 22 shows the site in the context of the ANEC chart.



Total Land Holding
Subject Site

Figure 22 - ANEC chart [Source: NSW Government]

4.10 Summary of Site Constraints

Summary of Site Constraints

As outlined within section 4.0 Site Context, immediately above, The Burrah Park site presents several complex and varied constraints that will need to be managed across its development.

With constraints ranging from natural riparian and biodiversity corridors to major infrastructural upgrades the Burrah Park site will need to negotiate macro to micro constraints across its entire developmental process.

Figure 28 shows all site constraints evident across the Burrah Park Site

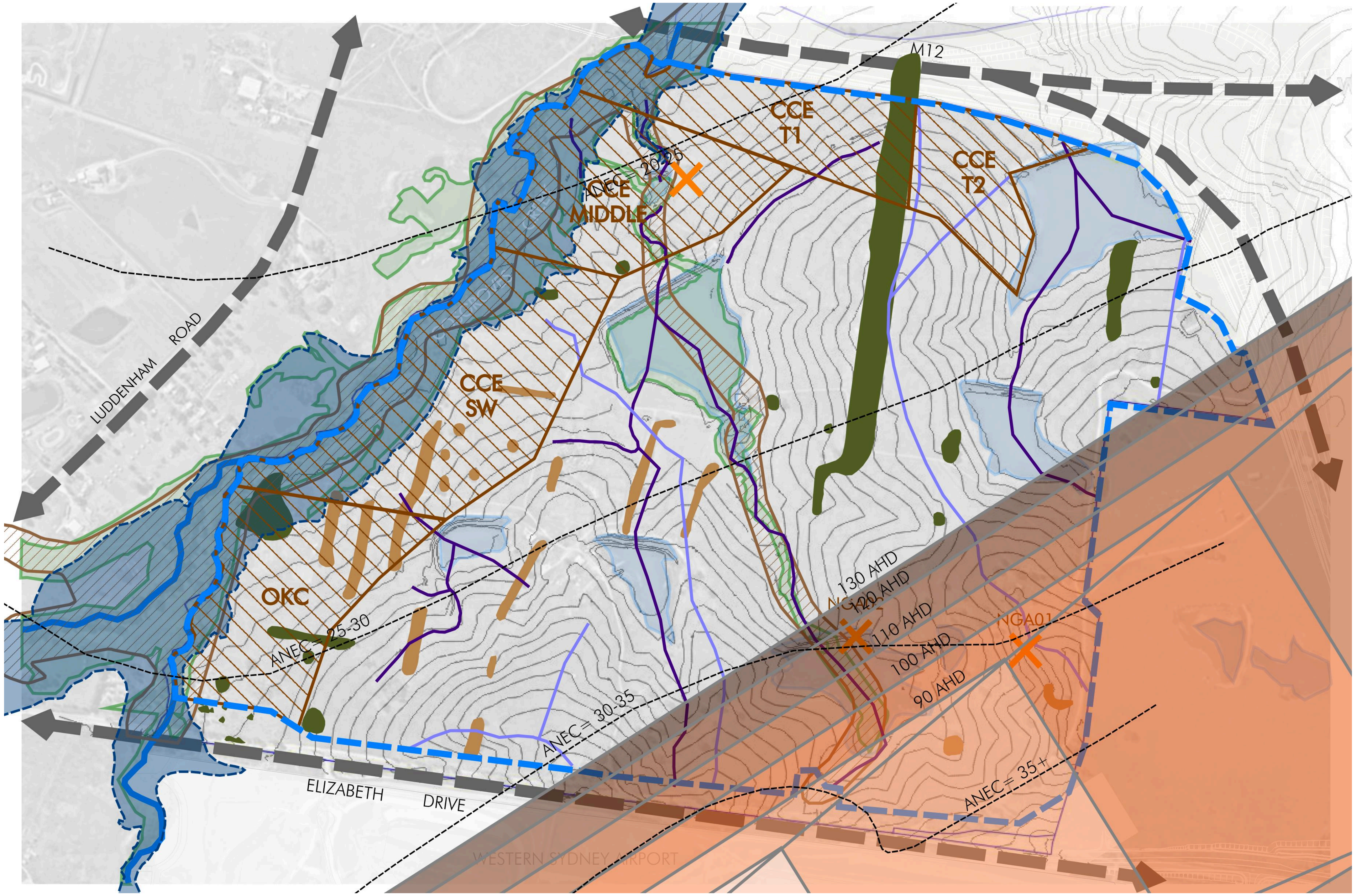


Figure 28 - Site Constraints Plan

- Areas Identified as Aboriginal Heritage
- Riparian Corridor
- OLS (Obstacle Limitation Surface)
- Contours (1m intervals)
- Existing Dams
- ANEC Contours
- Ridge Lines
- Significant Vegetation (trees)
- Cumberland Plain Woodland (Poor Condition)
- 1-in-100 Year Flood Extent
- Biodiversity Area (Ecological Report Dec. 2019)
- First Order Stream
- Second Order Stream

4.11 Summary of Site Opportunities

Summary of Site Opportunities

With extensive exposure along Elizabeth Drive and the M12, Burrah Park is not only strategically located to state and nationally significant infrastructure, but so to offers a unique opportunity to add to the visual experience of arriving or departing for travellers utilising Western Sydney Airport.

Development and urban planning across Burrah Park will play a key role not only within the broader Aerotropolis but also as a connective hub between precincts.

Given its relationship to Cosgroves Creek and its abundant natural and scenic features, Burrah Park offers ample opportunity to connect significantly with the landscape led approach as presented within the broader planning frameworks for the Western Parkland City.

Figure 29 shows all identified site opportunities existing across the Burrah Park site.

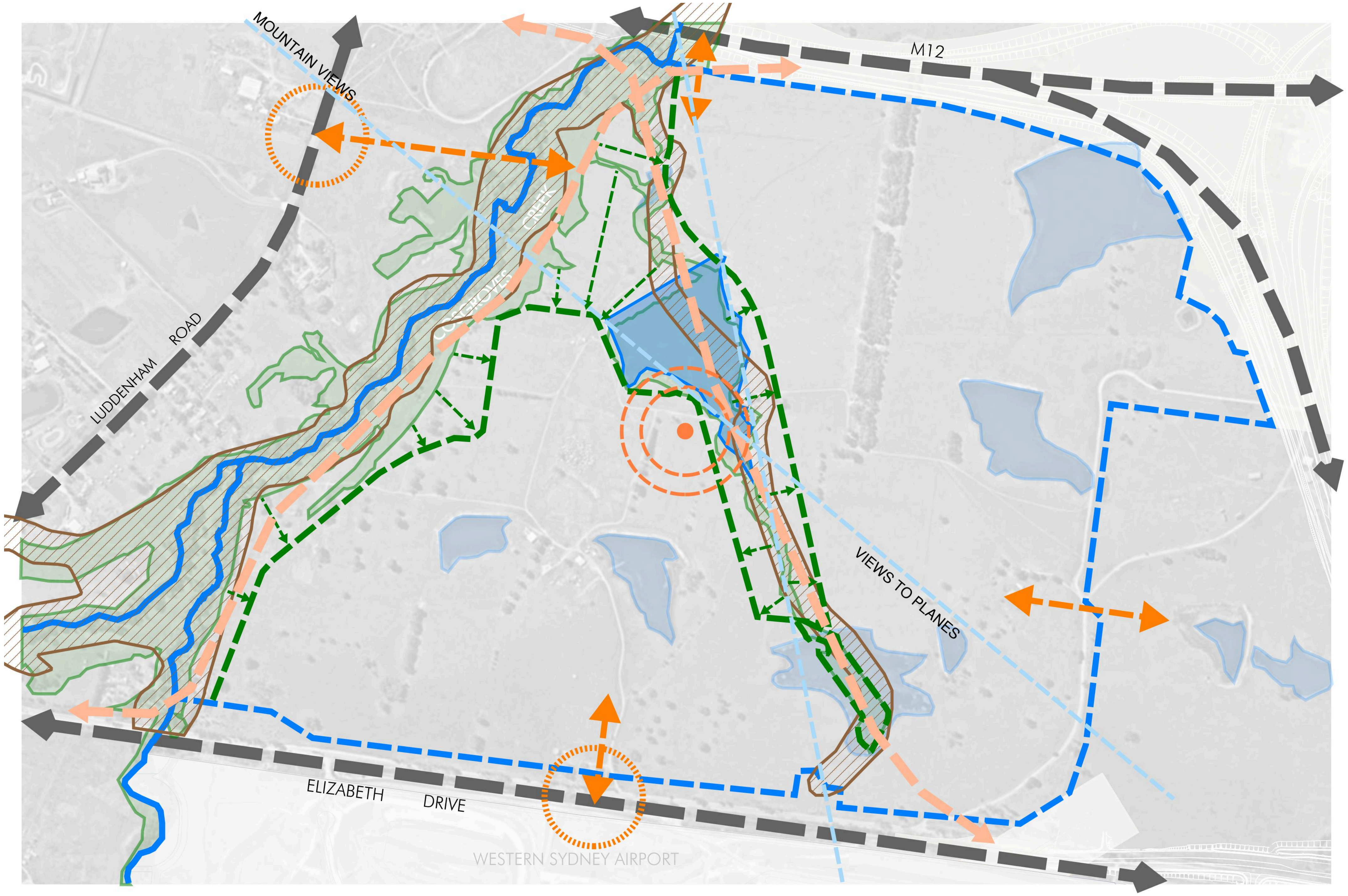


Figure 29 - Site Opportunities Plan

Cosgroves/Oaky Creek | Potential to Preserve and Protect Biodiversity Ecology | ENZ Expansion | Active Transport Through-links | Surrounding Roads | Preservation of Existing Dam

TNSW Indicated Signalised Intersection | Local Centre | Local Integration and Connectivity | Key Views

05

VISION AND KEY MOVES

5.1 Project Vision

The vision for Burrah Park is to develop a world class, sustainability driven warehouse and logistics estate which is fully integrated with its green infrastructure and connection to country. The estate will play a key role in supporting and activating the Aerotropolis.

Current Master Plan

Central ENZ

5.2 Project Objectives

Embed Country into the overall design of the estate including the landscape, built form and public domain.

Facilitate a modern, sustainable, and efficient warehouse and logistics estate that embeds smart technology and digital infrastructure that can respond to the sustainability objectives of the Aerotropolis, deliver a liveable city, and enable development of industry and jobs.

Create a new global gateway which will be a regionally and nationally significant employment area that leverages off the site's proximate access to the Western Sydney Airport (WSA) to make it the pre-eminent location for global logistics and supply chain operators.

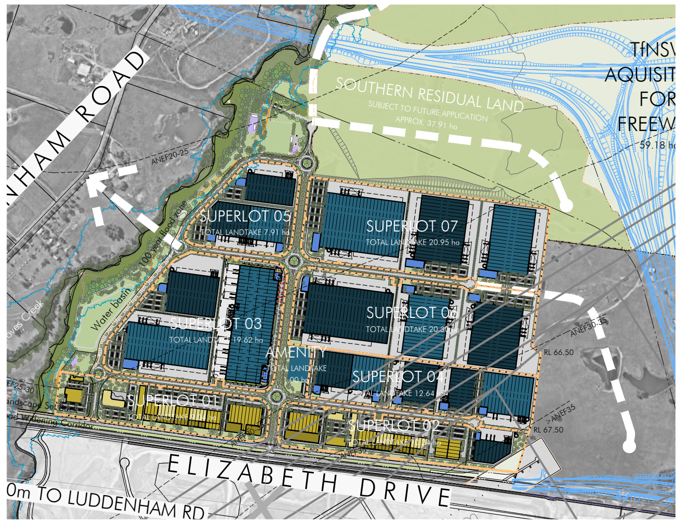
Design a cool, green warehouse and logistics estate with a landscape led approach that increases urban tree canopy and provides useable landscaped open space areas throughout.

5.3 SDRP Key Moves

SDRP FEEDBACK 2022 - 2024

This project has developed significantly over time and has responded to feedback from multiple SDRP sessions. Below is a summary of the key moves that were previously adopted to address past comments in adition to the most recent comments captured in section 1.3:

- Embed feedback from Traditional Custodians into the design methodology.
- Reinstatement and rehabilitation of the central riparian corridor that responds to Country and provides for recreation, tree planting, biodiversity Sydney Water basins and natural trunk drainage.
- A landscape led design that responds to Country and works with the topography to enhance key views, integrates with the broader context providing human scale opportunities through landscape and public domain in the 'heart' of the site.
- Overall reduction in cut and fill across the site has been achieved by a site responsive design that responds to prevailing topography.
- A revised road network and connections that reflects ongoing discussions with key agencies including Transport for NSW.
- Inclusion of the neighbourhood centre as the precinct heart to provide activity and open space recreational opportunities.
- A commitment to create a smart and sustainable place that embeds technology to be future fit and achieves high sustainability targets including 5 Star Green Star



Original Master Plan - SDRP 1 - March 2022

Revised Master Plan - SDRP 2 - June 2022

Current Master Plan 2024

06

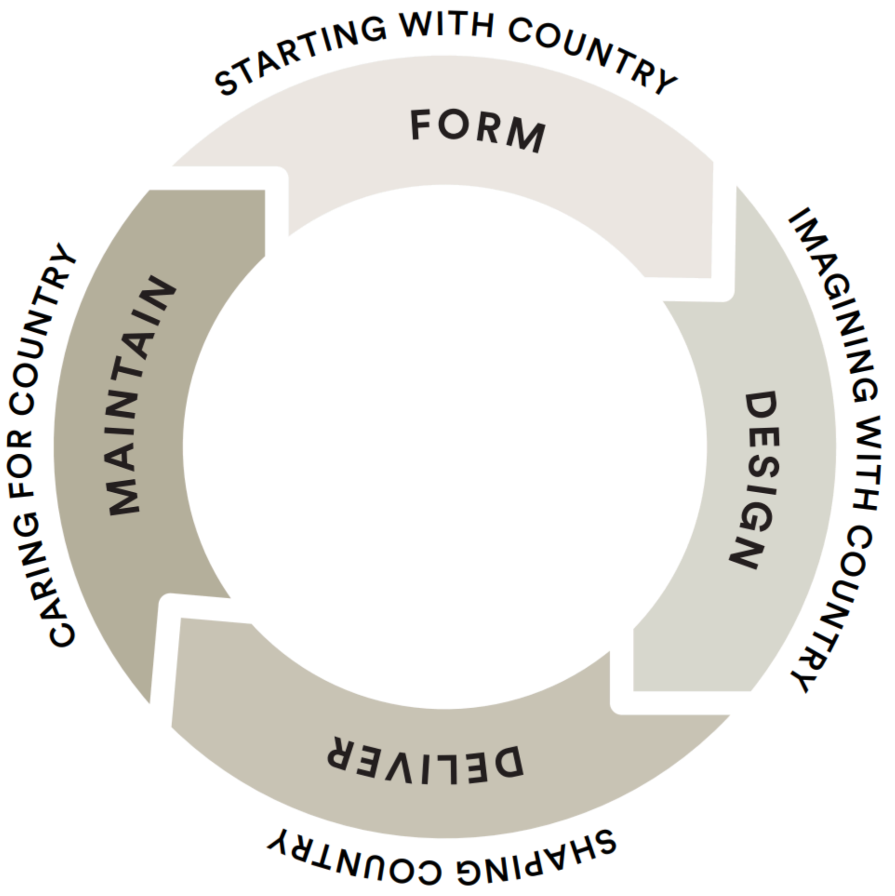
FRAMEWORKS AND PRINCIPALS

6.1 Connecting with Country

Connecting with Country

Through Yerrabingin's continuous engagement and workshopping with the Dharug community and local knowledge holders, a clear Designing with Country framework has been produced.

This framework has been implemented to ensure the masterplan is designed and delivered in a way that not only speaks to Country in outcome, but is inclusive of Country in process.



6.2 Beginning with Country

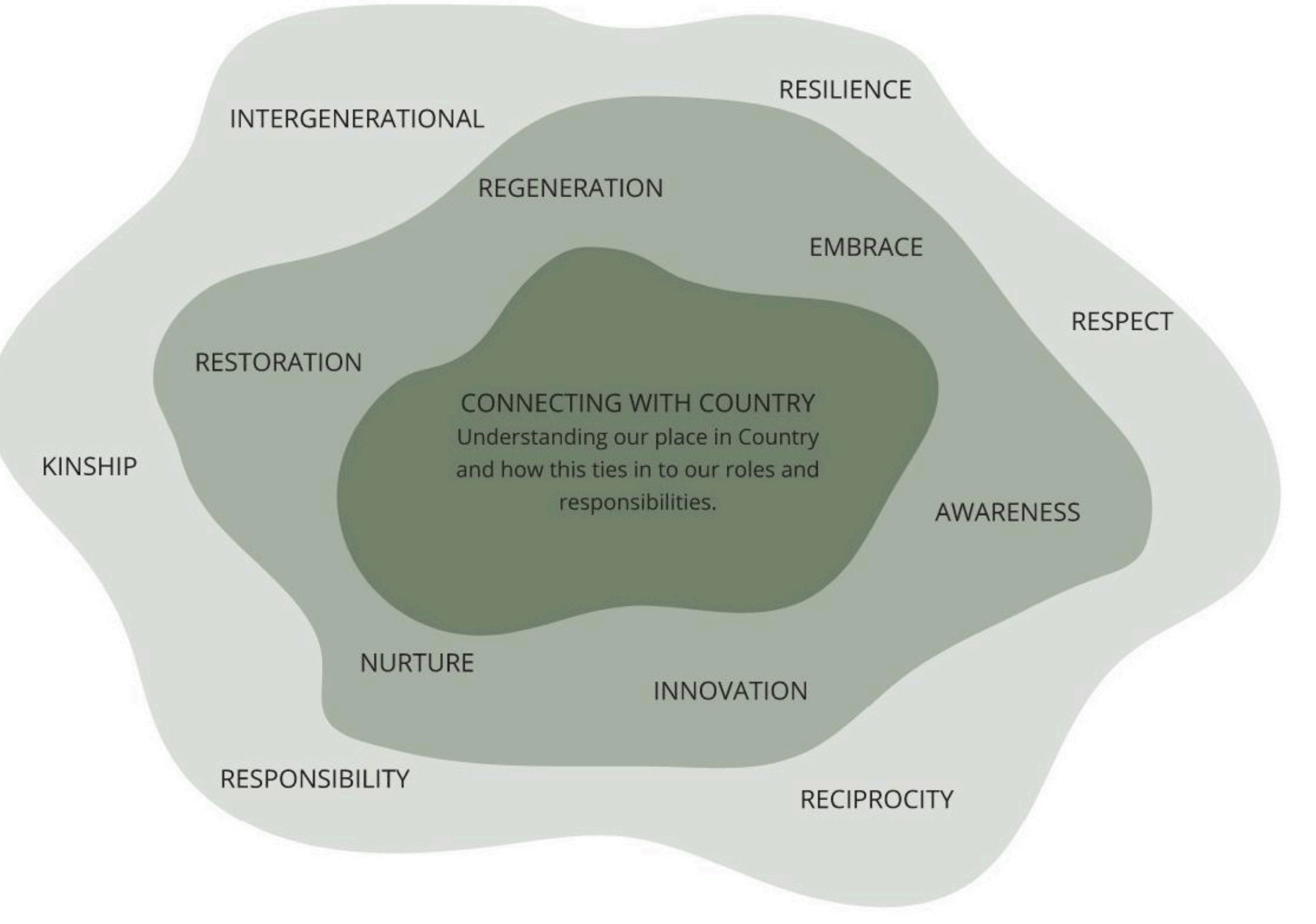
Beginning with Country

Being connected to Country goes beyond language and culture; it encompasses a complex web of actions, emotions, and experiences. This connection underscores shared values across various cultures in contemporary communities, showing that everyone can relate to Country. Becoming a Custodian of Country involves building a deep relationship with all its elements—founded on respect, obligation, and mutual exchange.

To foster and sustain this interconnection, it's essential that Country includes native food and medicinal plants, cultural resources, as well as key species and their habitats. These interconnected systems and relationships offer a foundation for comprehensive infrastructure design, impactful environmental policies, and adaptive, regenerative land management practices.

Incorporating First Nations' knowledge of lands and culture from the beginning of a project ensures that design solutions are informed by an understanding of landscape variables and bio-cultural knowledge, enriching the placemaking process.

Caring for Country means forming a meaningful relationship with the land, grounded in respect, responsibility, and reciprocity. This holistic approach provides a framework for infrastructure that is both innovative and sustainable. By integrating First Nations' perspectives, projects become more grounded in place, enhancing both their conceptualization and function. Connecting to Country fosters a community that is inclusive, resilient, and appreciative of diverse cultures, promoting overall wellbeing through custodianship.



Source: Yerrabingin Connecting with country Framework

6.3 Elements of Country

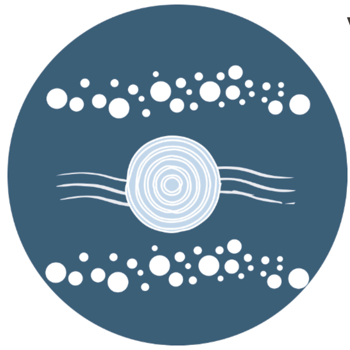
Elements of Country

As identified by Yerrabingin though their engagement with Country, the following Elements of Country have helped to highlight opportunities and design outcomes that best suit the lands of the site and provide a stronger earthing in Country as a result.

These elements have been used as a lens throughout the design process to better inform landscape, civil and architectural outcomes alongside the input and feedback provided by the Dharug community and local knowledge holders at Yerrabingins workshops.

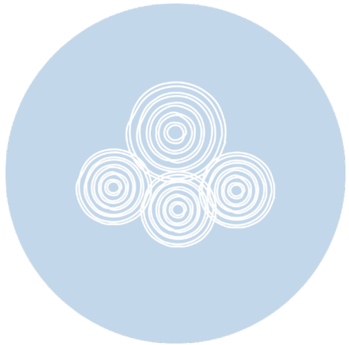
MOVE WITH COUNTRY

- Dharug wayfinding and educational elements
- Ongoing Custodianship



WATER COUNTRY

- Connection to Cosgroves Creek - protecting existing water bodies on site.
- Innovative water systems (raingardens, permeable surfaces).



SKY COUNTRY

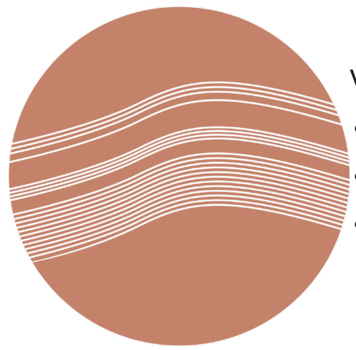
- Open space to connect to Sky Country
- Ceremonial spaces
- Shadow play and shelters

NON-HUMAN KIN

- Endemic / native planting
- Designing for local fauna
- Protecting habitat trees

DEEP COUNTRY

- Colours and materials from Country
- Protecting archaeological sites



WIND COUNTRY

- Seasonal planting
- Kinetic wind walls and elements
- Grassland planting to see the winds patterns and movement

6.4 Country and Sustainability

SOLAR PANELS

Utilizing our powerful skies to soften our overall footprint.

TRANSLUCENT ROOF SHEETING

Embracicng the sky to naturally light internal spaces and connect occupants to the external elements.

RAIN CHAINS

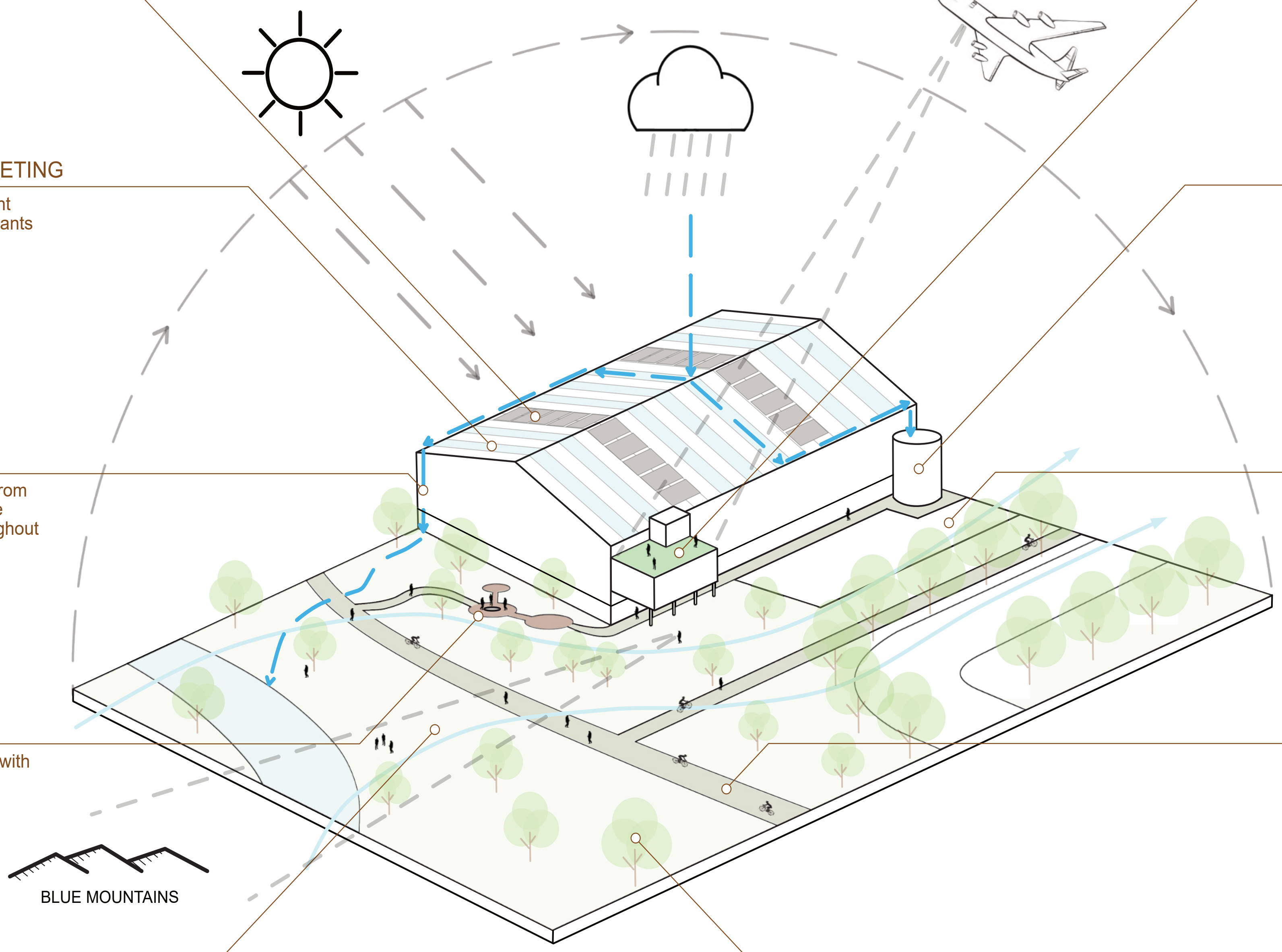
Celebrating the passage of water from roof to creek and aknowledging the cultural significance of water throughout the region.

CULTURAL SPACES

Enduring custodianship of country with landscaped areas for Dharug storytelling and ceremony.

LANDSCAPE BUFFERS

Vast green spaces and landscaped interfaces around built forms to immerse people in country and naturally highlight the views to the Blue Mountains and prevailling winds from the East.



GREEN ROOFS

Bringing Country, landscape and built form together to create rooftop gardens that double as cultural landscape art that's viewed from above,

RAINWATER REUSE

Collecting and using rainwater where possible to intergrate built forms into natural, sustainable water cycles.

PERMIABLE SURFACES

Utilizing permiable paving systems to soften parking footprints and pay respects to natural water flow.

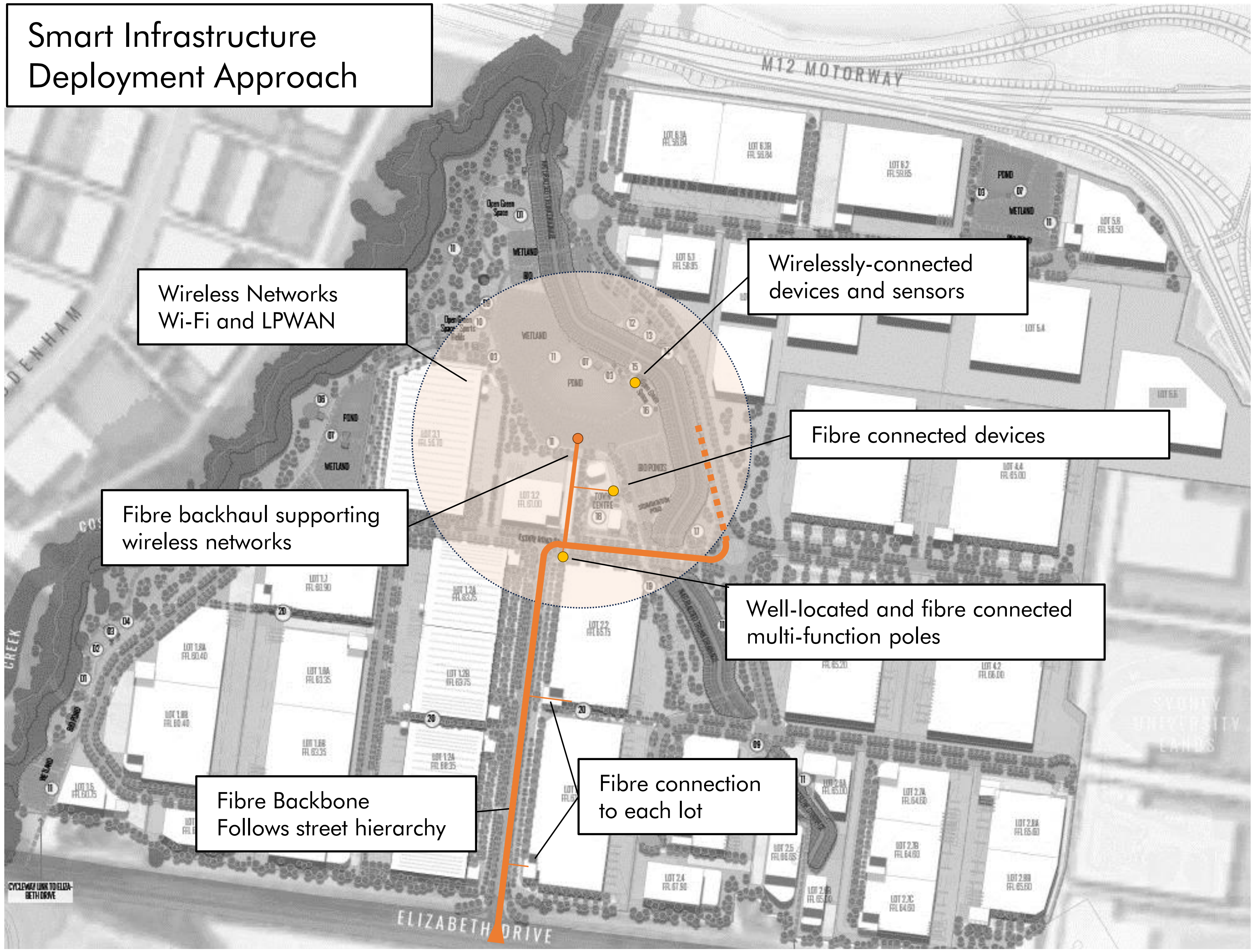
ACTIVE TANSPORT LINKS

Supporting outdoor being by integrating a tappestry of active connections thoughout the site and further celebrating immersing in Country.

ECOLOGY

Supporting existing ecology systems by retreating developement zones from significant environmental elements, and incorporating native plant species.

6.5 ESD and Smart Places



Sustainability

The Burrah Park masterplan intends to achieve the following sustainability goals:

- Achieve a minimum 5 star Green Star Buildings and Communities rating.
- Remove Fossil Fuel use from the site where possible to support NSW Governmant and DCP targets for net zero energy emissions by 2030.

Smart Places

Smart Places are successfully delivered when enabling electrical and digital infrastructure are appropriately embedded to deliver technology and data-enabled outcomes for people.

Burrah Park's considered adoption of smart infrastructure will support its position as a cutting-edge industrial estate.

The inclusion and integration of smart infrastructure and technology-led applications within Burrah Park will be led by the following principles:

Enabling Future Capability: Delivery of lots across the estate that are equipped for the future as fibre-ready, EV-ready and IoT-ready.

Use case-led applications: Identification of desirable outcomes aligned to both the strategic planning context and project objectives.

Future-proofing logic: Making strategic decisions regarding capacity and placement that provide for future demand and emerging technology.

Digitally enabled-outcomes: Leveraging investment in digital connectivity to deliver benefits in efficiency, resource management and useability.

Considered deployment: Alignment to design principles and a distribution that seeks integration, co-location and location of technology only where it is needed.

Specific inclusions will continue to evolve in future iterations of the master plan.

Integrate power and comms. Dig once.

Multi-function poles. Integrate technology. Reduce clutter.

IoT sensors. Unobtrusive. Data-enabling.

Smart Lighting. Sensor Activated. Energy Efficient.

Smart Amenity. Connected. Accessible.

EV-ready lots. Public chargers. Dedicated spaces.

6.6 Precinct Plan

Strategic Planning & Positioning

Strategic Regional Connections

Situated as a key strategic development within the Western Parkland City Burrah Park has been designed to facilitate quick, easy and safe regional and state connections. Leveraging its siting, the proposal has been designed with a rationalised road network to accommodate potential thoroughfares between neighbouring land uses, as well as to key existing roads such as Luddenham Road and Elizabeth Drive.

Establishing Connected Precincts

Given the size of Burrah Park the urban strategy is proposed to accommodate multiple industry and logistic typologies including technology, data, general industrial, mixed use retail, and advanced manufacturing. Further the internal road network has been designed to accommodate for potentially interconnected use types with neighbouring land owners.

Airport Gateway

Located directly adjacent from the new Western Sydney Airport, Burrah Park's design strategy should be focused to offer a future transport gateway to the regional suburbs immediately north of the airport, and also have buildings and public spaces of the highest quality and amenity to showcase the Western Parkland City.

Macro to Micro Transport, Accessibility & Permeability

Identify & Optimise Planned Infrastructure

Key to the Burrah Park design proposal is it's connections to Elizabeth Drive and how it negotiates the proposed M12, M9 and the Outer Sydney Orbital. Along with the signalised intersection on Elizabeth Drive the greater masterplan provides active connections to existing footpaths and cycleways along Elizabeth Drive and the southern side of the M12.

Active Transport Network

In line with the goals of a sustainable, 30 minute city the design proposal has been designed to leverage the active transport networks proposed alongside the planned regional road upgrades. Along with providing generous road reserves with shared pathways Burrah Park will provide scenic bike paths along Cosgroves Creek and through the Central riparian corridor, feeding into the broader network of scenic and recreational amenity across Penrith City Council and the broader Western Parkland City.

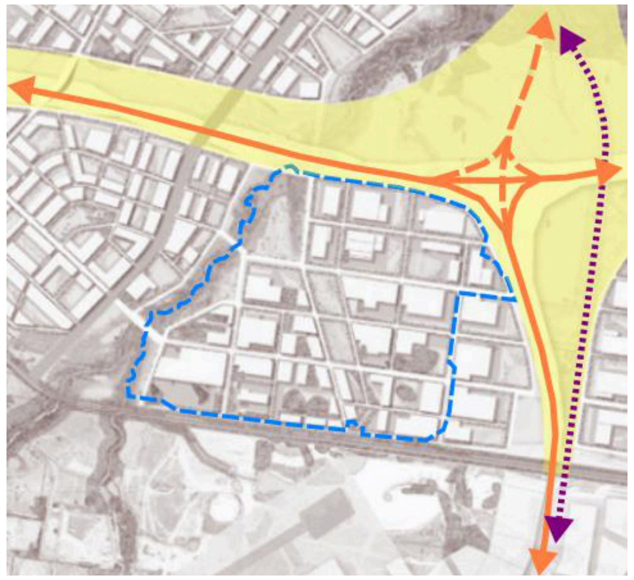
Establish Internal Street Hierarchy

Making the most of its signalised intersection at Elizabeth Drive, the design proposes to provide a central spine road from which secondary Industrial roads provide access to the remainder of the site along with connection to Sydney University lands to the East.

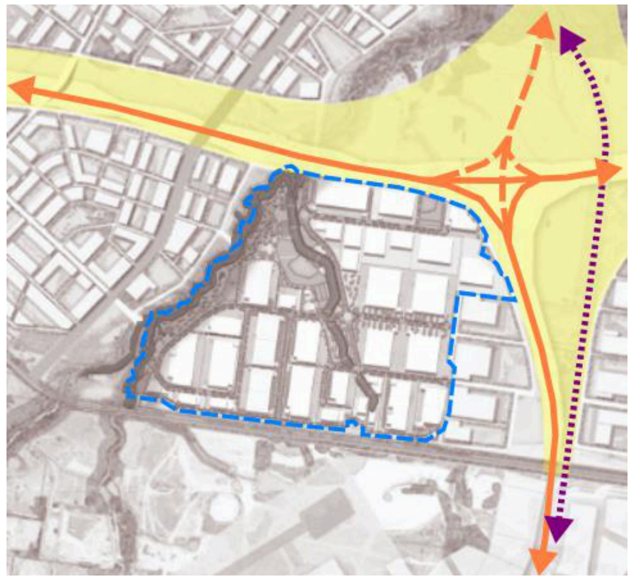
Interconnected Neighbourhoods

The before mentioned spine road has been design to easily provide future interconnection to the Burrah Park context. Potential connections through to Luddenham Road, the University of Sydney's lands, the new Western Sydney Airport and land to the North have been accommodated throughout the design process.

Strategic Planning & Positioning



Structure Plan



Burrah Park Plan

Motorway Connections | Proposed Motorway | Future Motorway | OSO
Proposed Metro | Subject Site Boundary

Macro to Micro Transport, Accessibility & Permeability

Structure Plan

Burrah Park Plan

Local Connectivity | Arterial Road | Precinct Spine Road | Precinct Roads
Signalised Intersections | Potential Signalised Intersections | Subject Site Boundary

6.7 Design Excellence

Design Excellence Objectives

Better Fit

Context & Location

An investigation into the distinctive character of the local area, including prominent natural & built features, social, economic, and environmental conditions, the overall built environment.

The design responds intelligently and sensitively to these factors and makes a positive contribution to the streetscape, neighbourhood and neighbouring sites. The design has also considered the future desired character of the area and its interfaces.

Better Performance

Sustainability

The design has considered a sustainable landscape in an urban setting and sought to improve and organise the existing urban realm and streetscape, responding to the desired future character.

The built form and function has considered practical and effective sustainable measures, relating to shading, ventilation, power generation and water.

Better for Community

Legibility

The built form has a clear identity and its uses and

components have been clearly defined for ease of operations and use. The overall design has enabled this legibility to compliment the design outcome.

Community

The design responds to the local community context, the wider social context. The function itself will create employment opportunity for the diverse local community

and encourage diverse social interaction.

Better for People

Safety

Safety has been considered and evaluated in the design process to ensure risk and harm are minimised and safe behaviour and use are supported.

Aesthetics

The design has taken on board the design principles identified and produced a building that has resolved the challenges and embraced the opportunities to achieve an elegant coherent outcome.

The arrangement of built form and space has been considered in it's context. The design has addressed the varying scales and form of the building in the selection and association of materials and colour. This has enabled a skilled integrated and considered design response.

Better Working

Functionality & Quality

The design seeks to balance the needs of the user efficiently and effectively.

Space and purpose have been designed to respond to a well thought through relationship and ease of what this spaces is used.

Space have been made as flexible and as adaptive as possible to minimise possible future modifications and maximise the life cycle of the development.

Material selections, durability and their relationships have been considered as has the detailing and weather implications to ensure the quality of the finished form and its life cycle into the future.

Landscape

The design recognises that landscape and building operate together and as an integrated and sustainable system.

Better Value

Amenity

The design has successfully responded with the provision of a variety of uses, proximity to supporting amenity as well as optimising internal and external amenity for the users.

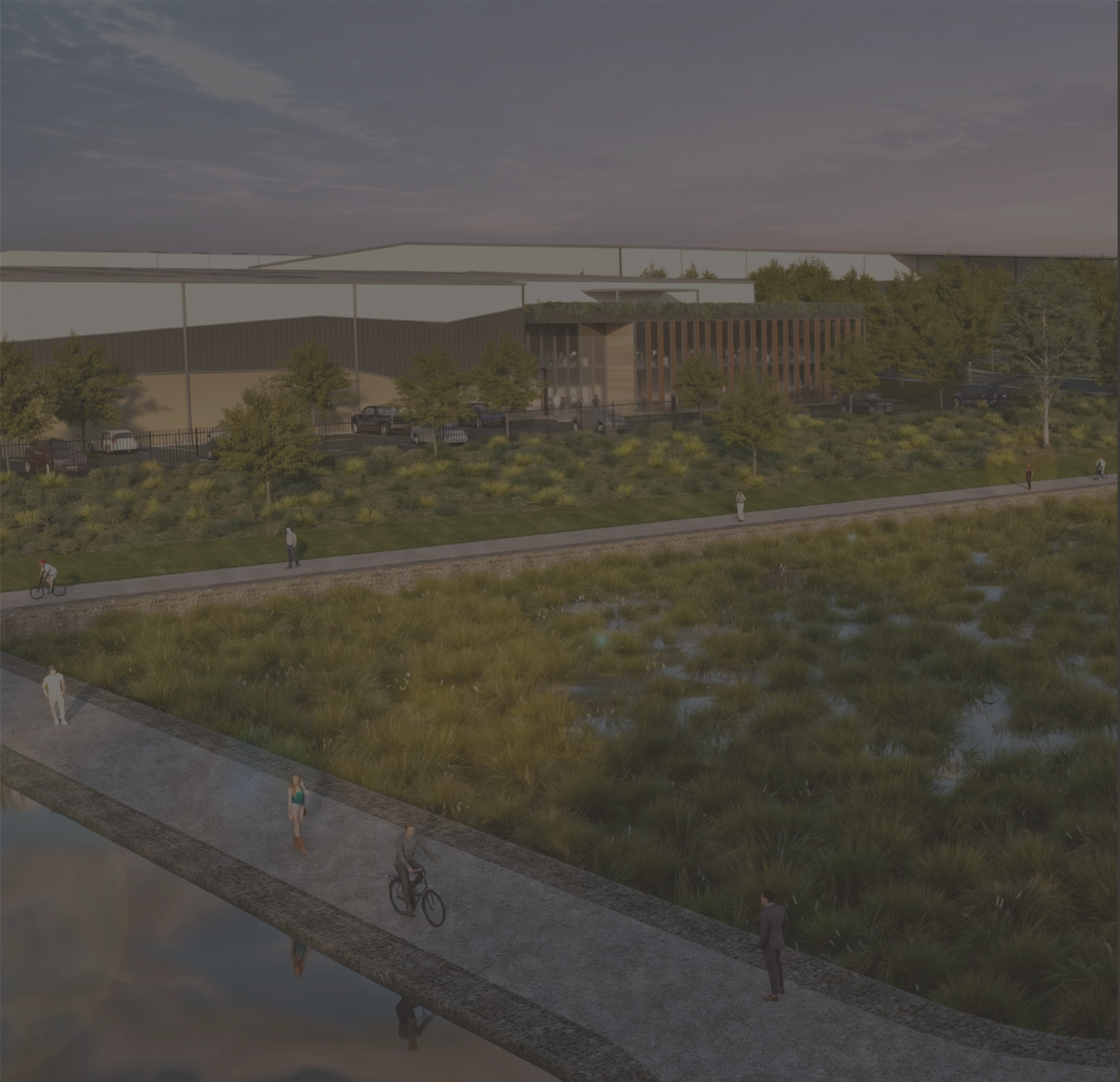
Better Look and Feel

Built Form and Scale

The built form successfully responds to its setting and the future character and setting of the location.

Its prominent location on the Road intersection and Road exposure has been recognised, in addition the form and scale of the built form also responds to the functionality of the space,operation and integration with the surrounding use context so as to present a modern considered approach to the continuation of employment in the neighbourhood.

For further detail please reference the Design Excellence Strategy provided as an Appendix to the Burrah Park Environmental Impact Statement compiled by Urbis.



07

MASTERPLAN PROCESS

7.1 Design Option Analysis

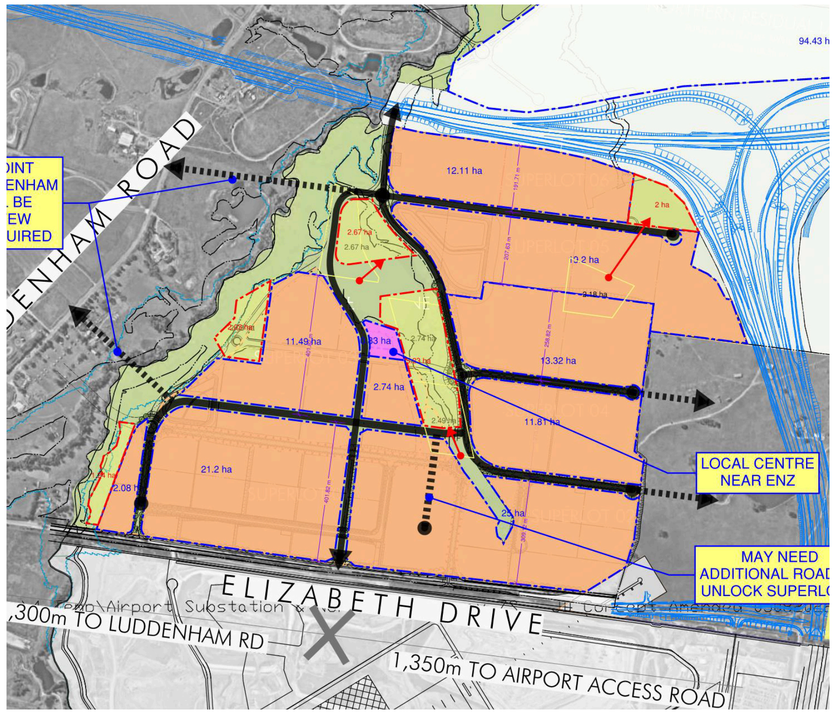
Throughout an intensive design development process several master plan and road network options were prepared and analysed when considering the Burrah Park's concept master plan. Throughout this process four key design requirements were considered throughout:

1. The provision of a new signalised intersection at Elizabeth Drive;
2. The rehabilitation and realignment of riparian and biodiversity corridors.
3. The ability to connect to the northern lands and Luddenham Road in the future.
4. Offer connections through to Sydney University lands to the East

Further from these three core requirements the design process attempted to integrate the following key objective where possible throughout each master plan option:

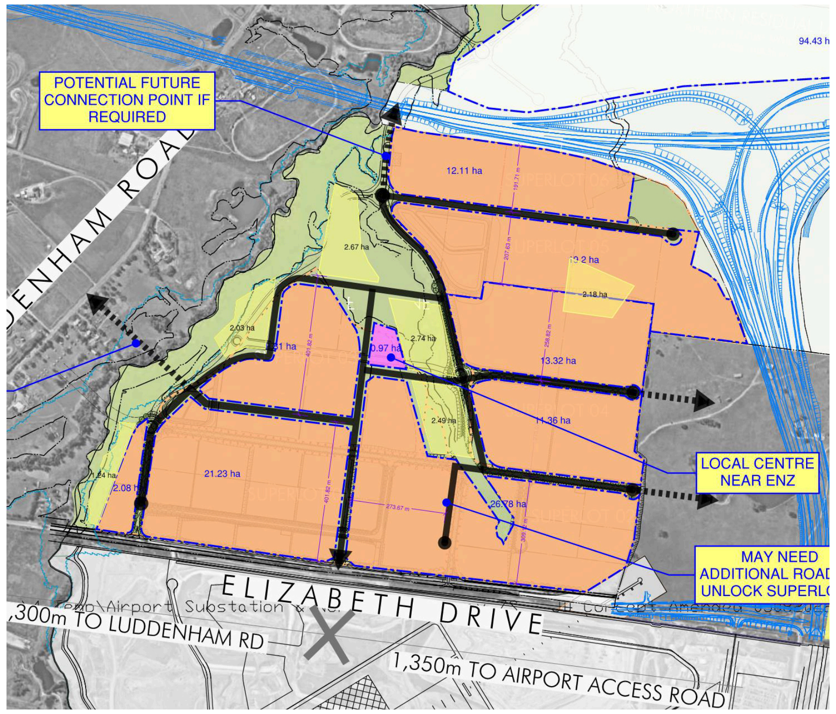
- Maximise frontage with Elizabeth Drive and airport with premium usage types;
- Maximise road frontage along ENZ and open space corridors;
- Provide diverse development typologies precincts;
- Provide a high-amenity road network with the potential to connect to surrounding regional contexts;
- Maximise site development efficiency along side environmental needs;
- Maximise development efficiency that considers land acquisition requirements associated with infrastructure upgrades/proposals;
- Consider the appropriateness of the development in terms of its context and economic positioning; and
- Develop rational and efficient road networks that facilitate industrial land uses while allowing for the precincts long term development into the future.

The following Master Plan options represent 6 configurations explored before landing on our current design. The proccess for our preffered Master Plan is detailed in full throughout the remainder of this section.



Option 1

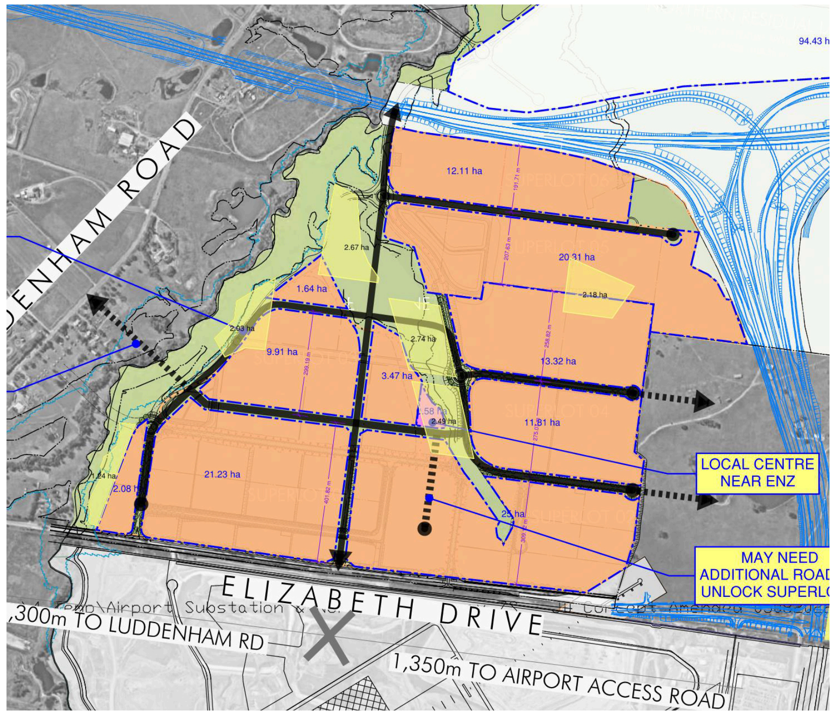
Pros	Cons
- Works around Sydney Water basins - Central heart open to ENZ	- SW super lot likely too deep - Unnecessary roads though ENZ



Option 2

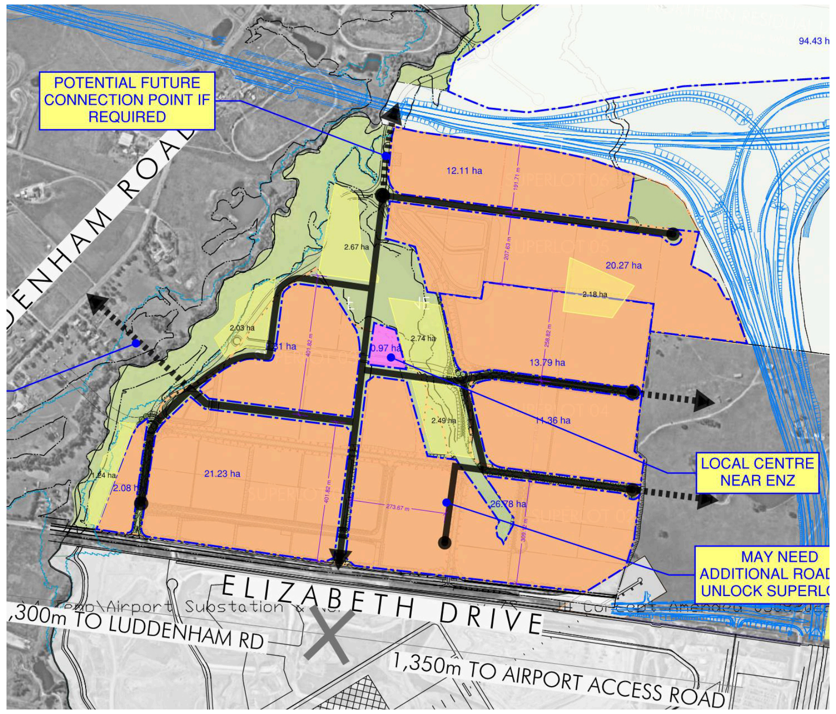
Pros	Cons
- Navigates original basin zones - Centered Precinct Heart	- Unnecessary roads though central ENZ - Heart locked by roads - Roads through ENZ

7.2 Design Option Analysis



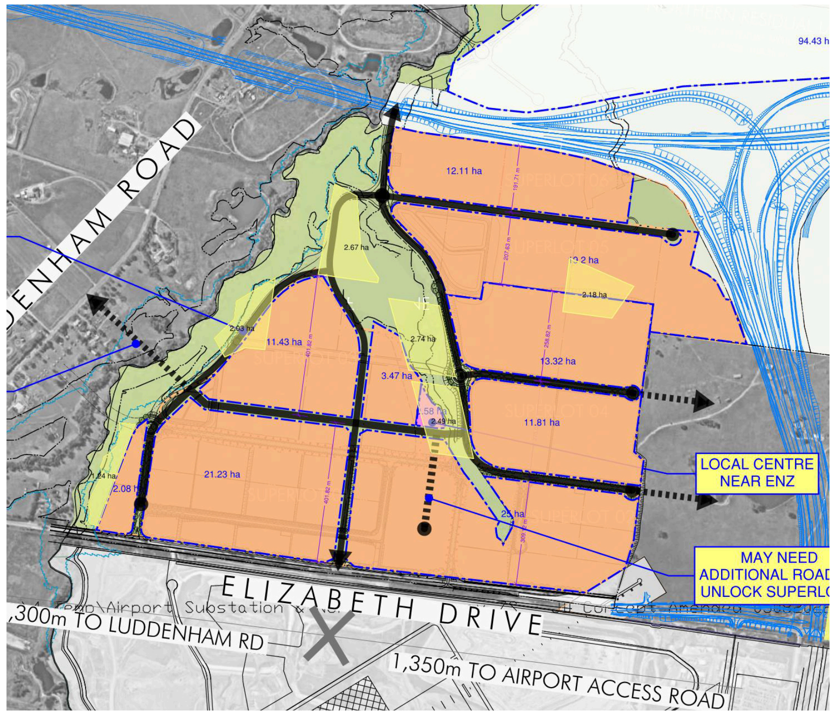
Option 3

Pros	Cons
- Includes Luddenham road connection similar to precinct plan. - Central heart easily accessible.	- Multiple clashes with Sydney water basins. - SW superlot likely too deep. - Runs tight along ENZ zones. - Roads through ENZ



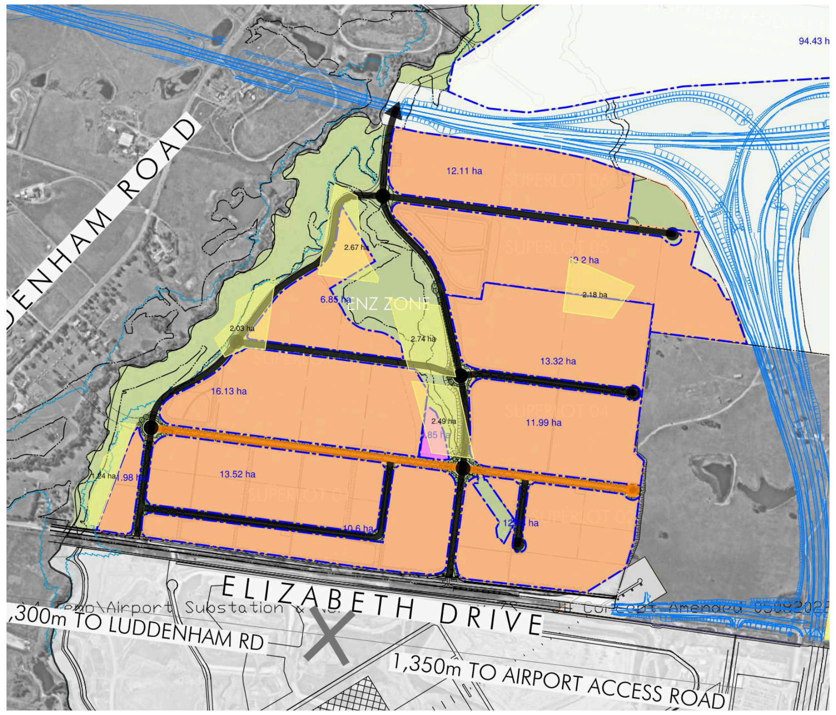
Option 5

Pros	Cons
- Approved single intersection on Elizabeth Drive - Easy North/South Connection	- Central spine ignores ENZ - Single road access to south east of site - Roads through ENZ



Option 4

Pros	Cons
- Includes Luddenham road connection similar to precinct plan. - Central heart easily accessible.	- Multiple clashes with Sydney water basins. - Second connection to Elizabeth Drive now against approval of TNSW. - Runs tight along ENZ zones.



Option 6

Pros	Cons
- Includes sub arterial and crossing to Luddenham road as per precinct plan. - Central heart easily accessible.	- Multiple clashes with Sydney water basins. - Second connection to Elizabeth Drive now against approval of TNSW. - Runs tight along ENZ zones.

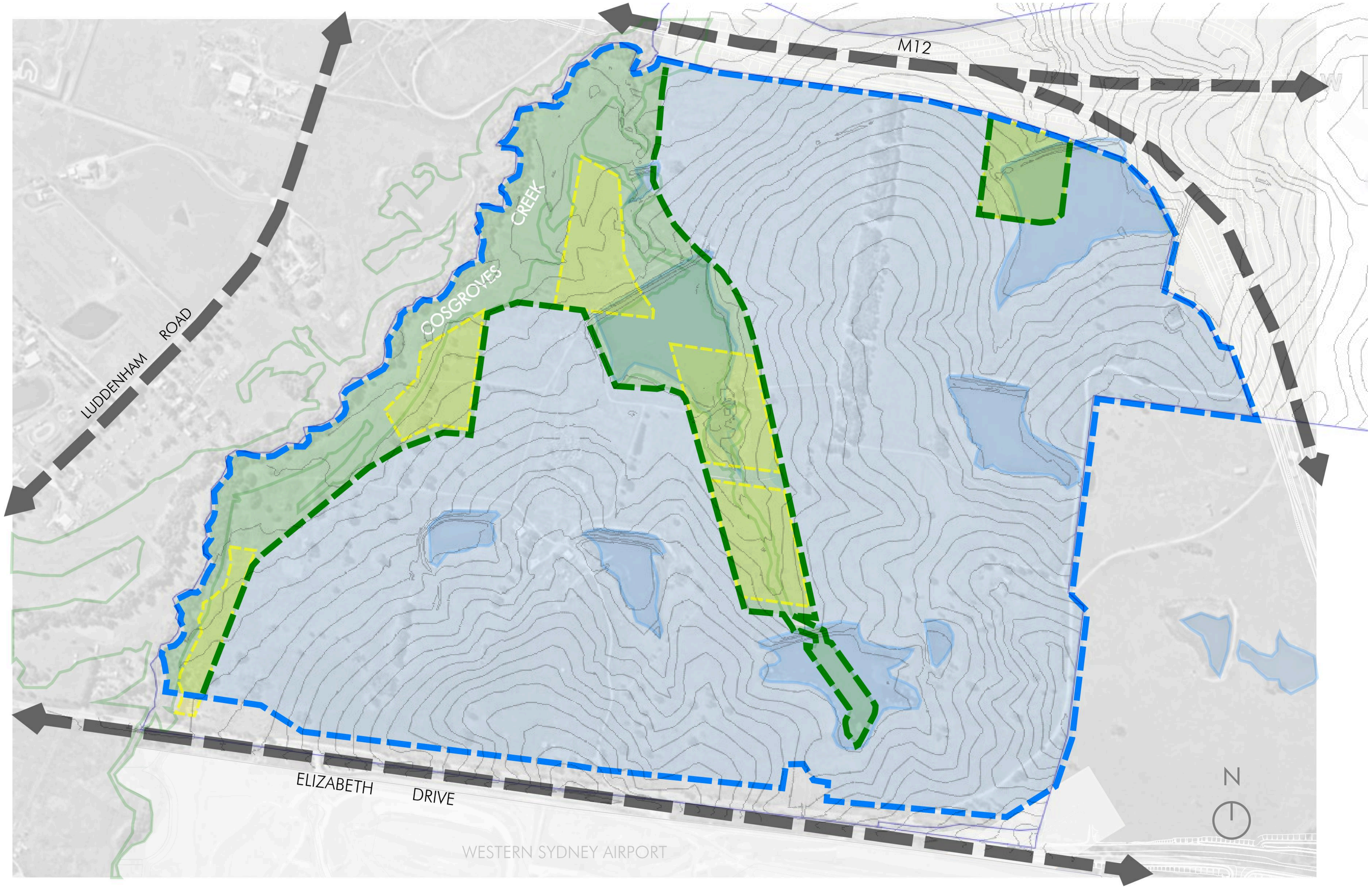
7.3 Zoning

SDRP Feedback:

Reconsider the proposed zoning change from ENT to ENZ, collaborating with Traditional Owners to ensure the proposal suits existing site conditions. Conduct further analysis of the site's blue and green corridors, illustrating how they are influencing and shaping the project's masterplanning.

Design Response:

The central ENZ zoning has been re-instated in full and additional open space surrounding it has been included. This space will be publicly accessible land and spaces specifically for traditional owners will be provided.



- Central ENZ re-instated
- ENT boundaries pulled back to provide rational shaped lots - increasing the amount of public open space
- 18.4% of the total site (32ha) has been dedicated to public open space

LEGEND

- OVERALL BOUNDARY
- ENT ZONE
- SYDNEY WATER BASIN
- RIPARIAN CORRIDOR, RECREATION + OPEN SPACE

7.4 Street Hierarchy Considerations

The following Precinct Plan considerations have been accomodated in the street hierarchy design process:

1. Suggested sub arterial road is questioned due to the M12 blocking the indicated connection to the east.
2. Ludenham road Connection point preffered by TNSW.
3. Unnecessary crossing of Collector roads within significant ENZ corridor.
4. TNSW consultation suggests the sub arterial road is too close in proximity to Elizabeth Drive intersection.
5. TNSW suggest only 1 connection to Elizabeth Drive (location to be within the indicated signalised zone).
6. Suggested park edge street questioned where backing onto M12 boundary and added crossing of Cosgroves Creek.
7. Precinct plan SH2(c) "Local and collector streets are to be designed to minimise 4 way intersections..." - Suggested grid layout and number of intersections questioned.
8. TNSW consultation suggests 800m between signalised intersections. This makes the Luddenham road intersection too close to the Elizabeth Drive Intersection.
9. An orthogonal grid goes against design excellence.

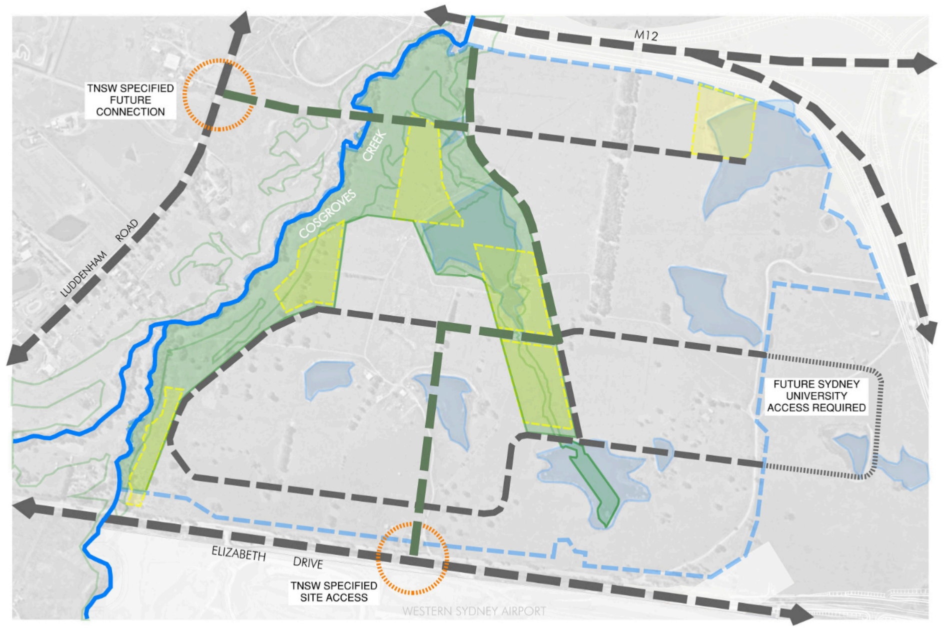
7.5 Road Formation Process

Intersection location for Elizabeth Drive and potential future link to Luddenham road established through consultation with TfNSW

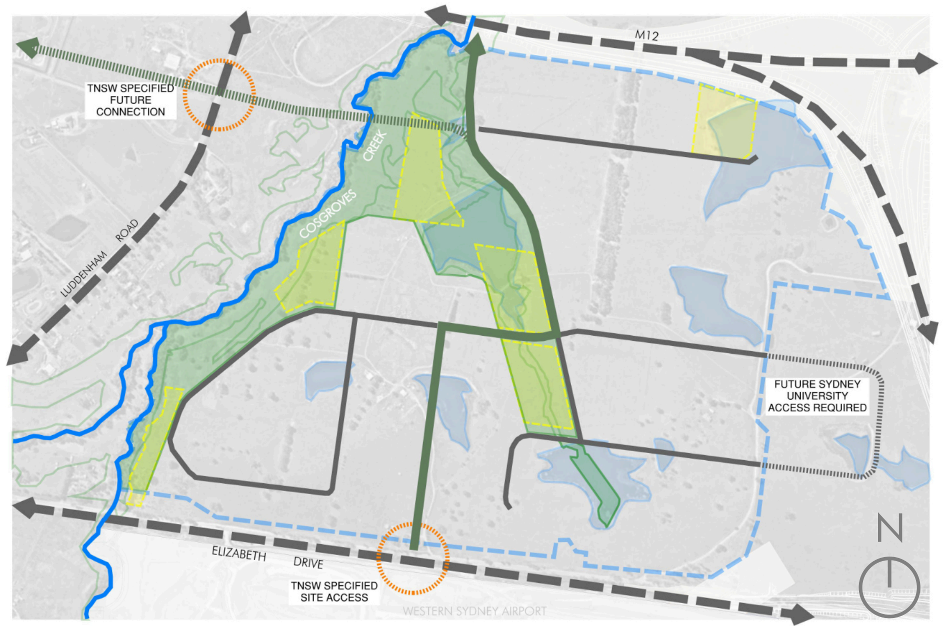
Road connection through the heart of the ENZ undesirable and fragments open space. Ensure connectivity to adjacent landlocked properties

Re-align spine road to maximise access and frontage to open space and reduce the orthogonal nature of the road network

Maximise the road frontage along ENZ and public open space while reducing the orthogonal nature of the road network



Provide intersection locations that will be approved by TfNSW



Minimise the need for dead end roads by providing looped roads in locations approved by TfNSW

LEGEND

- COLLECTOR ROAD
- LOCAL INDUSTRIAL ROAD
- SYDNEY WATER BASIN
- RIPARIAN CORRIDOR
- FUTURE COLLECTOR ROAD
- FUTURE LOCAL INDUSTRIAL ROAD
- TNSW SPECIFIED CONNECTION

7.6 Proposed Road Hierarchy

SDRP Feedback:

Seek ways to soften the orthogonal layout and enhance its relationship with the existing topography, using whole site sections to illustrate spatial quality and 3D planning implications.

Explore a more site responsive masterplan to reduce rigidity.

Reinstate the east west connections to neighboring sites

Design Response:

The proposed road network looks to comply with TfNSW requirements and locations while maintaining access and activation to public open spaces, and reducing the orthogonal grid. It also provides for suitable access locations to our neighboring site.

- Site entry locations/access points adjusted to match the advice we received from TfNSW
- Road density proposed appropriate for large format industrial buildings.
- Road network used to active open space & ENZ as much as possible without impacting or segmenting the quality of the spaces
- Orthogonal road network reduced to respond better to open space and topography

7.7 Resulting Superlots

The final road layout results in superlots that provide sufficient depth for the large scale industrial development that the site demands. These Superlots are achieved in a way that will provide efficient access to all individual lots without unnecessary dividing roads.

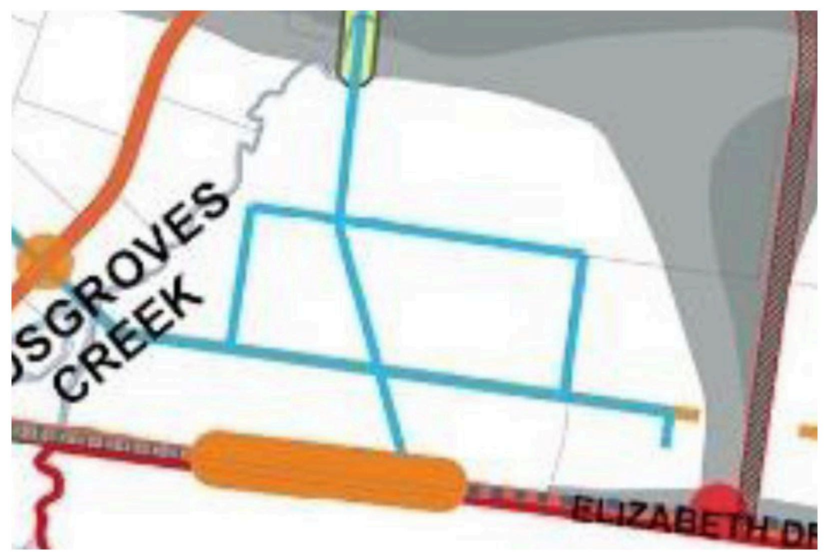
LEGEND

- COLLECTOR ROAD
- LOCAL INDUSTRIAL ROAD
- SYDNEY WATER BASIN
- RIPARIAN CORRIDOR
- FUTURE COLLECTOR ROAD
- FUTURE LOCAL INDUSTRIAL ROAD
- TNSW SPECIFIED CONNECTION
- SUPERLOTS
- PRECINCT HEART

7.8 Public Transport

The following key inclusions have been made when considering the public transport design:

- Bus capable routes in compliance with the objectives of the precinct plan.
- Providing efficient access to adjacent land holdings.
- The precinct hub to be located in the centre of the bus route.



LEGEND

- BUS CAPABLE ROADS
- LOCAL INDUSTRIAL ROAD
- SIGNALISED INTERSECTION
- SURROUNDING ROADS
- FUTURE BUS CAPABLE ROADS

7.9 Public Access

Through consultation with local Dharug women it was clear that public access was of high importance, especially throughout the Cosgroves creek riparian corridor.

As well as providing generous additions to the public open space along Cosgroves Creek, the masterplan offers public access throughout much of the site. With public access right throughout the sites green grid, people are drawn through to celebrate the sites primary green corridors.

With numerous pedestrian access points along Elizabeth Drive and multiple connections through to the M12 cycleway to the North of the site, the Master Plan provides a highly permiable interface with surrounding infrastructure.

LEGEND

- PUBLIC ACCESS AREA
- PRECINCT HEART

7.10 Active Transport Links - Pedestrian and Bicycle

SDRP Feedback:

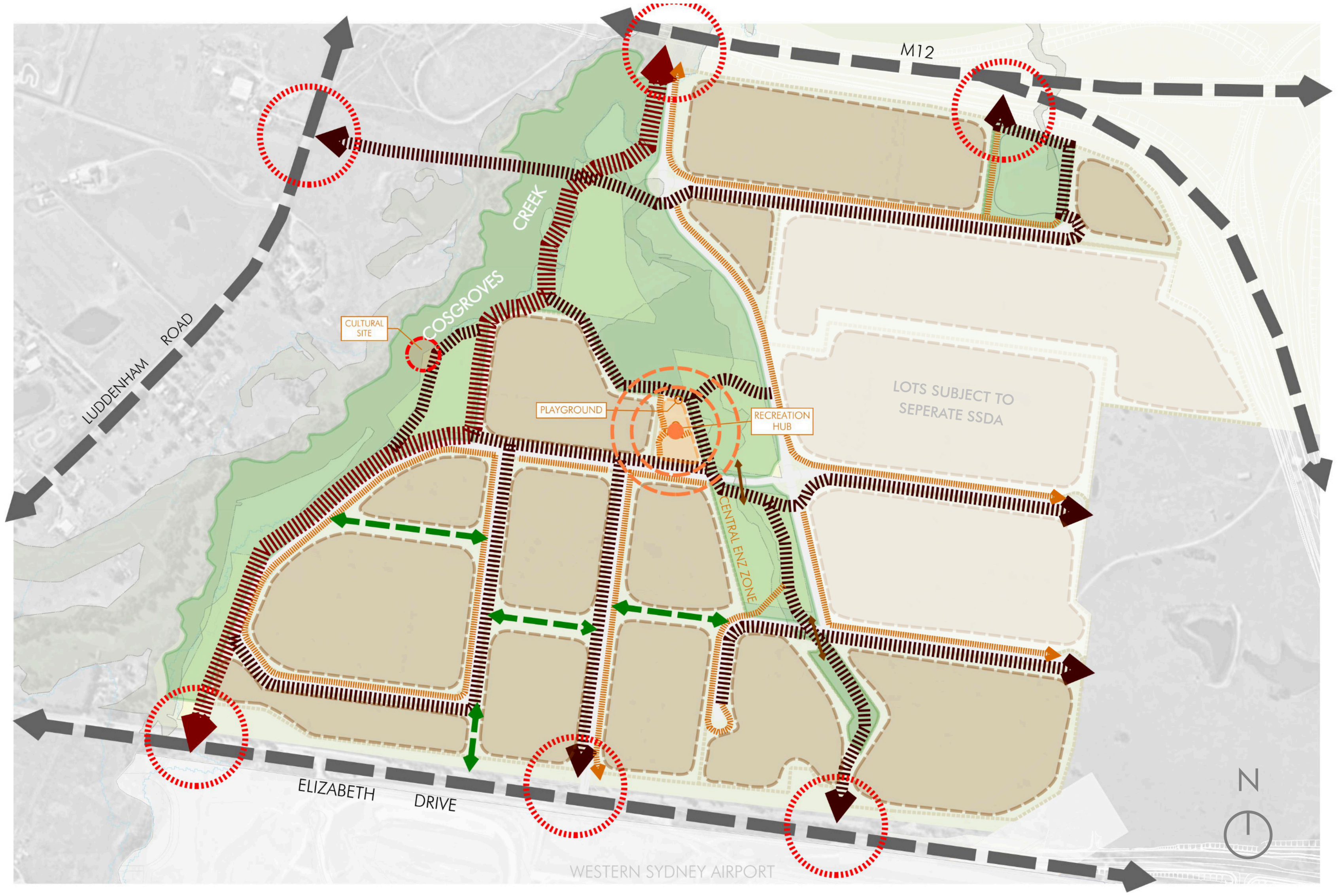
Improve activation and pedestrian access to the precinct heart.

Demonstrate how the proposal is addressing crime prevention

Design Response:

The precinct heart is relocated to the centre of the site and is well positioned to be accessible by all occupants and positioned adjacent to open space and active transport links.

Additional connection points between buildings allows for better pedestrian connectivity around the site. These connections have good sight lines, will be well lit and appropriately sizes for safe movement.



LEGEND

- PRECINCT HEART
- CONNECTIONS TO EXISTING AND FUTURE INFRASTRUCTURE
- FOOTPATH
- SHARED WALKING / CYCLE PATH
- PEDESTRIANISED CROSSING
- POTENTIAL CROSS LINK/FIRETRAIL

- Active transport link with direct connection between Elizabeth Drive and the M12 cycle network.
- Additional active transport links to Elizabeth drive to allow better permeability into the site
- Active transport links throughout the open space to provide access, amenity and activation.
- Additional connection points between buildings allows for better through connectivity around the
- Active transport paths to link into the local centre to provide amenity, but also to promote recreational use outside of business hours.
- Use active transport links to keep a public interface in areas where lots front the ENZ
- Active transport links to allow access to culturally sensitive sites to promote access and education.

7.11 Walkability

SDRP Feedback:

Demonstrate influence of Blue Green corridors on masterplan.

Include an easily accessible precinct heart in a central location.

Explore green space between buildings to enhance the public network

Design Response:

The proposal uses the blue green corridors to provide open space to the site within a 5 minute walk.

The precinct heart is relocated to the centre of the site and is well positioned to be accessible by all occupants and positioned adjacent to open space and active transport links.

Additional connection points between buildings allows for better pedestrian connectivity around the site.

LEGEND

- PUBLIC ACCESS AREA
- PRECINCT HEART
- 5 MINUTE WALK TO GREEN SPACE
- 10 MINUTE WALK TO HEART
- WALKTHOUGH / SOFT FIRETRAIL

- Over 32ha of land that is open and publicly available for the use and enjoyment by the precinct occupants, as well as the general public.
- Access to open space and riparian areas is important to first nations peoples to reconnect to lands with cultural significance that have long been in private ownership.
- The local centre in the heart of the precinct is well located providing walking access within 10 minutes
- With the re-introduction of the central ENZ, occupants within the precinct will be able to walk to open space within 5 minutes.

7.12 Canopy Cover

In persuit of an active and highly walkable masterplan there has been extensive workshopping to maximise canopy cover throughout the site. The outcome of this has ballanced the strict requirements of Western Sydney Airport with the objectives of the Western Sydney Aerotropolis Precinct Plan.

Through strategic species selections and careful tree spacing and distribution the masterplan has implemented a stratergy that limits avian habitat towards the South East of the site while still providing maximum shade where possible.

Proposed Outcomes:

Open space canopy cover - 40%

On-lot canopy cover - 12%

LEGEND

- PRECINCT HEART
- OPEN SPACE CANOPY
- ON-LOT CANOPY

7.13 Deep Soil

While industrial developments of this scale do call for large expanses of inpervious ground cover, the Masterplan looks to reduce any change to the sites natural water flow where possible.

Along with the generous expanses of deep soil gained from the riparian corridors and ENZ zones, on-lot deepsoil will be achieved though landscape setbacks, landscaped on-lot amenity areas and enlarged landscape islands throughout parking lots.

Totals:

Total open space deep soil - 80%

Total on-lot deep soil - 15%

LEGEND

- PRECINCT HEART
- OPEN SPACE DEEP SOIL
- ON-LOT DEEP SOIL

7.14 Built Form

- Local centre positioned in the heart of the precinct, adjacent to open space, active transport links, public transport, and view corridors.
- Lot parcels generated are suitably sized for a range of uses, and provide for flexibility in building sizes. Lot depths for freight and logistics are in and around 200m.
- ENZ and open space typically not directly fronted by private lots. Where lots directly front on to open space, an active transport link is proposed.
- The masterplan and proposed road layout provides lots that allow for a range of building sizes and uses while maintaining overall flexibility for future tenants.
- Large: circa 20,000sqm + users and associated functions
- Medium: circa 15,000sqm and less in individual buildings or in a shared arrangement.
- Small: small users, or users with high office components (such as advanced manufacturing/robotics)

LEGEND

- LARGE TENANCIES
- MEDIUM TENANCIES
- OFFICE DOMINANT TENANCIES
- PRECINCT HEART TENANCIES

7.15 Site Access

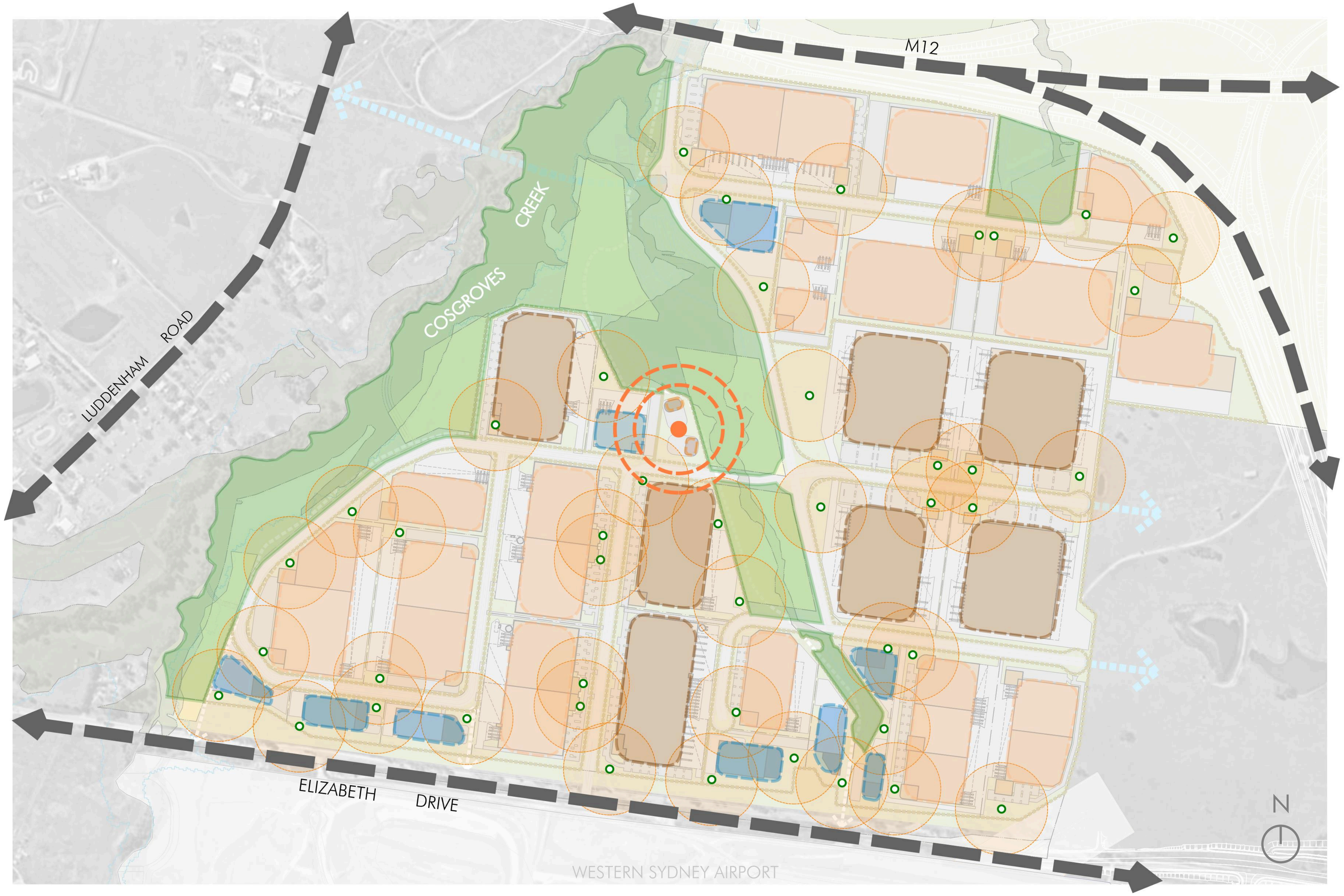
- Reduce site vehicle access points
- Eliminate truck access points on central spine road to improve traffic movements and user experience.
- Separate light and heavy vehicle movements where possible to improve safety

LEGEND

- COLLECTOR ROAD
- LOCAL INDUSTRIAL ROAD
- SIGNALISED INTERSECTION
- TRUCK ACCESS / HARDSTAND
- CAR ACCESS / PARKING

7.16 On Lot Amenity

- Private lot amenity to be provided adjacent to offices or where the lots population will be located.
- Combination of roof top terraces and on ground open space offerings.



LEGEND

- ON SITE RELIEF / LANDSCAPING OPPORTUNITIES
- INDICATES 1 MINUTE WALK TO POINT OF RELIEF

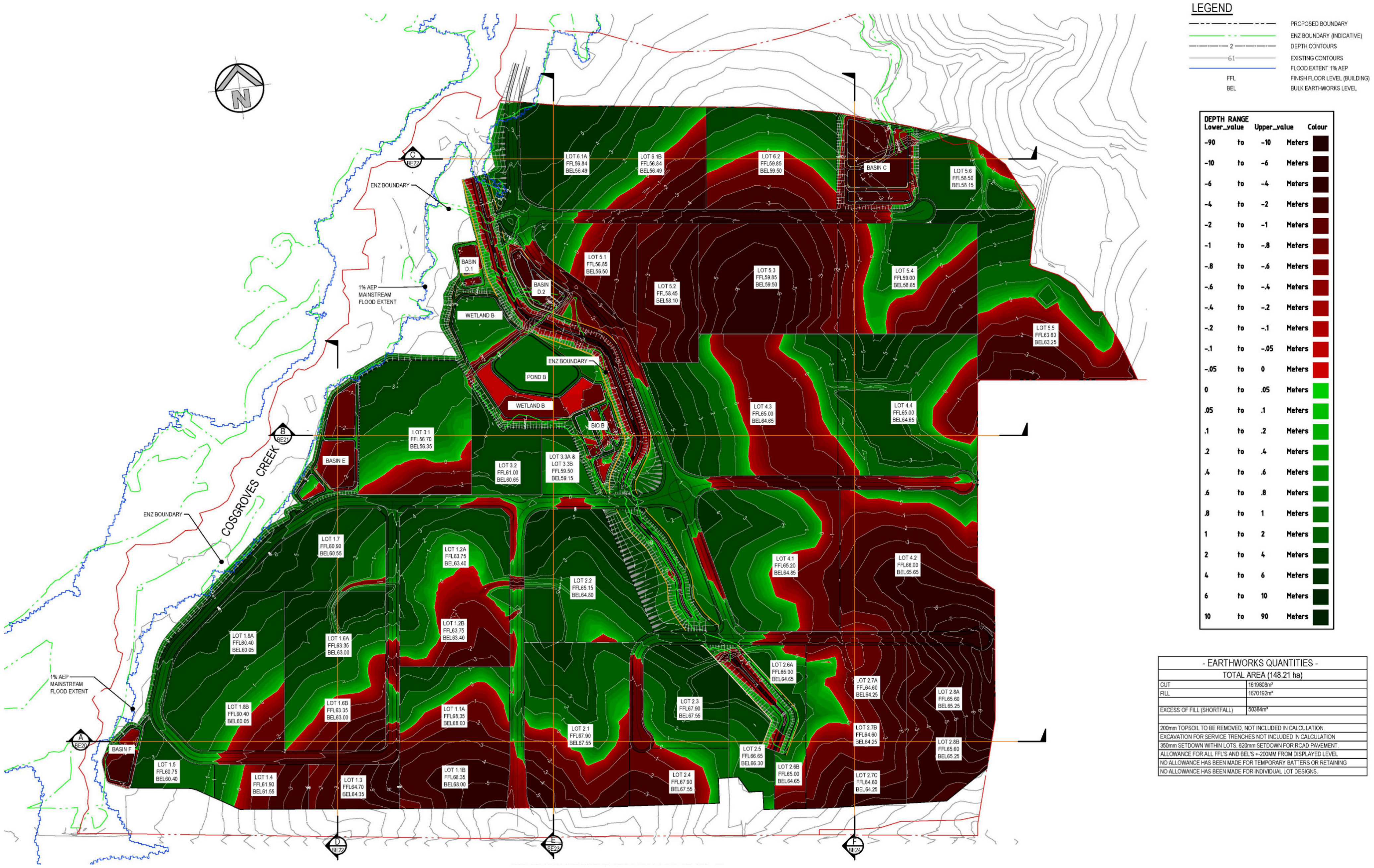
7.17 On Lot and Public Amenity

The analysis of movement to public and private amenity has been conducted to ensure on lot amenity is easily accessed from offices and movement paths to public open space are not hindered by lack of public connection.

LEGEND

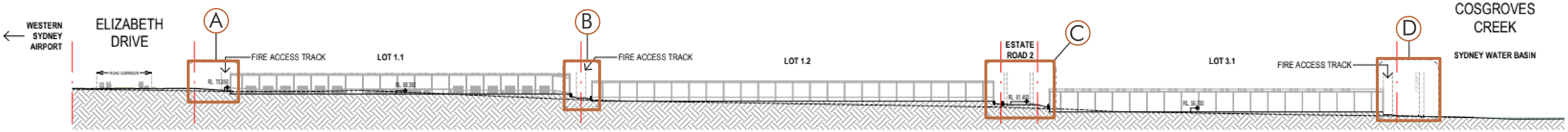
Movement to Public Open Space
Movement to Private Open Space
Private Open Space
Public Open Space

7.18 Cut & Fill



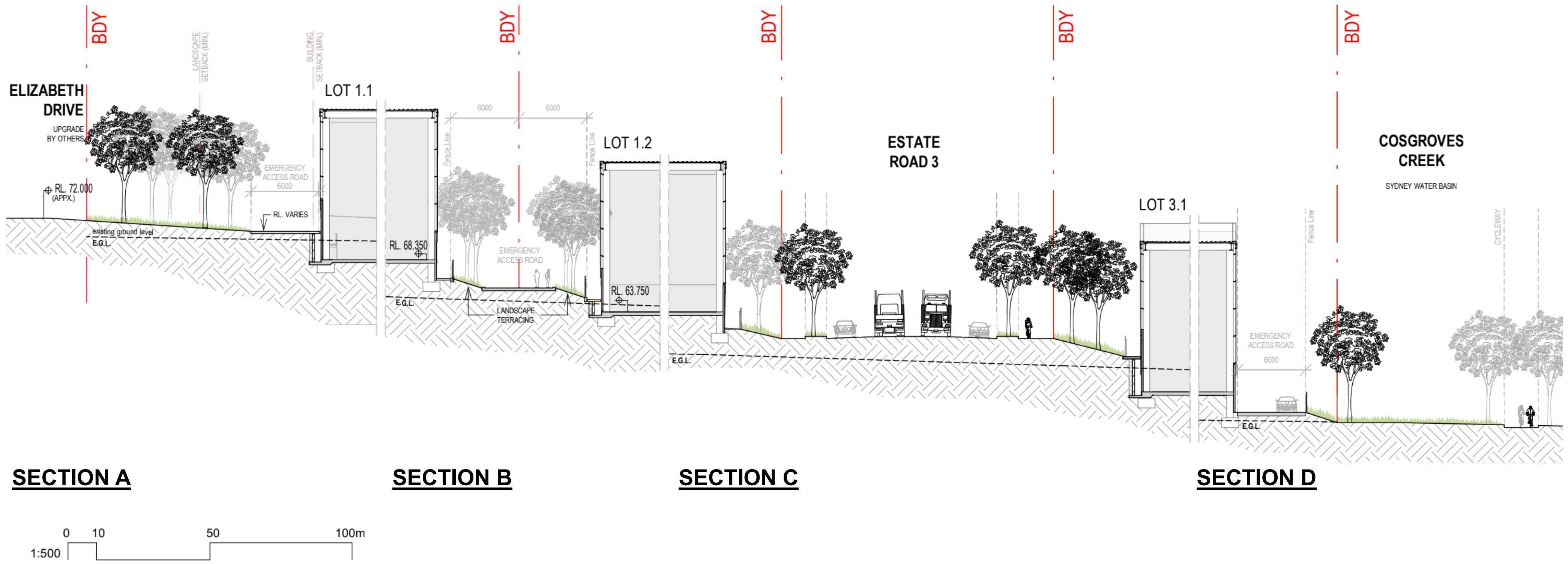
Source: Henry&Hymas Bulk Earthworks Cut and Fill Plan -i5

7.19 Site Wide Sectional Strategy

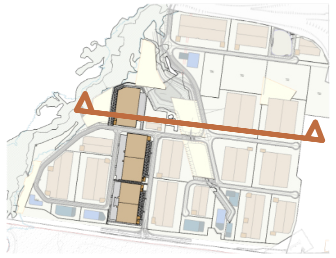


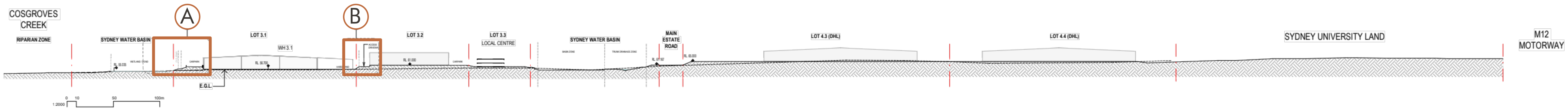
The following section pages detail the key considerations below:

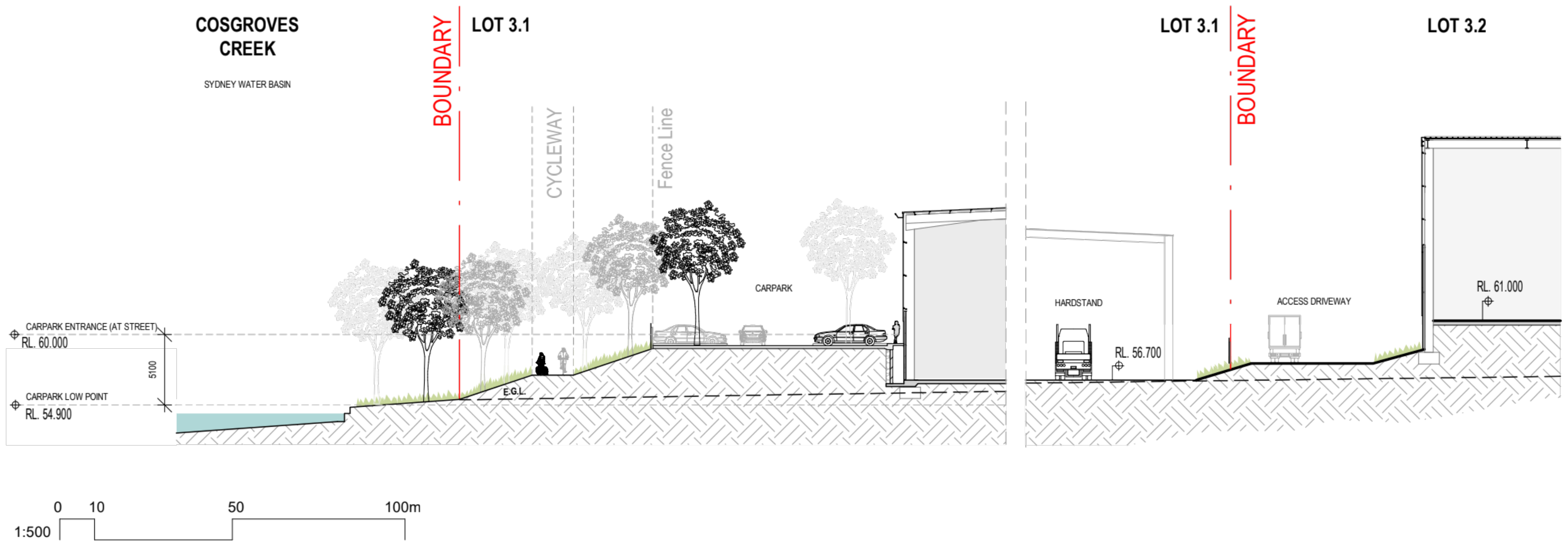
- Pad levels set to minimise cut and fill and match existing levels as best as possible.
- Eliminate significant retaining walls along the boundary where possible.
- Promote a more level groundline between buildings and boundaries to improve the quality of landscaped spaces.
- Use the buildings to do 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.
- Set pad and road levels as to not hinder development to Sydney University lands.



7.20 Site Wide Sectional Strategy



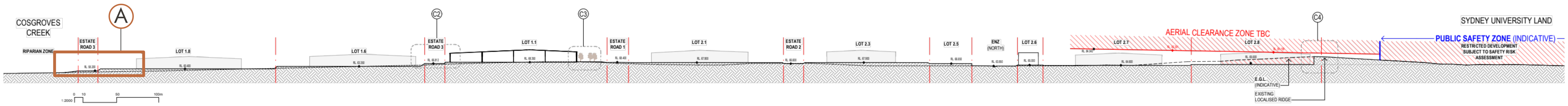


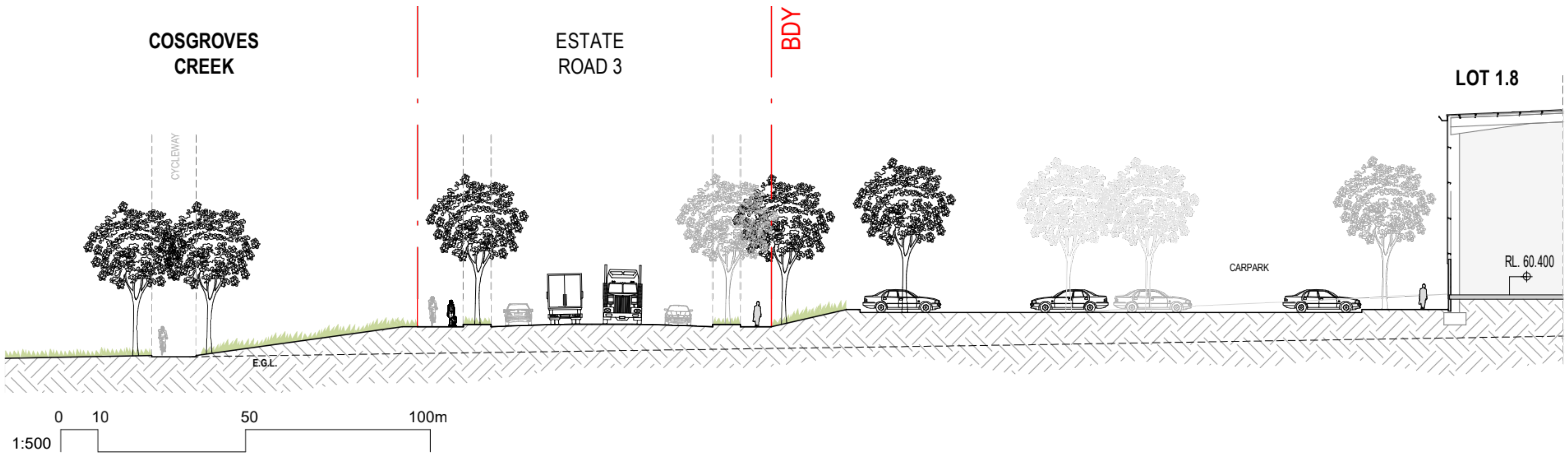


SECTION A

SECTION B

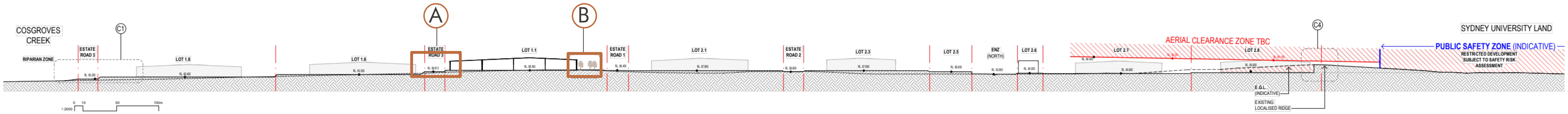
7.21 Site Wide Sectional Strategy

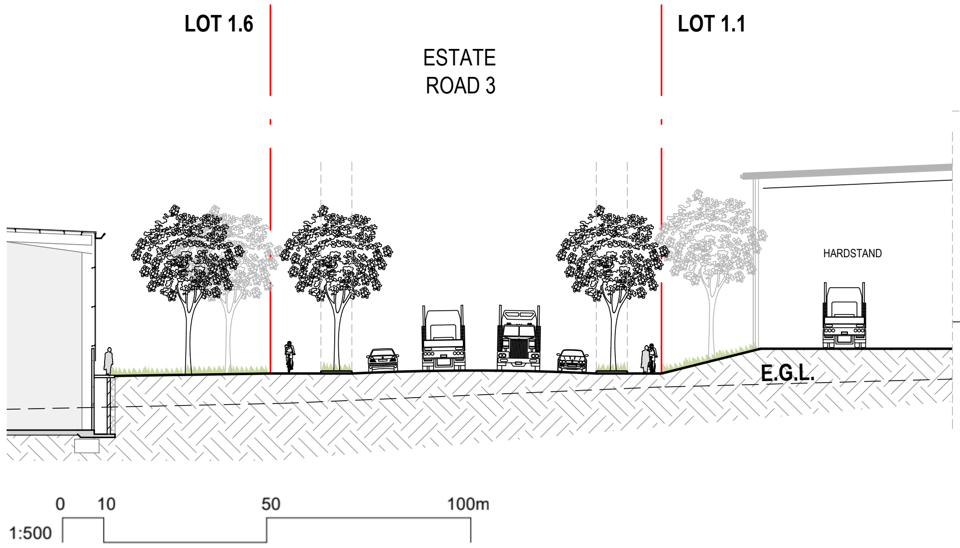


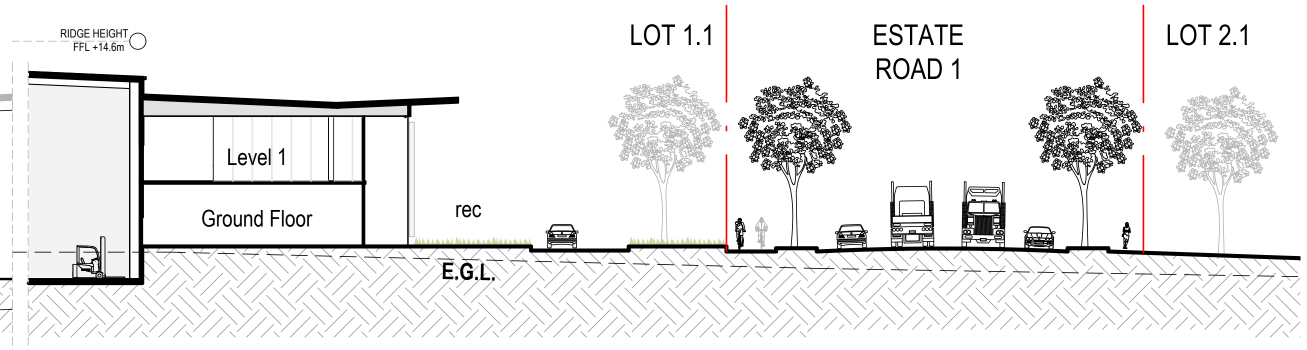


SECTION A

7.22 Site Wide Sectional Strategy



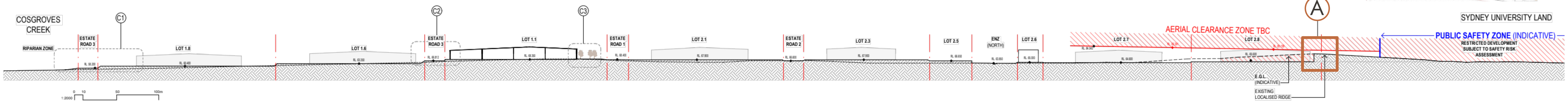




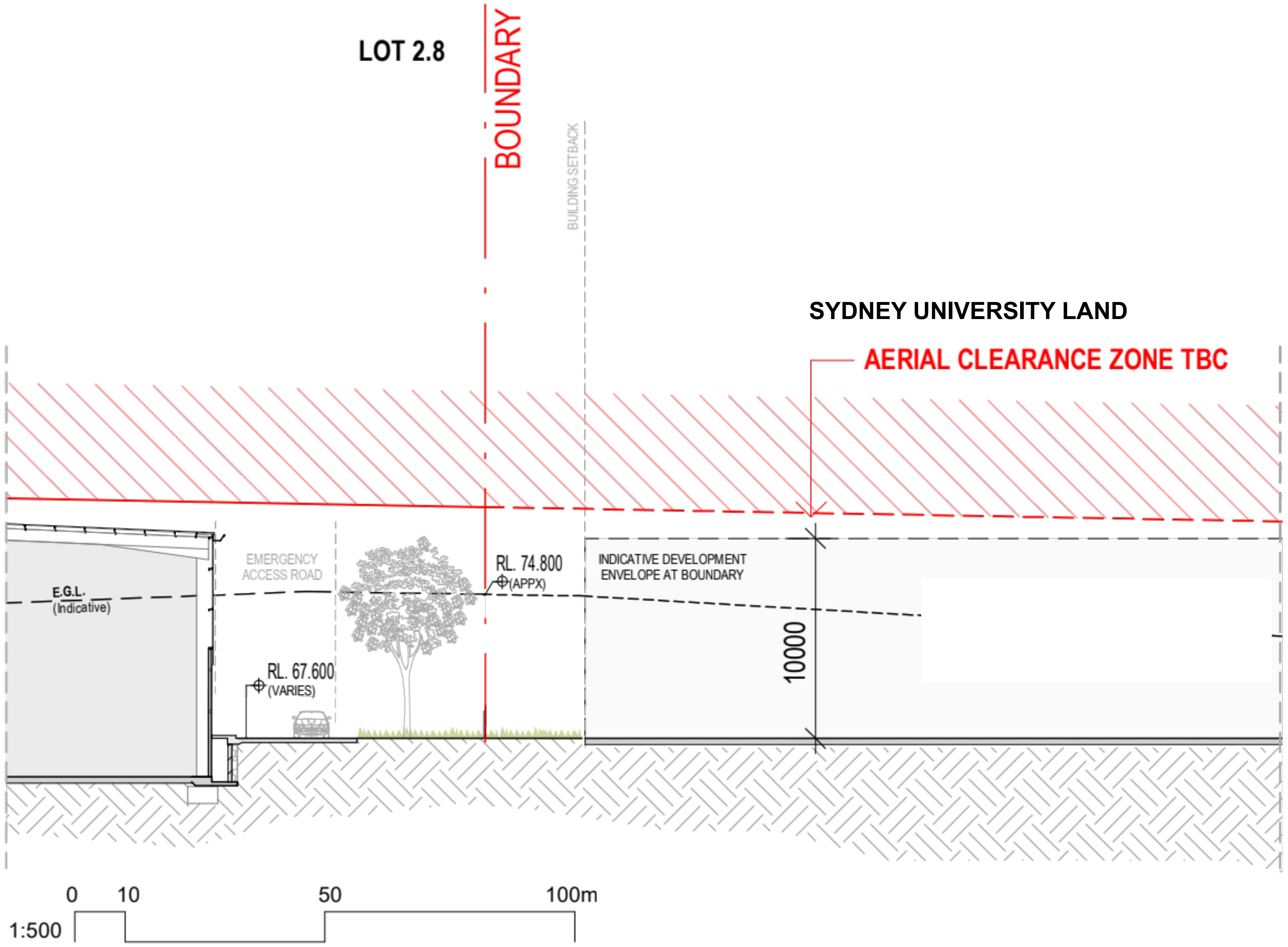
SECTION A

SECTION B

7.23 Site Wide Sectional Strategy



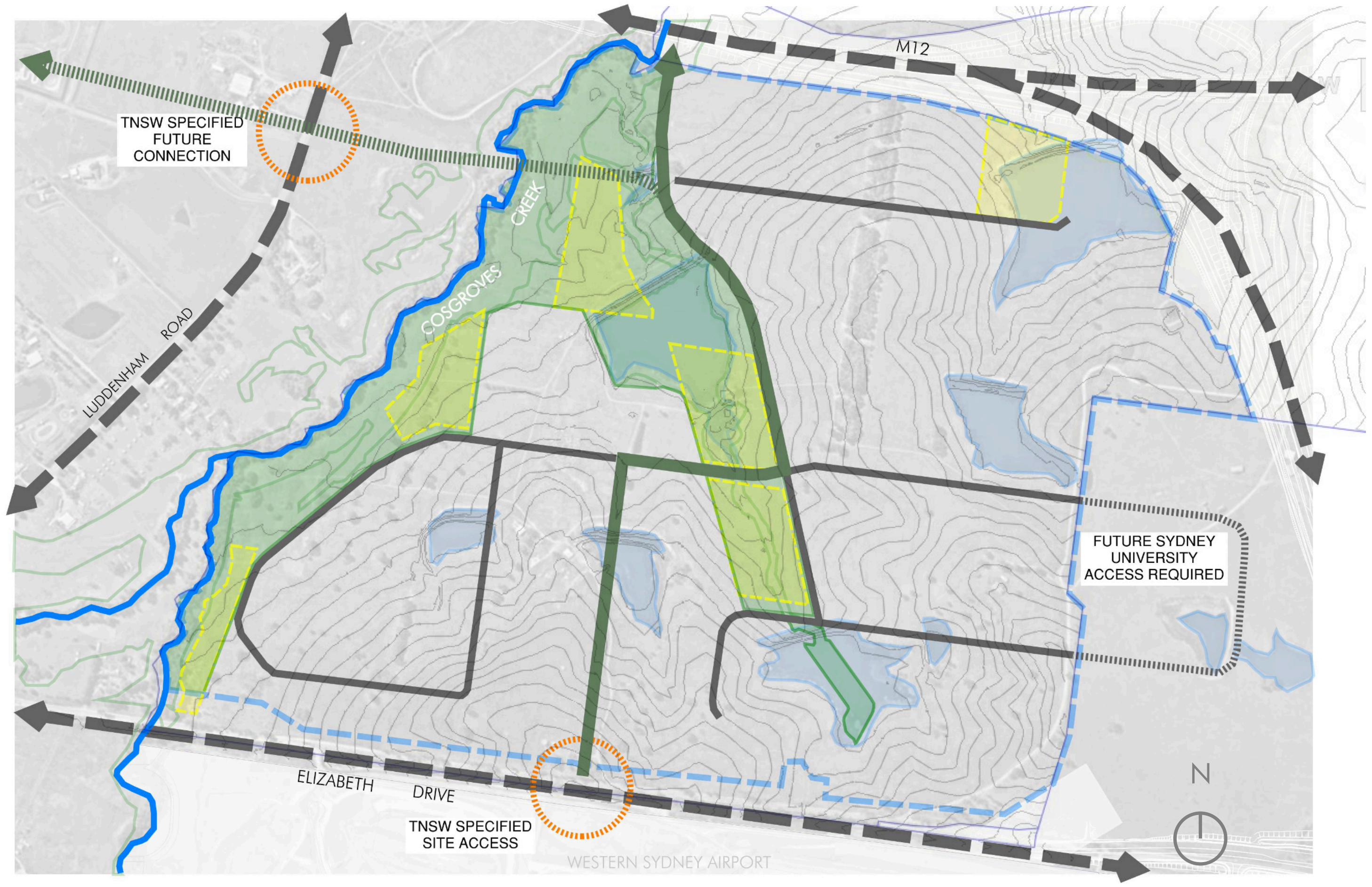
Road & Pad levels along the eastern boundary are set to allow development on our neighbours site under the aerial clearance zone.



SECTION A

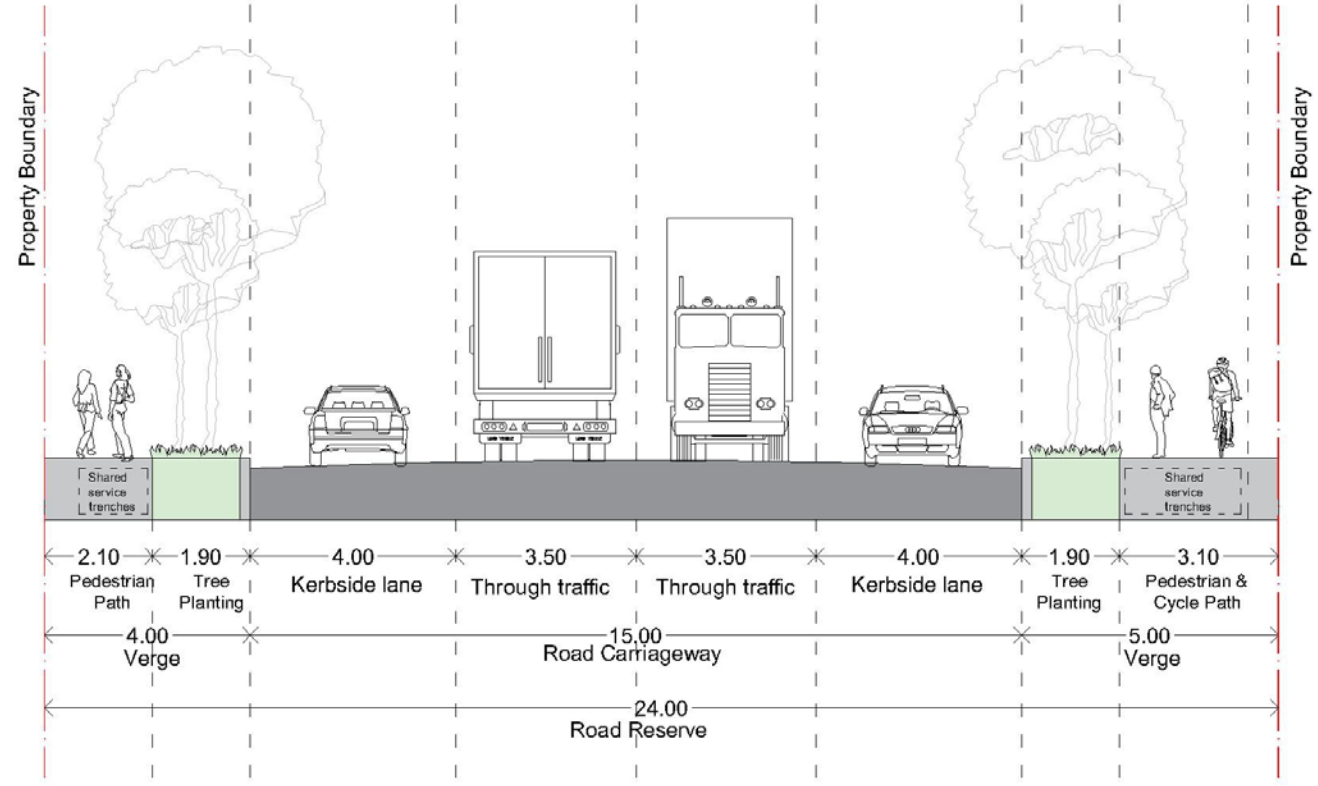
7.24 Road Reserves

The proposed road reserves are as per the Aerotropolis DCP guidelines and details. The below plan and sections identify the road types and hierarchy proposed. This has been supported by the traffic engineering advice from Arcadis.

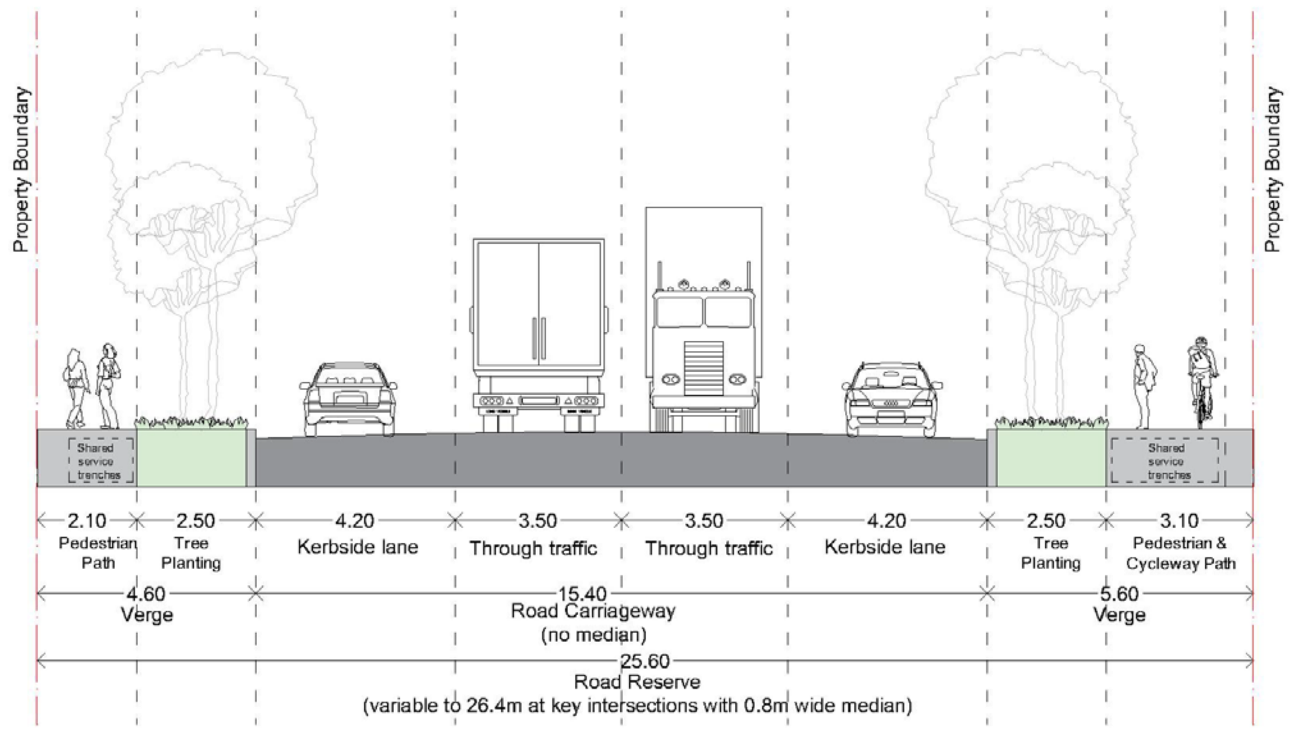


LEGEND

- COLLECTOR ROAD
- LOCAL INDUSTRIAL ROAD
- SYDNEY WATER BASIN
- RIPARIAN CORRIDOR
- FUTURE COLLECTOR ROAD
- FUTURE LOCAL INDUSTRIAL ROAD
- TNSW SPECIFIED CONNECTION



Local Industrial Road

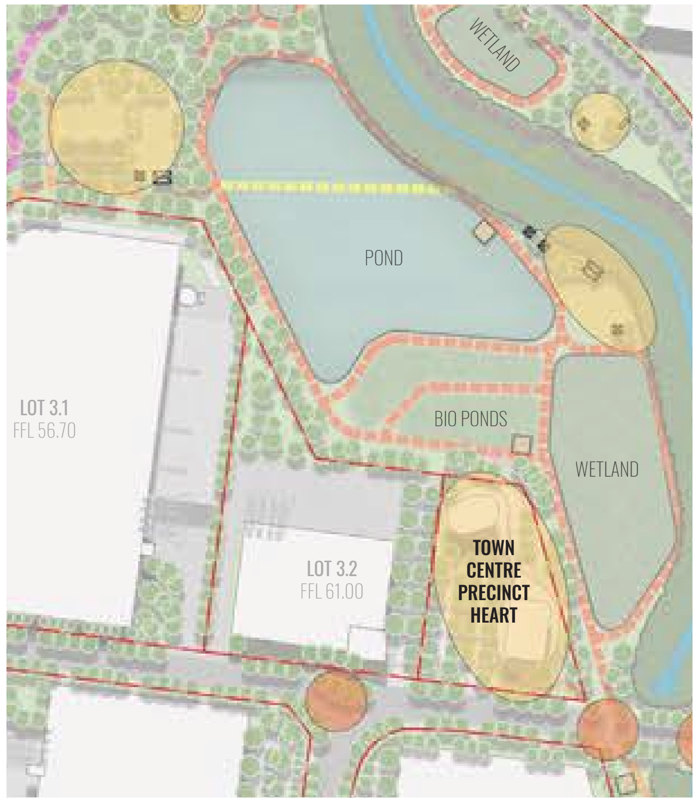


Collector Road

7.25 Precinct Heart

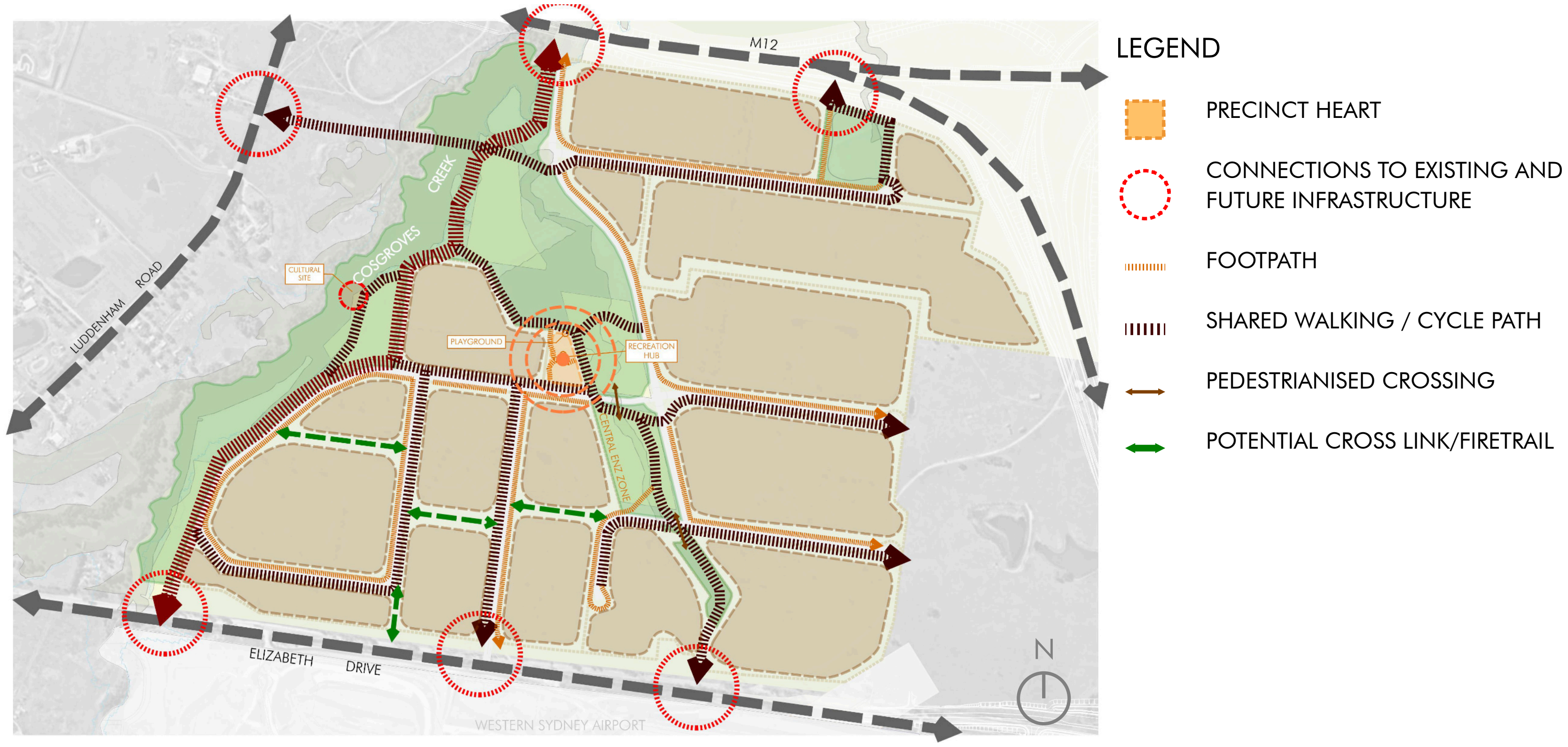
SDRP Feedback:

- Incorporate a precinct heart in a central site location, ensuring pedestrian accessibility and considering amenities like a cafe and public open space to promote gathering.
- Consider clustering smaller blocks around the precinct heart rather than along Elizabeth Drive to enhance pedestrian access and activate the central public space.
- Illustrate the design resolution of the neighborhood centre, detailing proposed uses, indoor and outdoor spaces, landscape, scale, solar access, shade, and spatial qualities.



Design Response:

- The Master Plan has reintroduced the neighborhood centre located centrally on the site and adjacent to the ENZ / Riparian corridor.
- The neighborhood centre can accommodate a range of land uses such as a cafe, takeaway food and beverage and other neighborhood style amenities.
- The neighborhood centre will be the 'Precinct Heart' and have direct linkages to the adjacent public open space areas / riparian park to provide activation.
- The neighborhood centre will be within 5-10 minutes walk from all areas within the development area and will be located on active and public transport routes through the precinct.



Relationship to Elements of Country:

- Move with Country
- Sky Country

7.26 Perspectives - Concept Masterplan

View 1 - Towards Central Heart

View 2 - Towards Central Heart

View 3 - Towards Warehouse 3.1

Key Plan

7.27 Future Usage & Development

Development over 30 years

The following diagrams indicate how an industrial development of this scale can adapt over time with subdivisions that bring in smaller typologies and associated roadways to suit.

0-10 Years

- Large format logistics/last mile warehouse distribution
- Data centres and processing facilities

10-15 Years

- Reduction in larger warehouses and intense employment / Hi-Tech / Data Centres increased

15-20 Years

- Further reduction into more commercial / Hi-Tech

25-30 Years

- Increase movement to more intense employment.

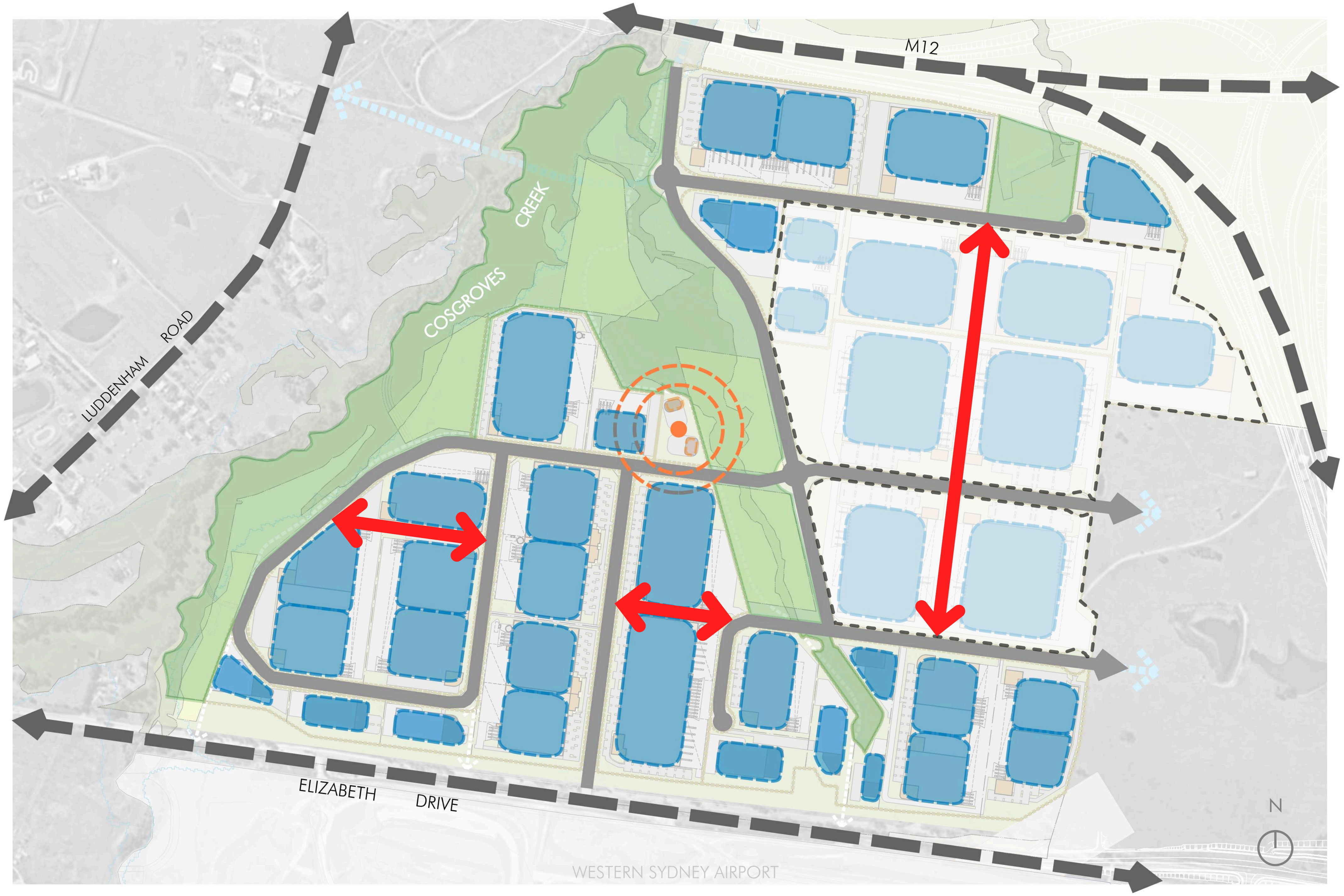
30+ Years

- Subject to market demands the original logistics will evolve into a smaller grid

FUTURE POTENTIAL SUBDIVISION | FUTURE POTENTIAL ROADS | FUTURE POTENTIAL DEVELOPMENT

7.28 Future Road Connections

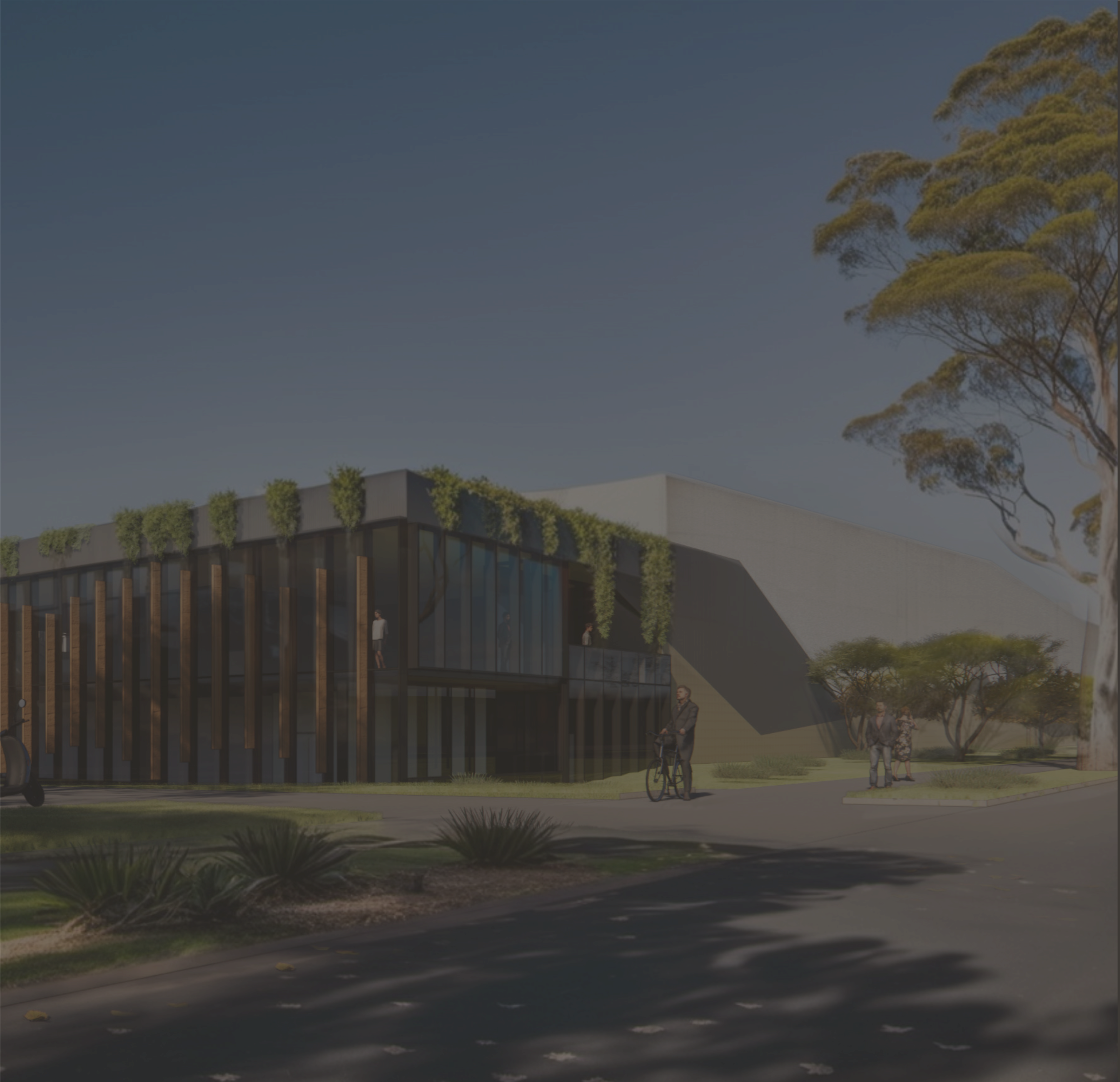
The Master Plan has been designed to easily accommodate for future North-South and East-West connection roads. These will not only provide increased alignment with the precinct plan, but will improve circulation and safety throughout the precinct as demand for large industrial lots reduces over time. This accommodation is achieved through the alignment of the lots to the east and the inclusion of easily upgraded inter-lot "firetrails" to the west of the precinct.



LEGEND

POTENTIAL FUTURE ROAD CONNECTIONS

LOTS SUBJECT TO SEPERATE SSDA

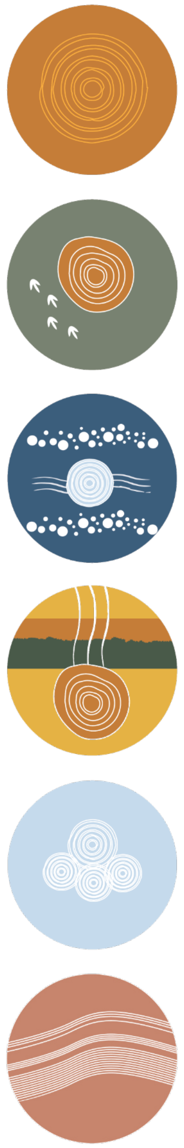


08

BUILT FORM

8.1 Context and Built Form Inspiration Board

8.2 Built Form Design Principals and Materiality



MOVE WITH COUNTRY

- Celebrating country though precinct naming
- Telling stories of country through art

NON-HUMAN KIN COUNTRY

- Celebrating non-human kin with living green walls
- Telling stories of kin through art

WATER COUNTRY

- Celebrating water with rain chains and rain gardens
- Supporting water country with permeable surfaces

DEEP COUNTRY

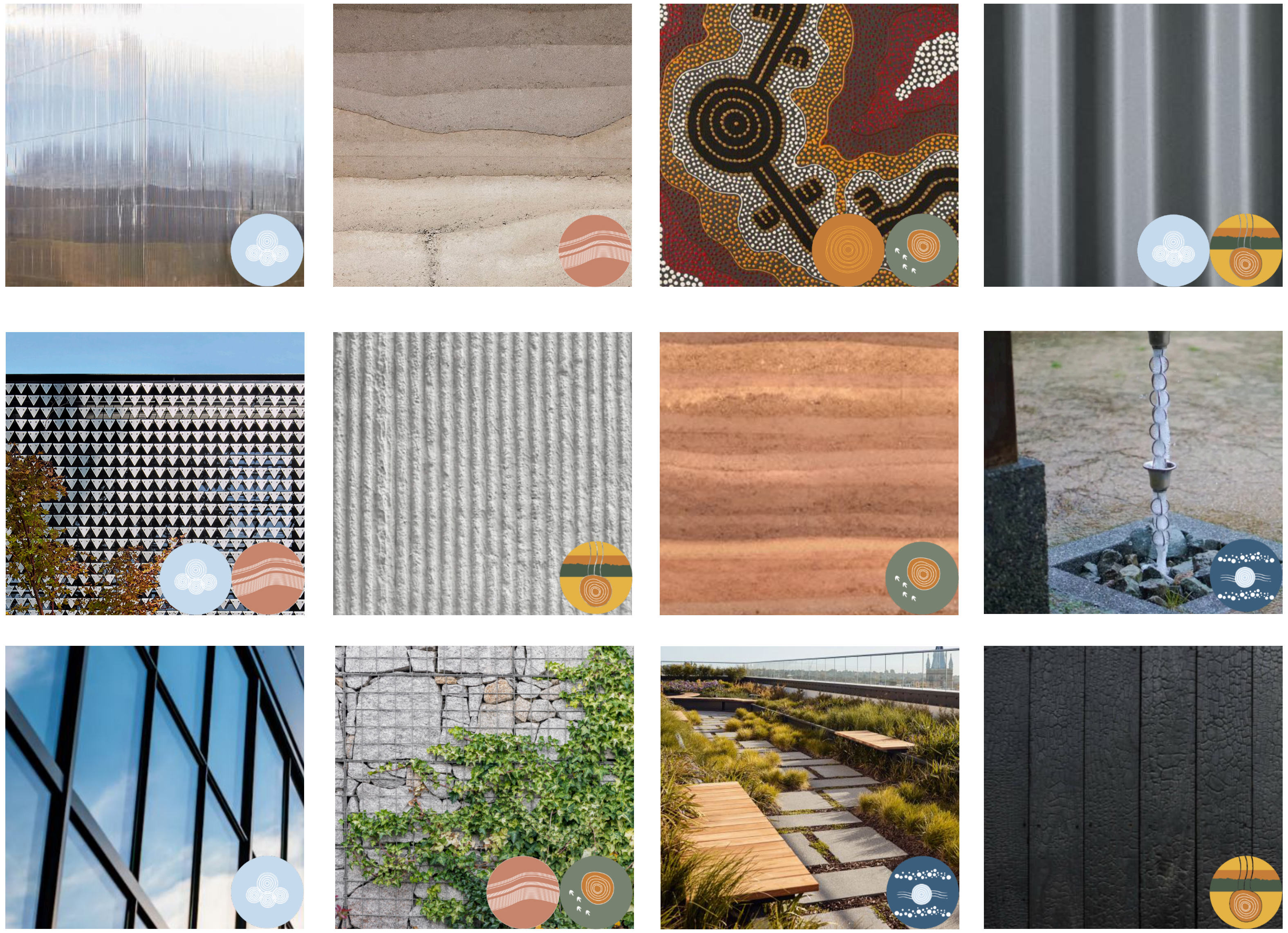
- Celebrating deep country though Dharug ochre tones

SKY COUNTRY

- Celebrating sky though reflective glazing translucent elements and perforated facades

WIND COUNTRY

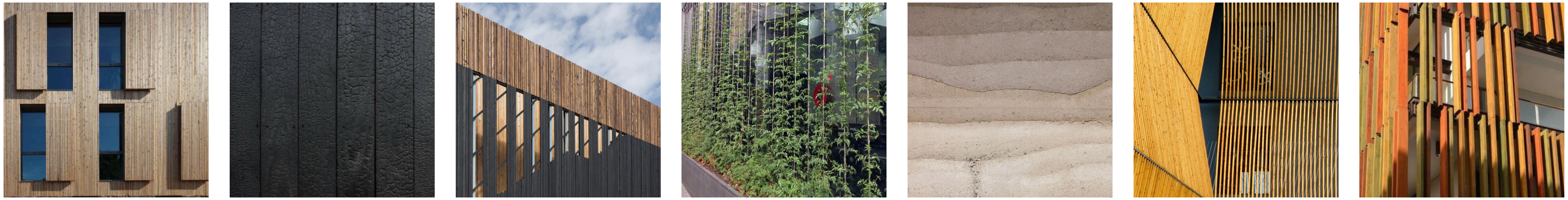
- Celebrating wind though active facades, weathered elements and green facades



8.3 Built Form Materiality Examples

Translucency

Panels

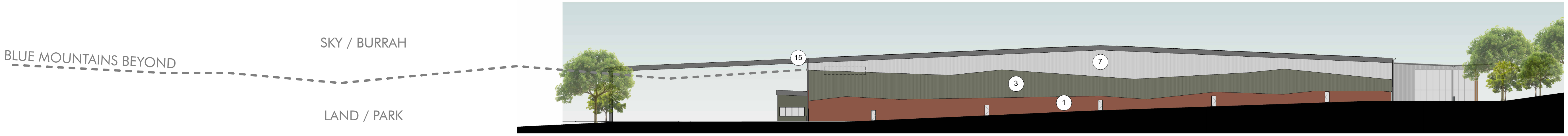


Natural Materials

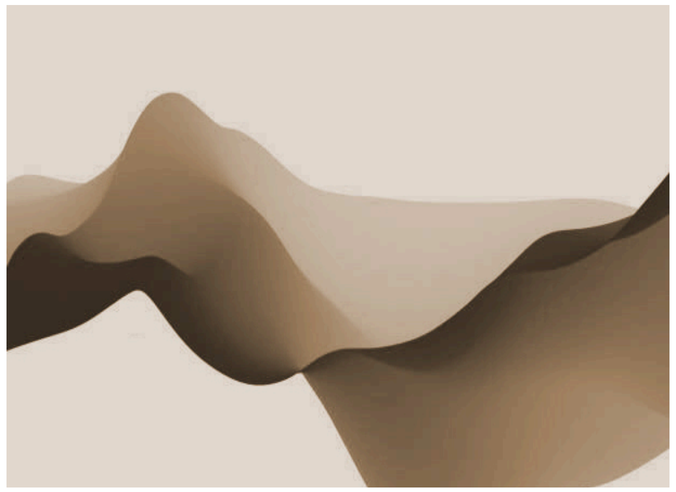
Texture and Screens

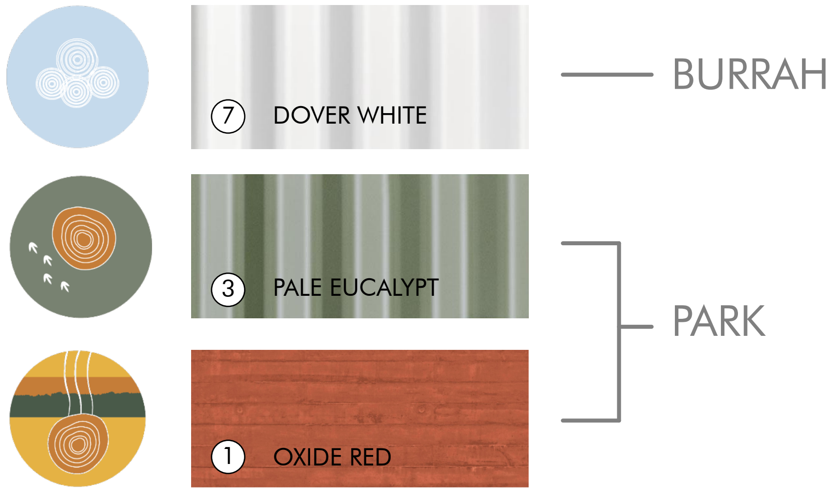
8.4 Warehouse Facade Methodology

Typical Warehouse Facade Methodology:



Warehouse 1.1 - Stage 1 from Elizabeth Drive (Source: GeoScapes VIA View 10 year 0)



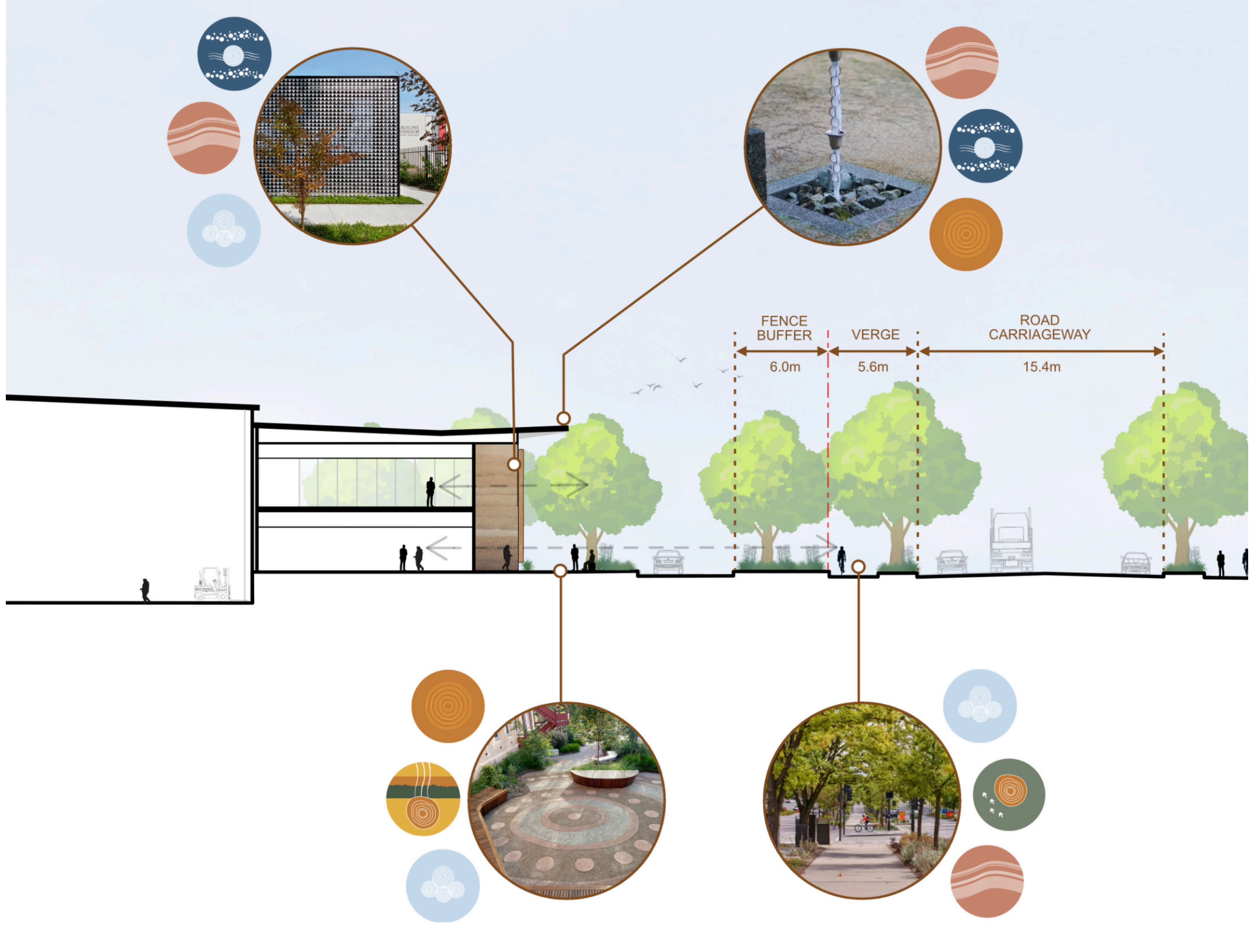


In keeping with the precinct name Burrah Park, warehouse facades throughout the development reference the sky and land of their surroundings. With darker earthy tones to the lower portion of facades and light whites above, the buildings mimic the undulating horizon lines formed by the rolling hills, tree tops and the Blue Mountains in the distance.

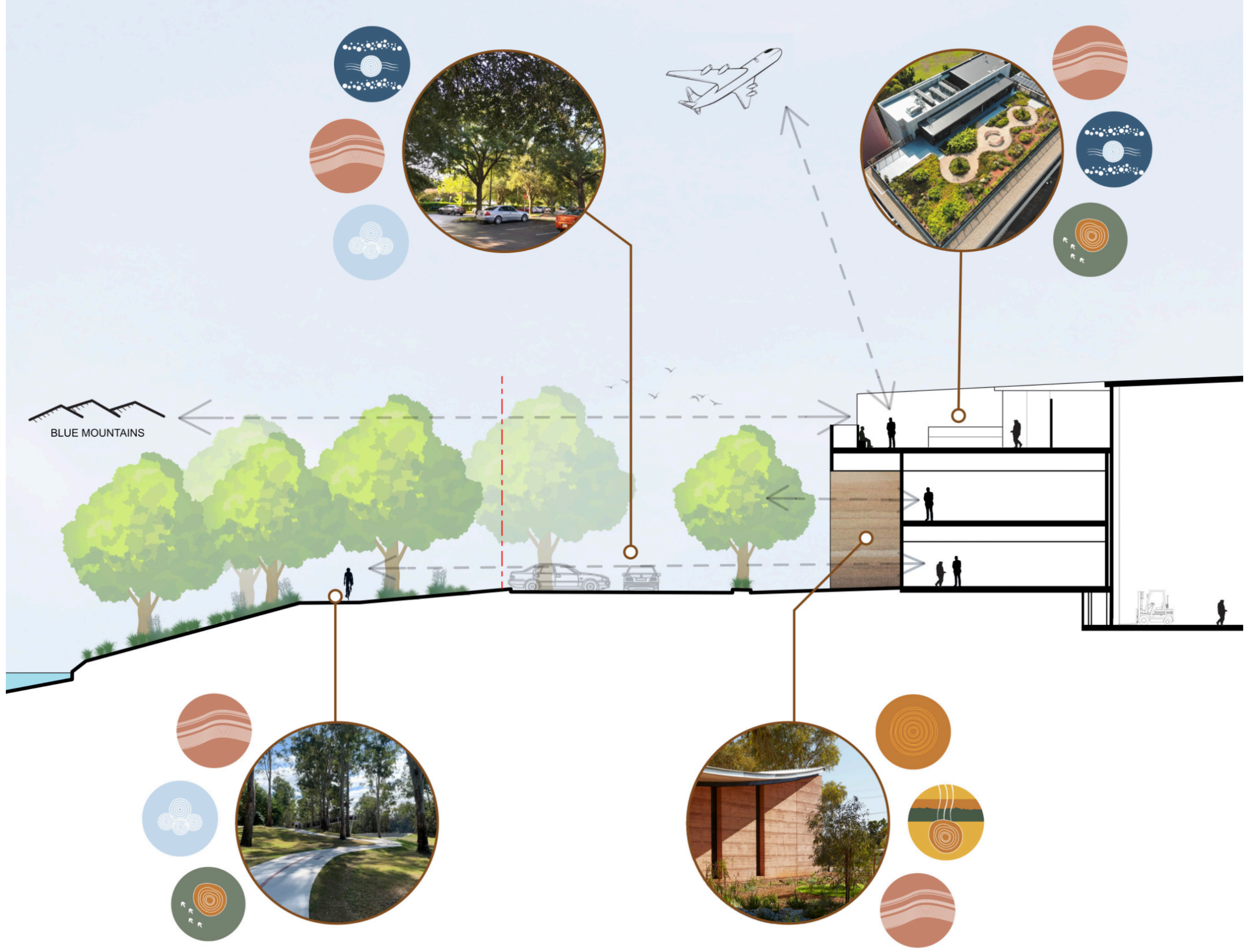
Especially when viewed at speed along Elizabeth Drive and the M12, this method allows otherwise dominating warehouse facades to hide in their surroundings even before boundary planting reaches maturity.

8.5 Office Compositions

Warehouse 1.1 and 1.2 Offices:



Warehouse 3.1 Office:



Offices throughout the precinct are to be split from warehouse pads where appropriate in order to:

- Promote better pedestrian access to lots.
- Improve visual connectivity to support wayfinding and surveillance.
- Promote a more level ground line between buildings and boundaries to improve the quality of landscaped spaces.
- Reduce warehouse scale and match existing ground levels as closely as possible.
- Present to the street more appropriately.

Office interfaces are to encompass and celebrate the Elements of Country by:

- Including easily accessed outdoor rec areas that promote Connection to Country:
  - Ground Level: Native plants, shade, earthy tones, subtle cultural art.
  - Rooftop: Views to mountains/planes, open to sky, native ecology, subtle art.
- Utilising rain chains and raingardens to provide a sensory celebration of water.
- Including wind walls and kinetic elements that address the changing seasons.
- Providing permeable, canopy covered parking and pathways that 'breathe'.
- Using finishes like timber and rammed earth to address Deep Country tones.

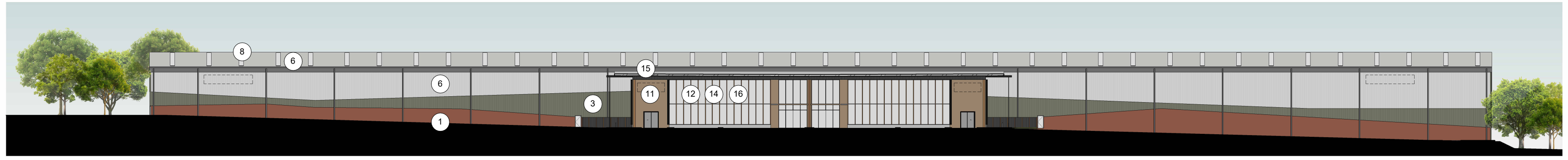
8.6 Perspectives - Stage 1

View 1 - Lot 1.1 and 1.2 Offices

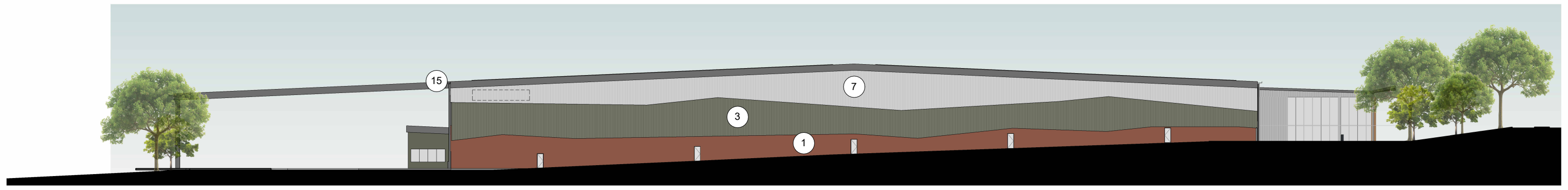
View 2 - Lot 3.1 Office

Key Plan

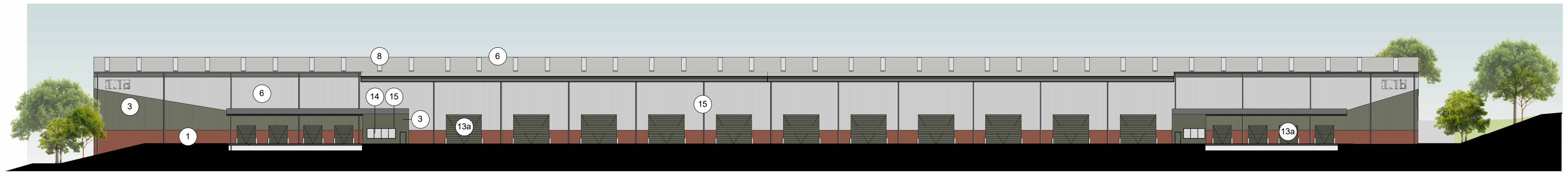
8.7 Elevations - Lot 1.1



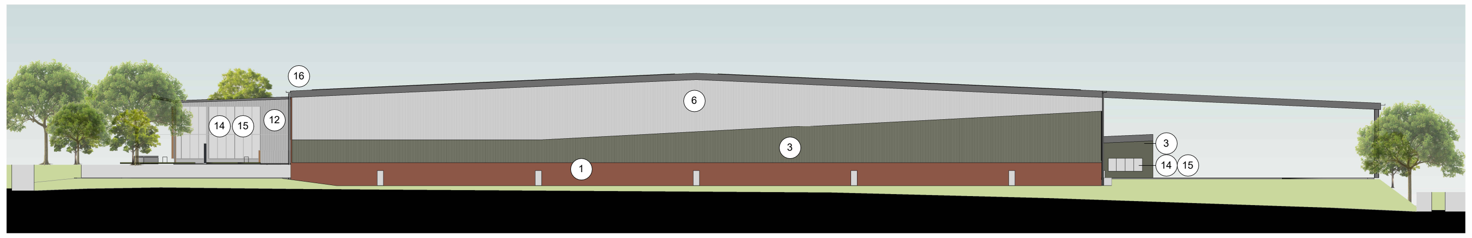
1 SK1000 EAST ELEVATION
1 : 500



2 SK1000 SOUTH ELEVATION
1 : 500



3 SK1000 WEST ELEVATION
1 : 500



4 SK1000 NORTH ELEVATION
1 : 500

EXTERIOR FINISHES SCHEDULE

WAREHOUSE

- 01. TEXTURED PRECAST WALL - OXIDE RED
- 02. TEXTURED PRECAST WALL - BROWN
- 03. PROFILE METAL SHEETING - COLORBOND "PALE EUCALYPT"
- 04. PROFILE METAL SHEETING - COLORBOND "EVENING HAZE"
- 05. PROFILE METAL SHEETING - COLORBOND "WOODLAND GREY"
- 06. PROFILE METAL SHEETING - COLORBOND "DOVER WHITE"
- 07. TRANSLUCENT SHEETING - WHITE
- 08. PROFILE METAL SHEETING (ROOF) - COLORBOND "DOVER WHITE"
- 09. TRANSLUCENT SHEETING (ROOF) - WHITE

OFFICE

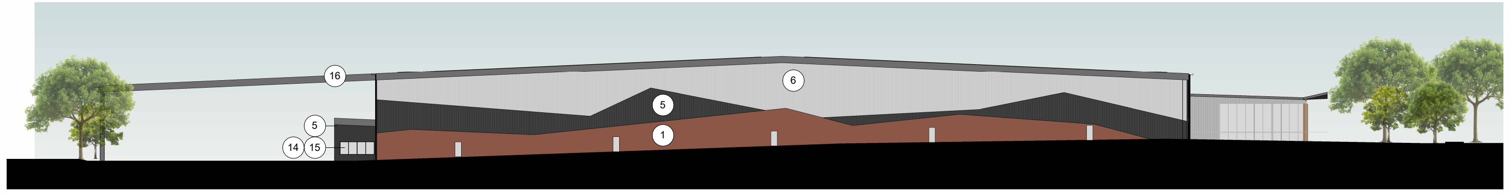
- 10. TIMBER STRUCTURE
- 11. RAMMED EARTH FEATURE WALL
- 12. PROFILE METAL SHEETING - TRIMDEK "WOODLAND GREY"

DOORS / WINDOWS / FIXTURES

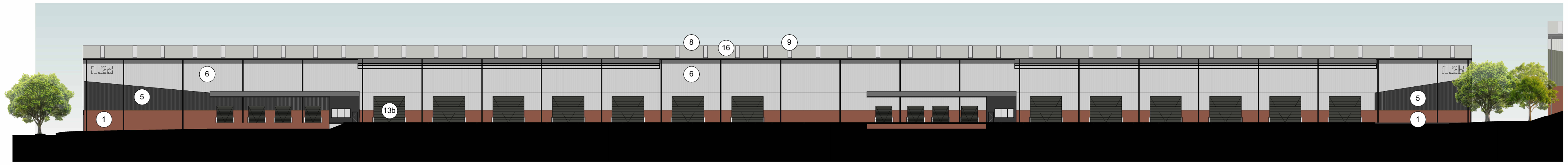
- 13a. POWDERCOATED ROLLER DOORS - COLORBOND "PALE EUCALYPT"
- 13b. POWDERCOATED ROLLER DOORS - COLORBOND "WOODLAND GREY"
- 13c. POWDERCOATED ROLLER DOORS - COLORBOND "EVENING HAZE"
- 14. CLEAR VISION GLAZING
- 15. POWDERCOATED ALUMINIUM WINDOW FRAME - COLORBOND "MONUMENT"
- 16. DOWNPIPES, CAPPING, FLASHING, FASCIA, GUTTER + EXPOSED STEEL - COLORBOND "WOODLAND GREY"
- 17. TIMBER SUNSHADES

8.8 Elevations - Lot 1.2

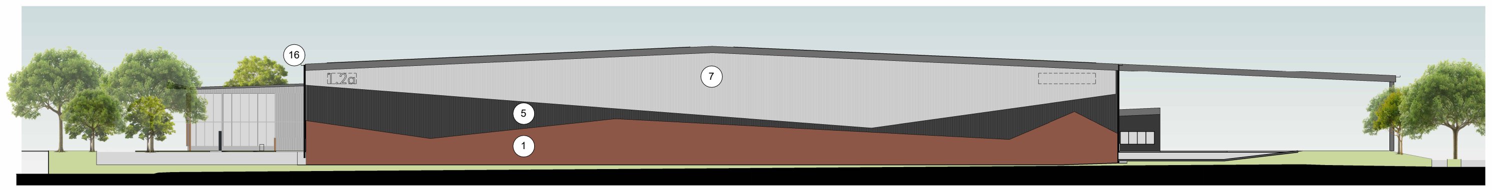
1 EAST ELEVATION
SK1000 1 : 500



2 SOUTH ELEVATION
SK1000 1 : 500



3 WEST ELEVATION
SK1000 1 : 500



4 NORTH ELEVATION
SK1000 1 : 500

EXTERIOR FINISHES SCHEDULE

WAREHOUSE

- 01. TEXTURED PRECAST WALL - OXIDE RED
- 02. TEXTURED PRECAST WALL - BROWN
- 03. PROFILE METAL SHEETING - COLORBOND "PALE EUCALYPT"
- 04. PROFILE METAL SHEETING - COLORBOND "EVENING HAZE"
- 05. PROFILE METAL SHEETING - COLORBOND "WOODLAND GREY"
- 06. PROFILE METAL SHEETING - COLORBOND "DOVER WHITE"
- 07. TRANSLUCENT SHEETING - WHITE
- 08. PROFILE METAL SHEETING (ROOF) - COLORBOND "DOVER WHITE"
- 09. TRANSLUCENT SHEETING (ROOF) - WHITE

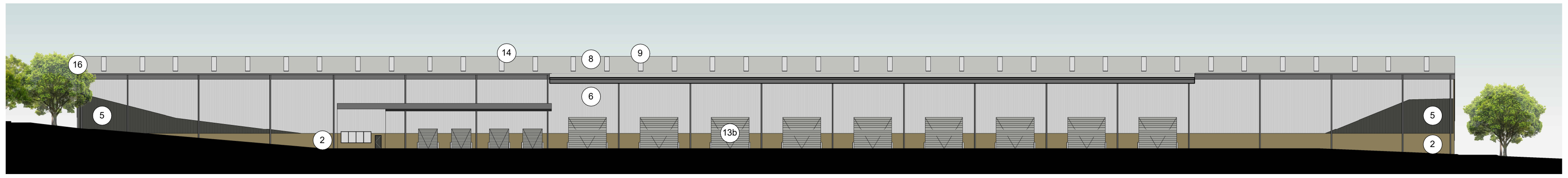
OFFICE

- 10. TIMBER STRUCTURE
- 11. RAMMED EARTH FEATURE WALL
- 12. PROFILE METAL SHEETING - TRIMDEK "WOODLAND GREY"

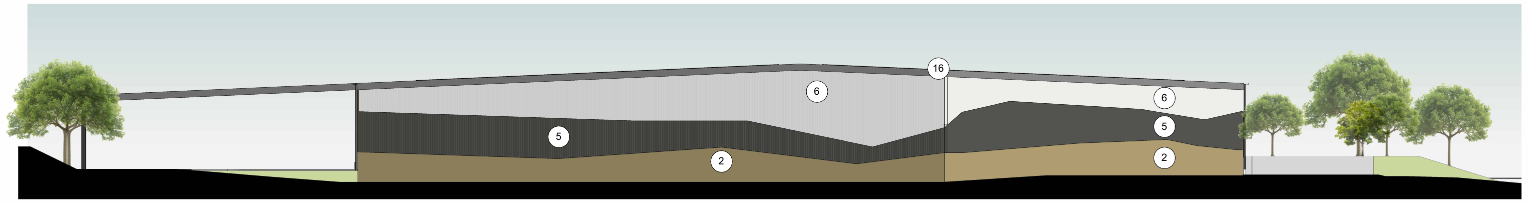
DOORS / WINDOWS / FIXTURES

- 13a. POWDERCOATED ROLLER DOORS - COLORBOND "PALE EUCALYPT"
- 13b. POWDERCOATED ROLLER DOORS - COLORBOND "WOODLAND GREY"
- 13c. POWDERCOATED ROLLER DOORS - COLORBOND "EVENING HAZE"
- 14. CLEAR VISION GLAZING
- 15. POWDERCOATED ALUMINIUM WINDOW FRAME - COLORBOND "MONUMENT"
- 16. DOWNPIPES, CAPPING, FLASHING, FASCIA, GUTTER + EXPOSED STEEL - COLORBOND "WOODLAND GREY"
- 17. TIMBER SUNSHADES

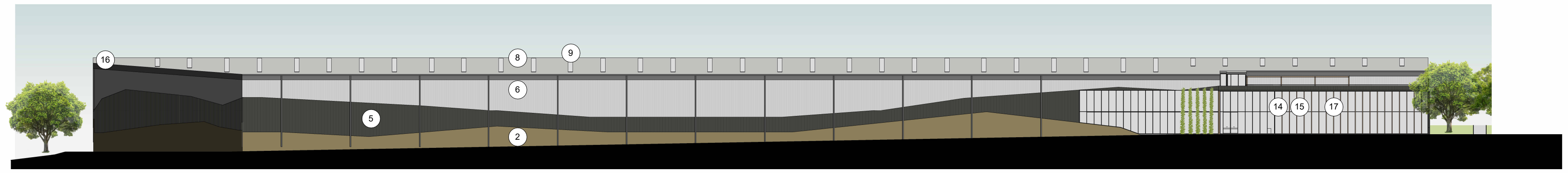
8.9 Elevations - Lot 1.3



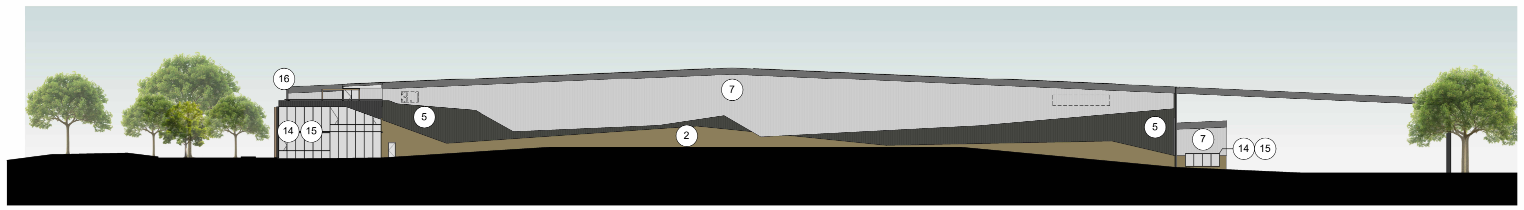
1 EAST ELEVATION
SK1000 1 : 500



2 NORTH ELEVATION
SK1000 1 : 500



3 WEST ELEVATION
SK1000 1 : 500



4 SOUTH ELEVATION
SK1000 1 : 500

EXTERIOR FINISHES SCHEDULE

WAREHOUSE
- 01. TEXTURED PRECAST WALL - OXIDE RED
- 02. TEXTURED PRECAST WALL - BROWN
- 03. PROFILE METAL SHEETING - COLORBOND "PALE EUCALYPT"
- 04. PROFILE METAL SHEETING - COLORBOND "EVENING HAZE"
- 05. PROFILE METAL SHEETING - COLORBOND "WOODLAND GREY"
- 06. PROFILE METAL SHEETING - COLORBOND "DOVER WHITE"
- 07. TRANSLUCENT SHEETING - WHITE
- 08. PROFILE METAL SHEETING (ROOF) - COLORBOND "DOVER WHITE"
- 09. TRANSLUCENT SHEETING (ROOF) - WHITE

OFFICE
- 10. TIMBER STRUCTURE
- 11. RAMMED EARTH FEATURE WALL
- 12. PROFILE METAL SHEETING - TRIMDEK "WOODLAND GREY"

DOORS / WINDOWS / FIXTURES
- 13a. POWDERCOATED ROLLER DOORS - COLORBOND "PALE EUCALYPT"
- 13b. POWDERCOATED ROLLER DOORS - COLORBOND "WOODLAND GREY"
- 13c. POWDERCOATED ROLLER DOORS - COLORBOND "EVENING HAZE"
- 14. CLEAR VISION GLAZING
- 15. POWDERCOATED ALUMINIUM WINDOW FRAME - COLORBOND "MONUMENT"
- 16. DOWNPIPES, CAPPING, FLASHING, FASCIA, GUTTER + EXPOSED STEEL - COLORBOND "WOODLAND GREY"
- 17. TIMBER SUNSHADES

8.10 Proposed Development - Concept Masterplan

8.11 Proposed Development - Concept Masterplan (Stage 1)

8.12 Perspective

APPENDIX A

ARCHITECTURAL DRAWINGS

APPENDIX B

SDRP RESPONSES

Studios

Brisbane
Director George Fatseas
T +61 7 3239 2444
E brisbane@nettletontribe.com.au

Sydney
Director Michael Morgan
T +61 2 9431 6431
E sydney@nettletontribe.com.au

Melbourne
Director Jeremy Bishop
+61 3 8547 1400
E melbourne@nettletontribe.com.au

Canberra
Director Trevor Hamilton
T +61 2 6107 3090
E canberra@nettletontribe.com.au

Perth
Director Trevor Hamilton
T +61 8 6166 9488
E perth@nettletontribe.com.au

nettletontribe.com.au

18 10 2024

BURRAH PARK

URBAN DESIGN GUIDELINES

RICHMOND BRIDGE BURRA PARK 2 PTY LTD AS TRUSTEE FOR BURRA PARK PROP TRUST 1

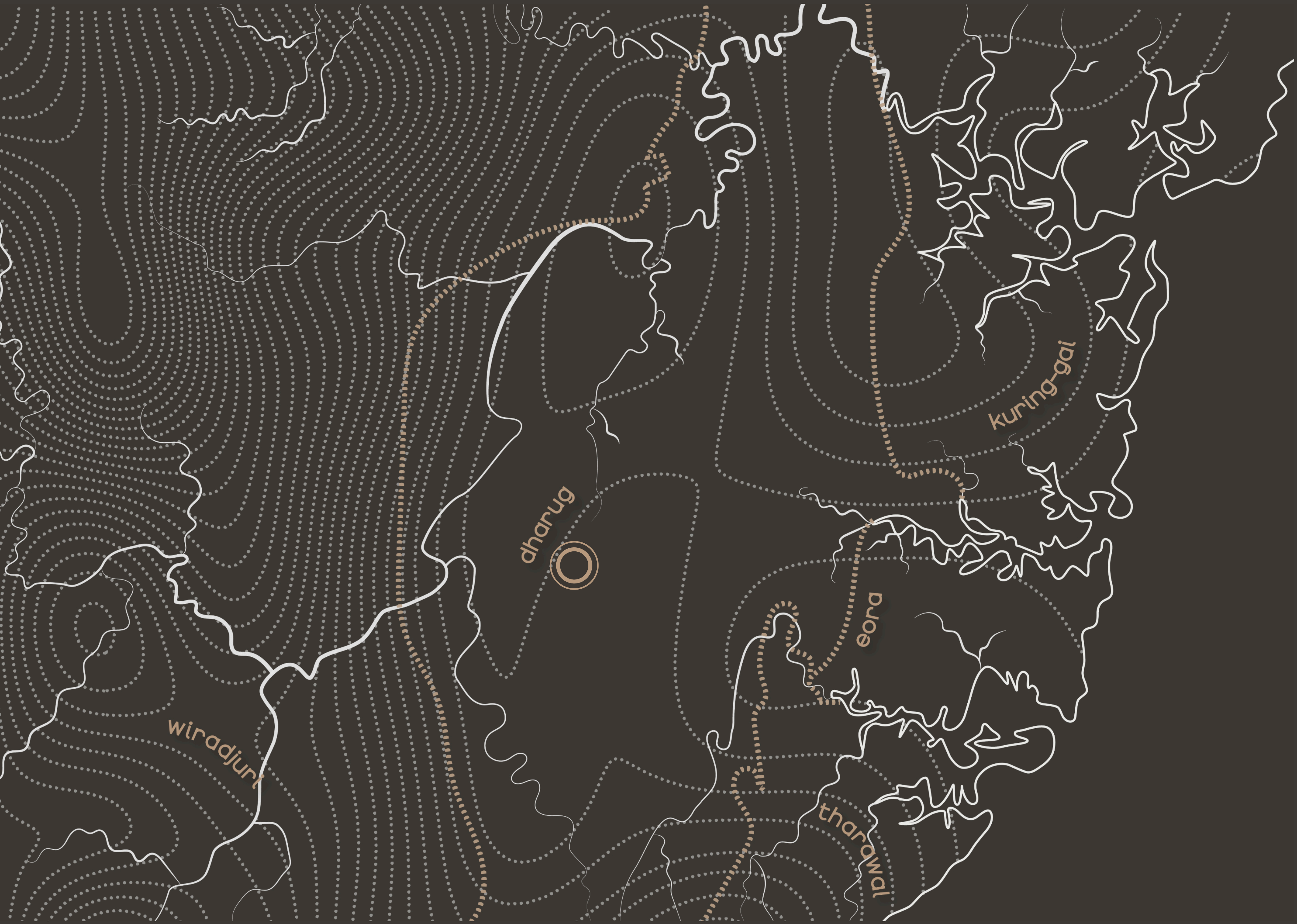
UNISUPER LIMITED AS TRUSTEE FOR UNISUPER AND UNISUPER MANAGEMENT PTY LIMITED

ISPT PTY LIMITED AS TRUSTEE FOR THE INDUSTRY SUPERANNUATION PROPERTY TRUST NO. 1

HB+B PROPERTY PTY LTD

REVISION C - SSDA

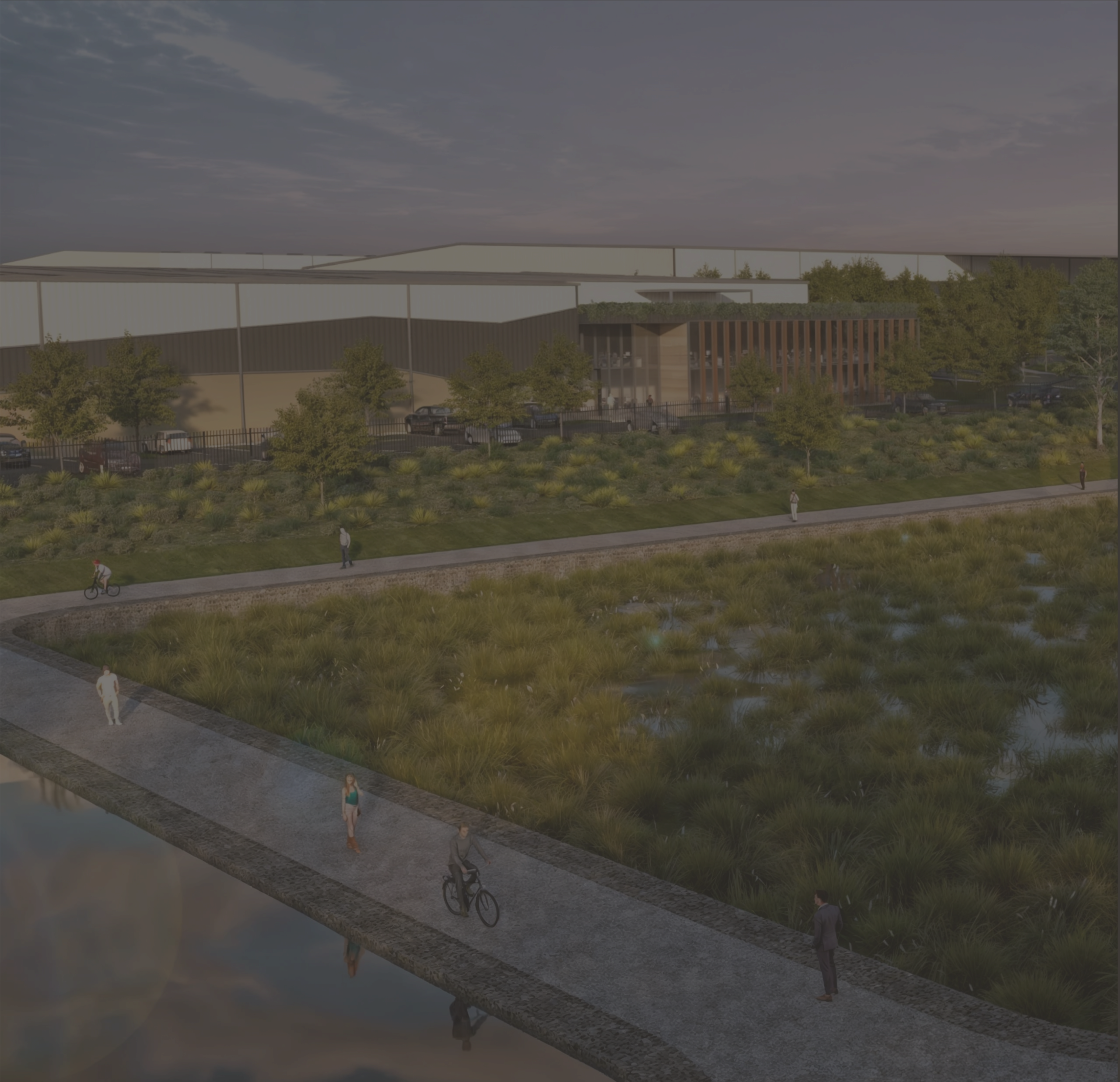
ACKNOWLEDGEMENT OF COUNTRY



We acknowledge Dharug Country, the Cultural Landscapes that we are working upon, and the Dharug people and their ongoing connection to culture, lands and waters and their valuable contribution to the community. We recognise and acknowledge the surrounding clans of the Aerotropolis to the North, South, East and West whilst honouring and celebrating their Elders past, present and emerging.

We acknowledge all First Nations people and their ongoing connection to culture, lands and waters and their valuable contribution to the community. We recognise, acknowledge, and extend our respect to many others who have custodial obligations for Country and have been connected to Dharug Country for many generations, including their Elders past, present and emerging.

CONTENTS



01

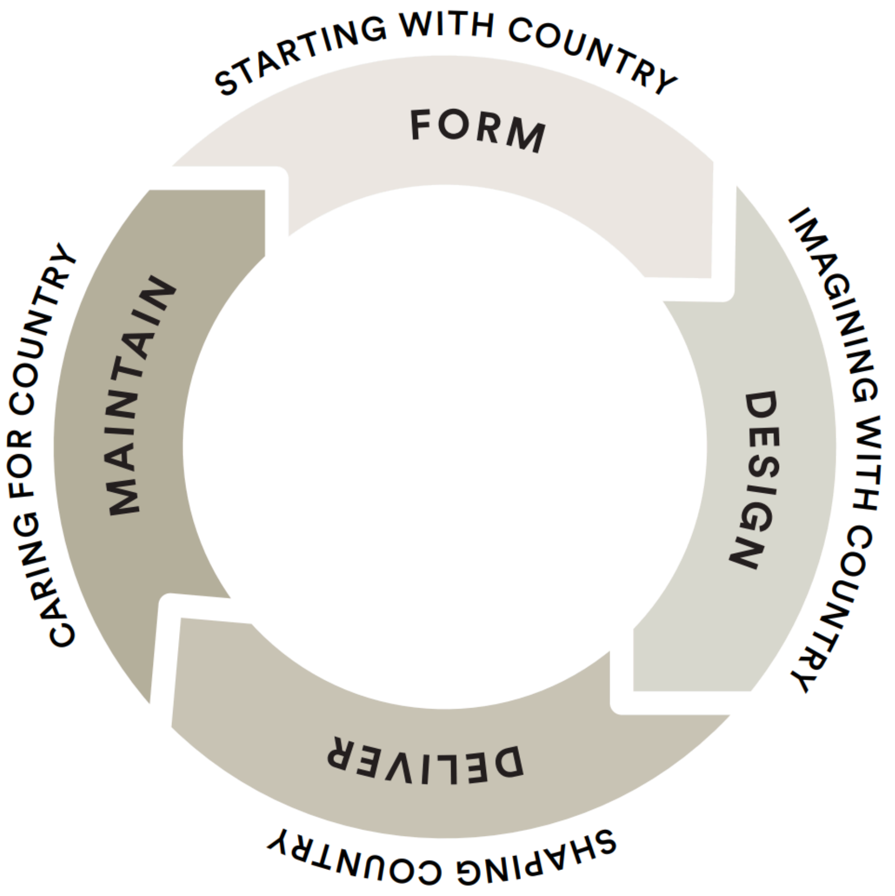
Architectural Design Guidelines

1.1 Connecting with Country

Connecting with Country

Through Yerrabingin's continuous engagement and workshopping with the Dharug community and local knowledge holders, a clear Designing with Country framework has been produced.

This framework has been implemented to ensure the masterplan is designed and delivered in a way that not only speaks to Country in outcome, but is inclusive of Country in process.



1.2 Beginning with Country

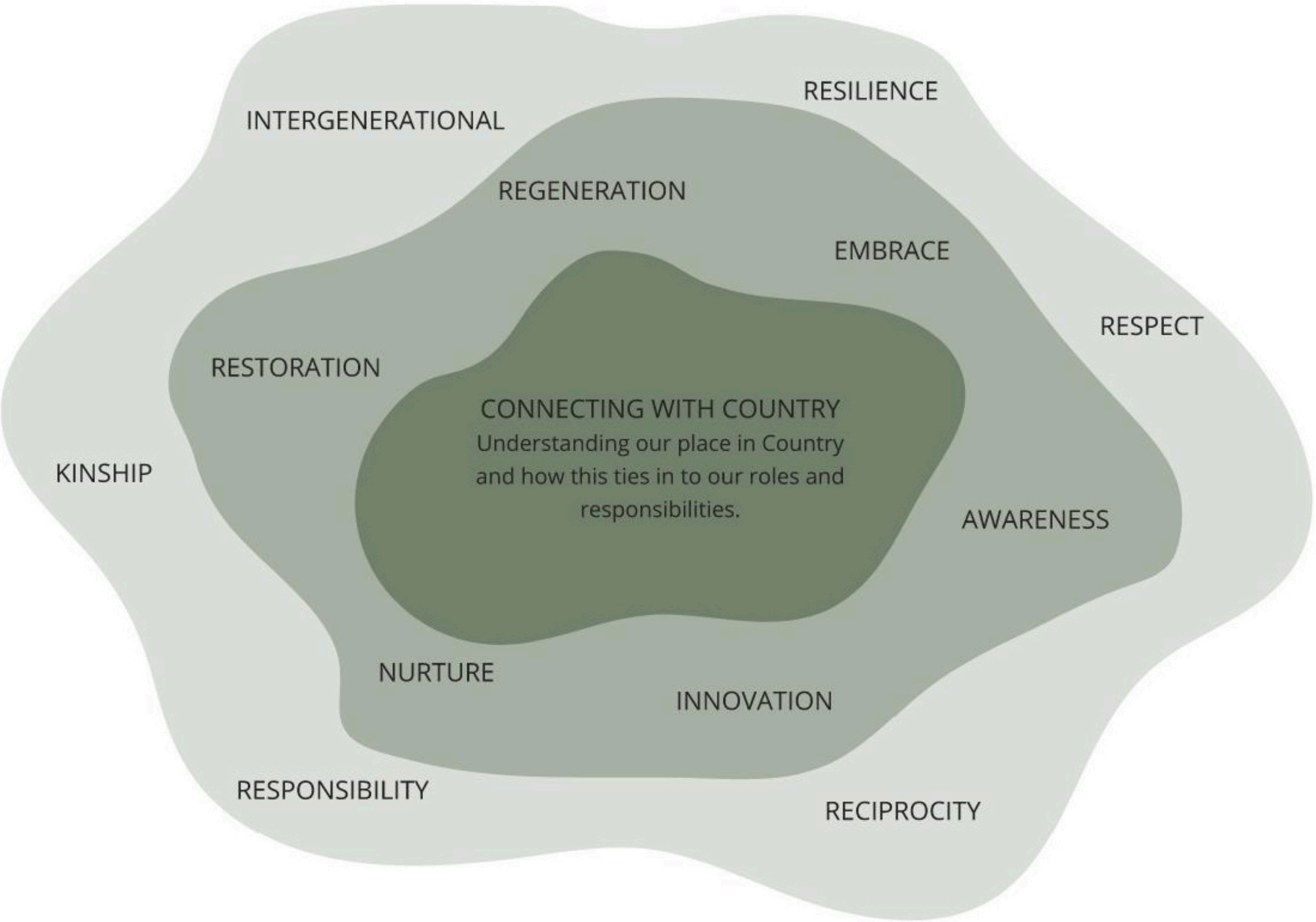
Beginning with Country

Being connected to Country goes beyond language and culture; it encompasses a complex web of actions, emotions, and experiences. This connection underscores shared values across various cultures in contemporary communities, showing that everyone can relate to Country. Becoming a Custodian of Country involves building a deep relationship with all its elements—founded on respect, obligation, and mutual exchange.

To foster and sustain this interconnection, it's essential that Country includes native food and medicinal plants, cultural resources, as well as key species and their habitats. These interconnected systems and relationships offer a foundation for comprehensive infrastructure design, impactful environmental policies, and adaptive, regenerative land management practices.

Incorporating First Nations' knowledge of lands and culture from the beginning of a project ensures that design solutions are informed by an understanding of landscape variables and bio-cultural knowledge, enriching the placemaking process.

Caring for Country means forming a meaningful relationship with the land, grounded in respect, responsibility, and reciprocity. This holistic approach provides a framework for infrastructure that is both innovative and sustainable. By integrating First Nations' perspectives, projects become more grounded in place, enhancing both their conceptualization and function. Connecting to Country fosters a community that is inclusive, resilient, and appreciative of diverse cultures, promoting overall wellbeing through custodianship.



Source: Yerrabingin Connecting with country Framework

1.3 Elements of Country

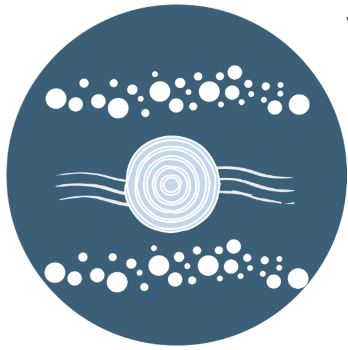
Elements of Country

As identified by Yerrabingin though their engagement with Country, the following Elements of Country have helped to highlight opportunities and design outcomes that best suit the lands of the site and provide a stronger earthing in Country as a result.

These elements have been used as a lens throughout the design process to better inform landscape, civil and architectural outcomes alongside the input and feedback provided by the Dharug community and local knowledge holders at Yerrabingins workshops.

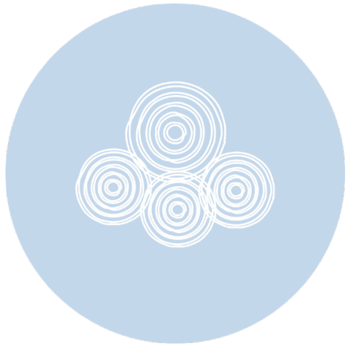
MOVE WITH COUNTRY

- Dharug wayfinding and educational elements
- Ongoing Custodianship



WATER COUNTRY

- Connection to Cosgroves Creek - protecting existing water bodies on site.
- Innovative water systems (raingardens, permeable surfaces).



SKY COUNTRY

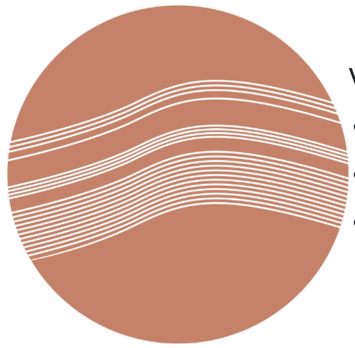
- Open space to connect to Sky Country
- Ceremonial spaces
- Shadow play and shelters

NON-HUMAN KIN

- Endemic / native planting
- Designing for local fauna
- Protecting habitat trees

DEEP COUNTRY

- Colours and materials from Country
- Protecting archaeological sites



WIND COUNTRY

- Seasonal planting
- Kinetic wind walls and elements
- Grassland planting to see the winds patterns and movement

1.4 Country and Sustainability

SOLAR PANELS

Utilizing our powerful skies to soften our overall footprint.

TRANSLUCENT ROOF SHEETING

Embracicng the sky to naturally light internal spaces and connect occupants to the external elements.

RAIN CHAINS

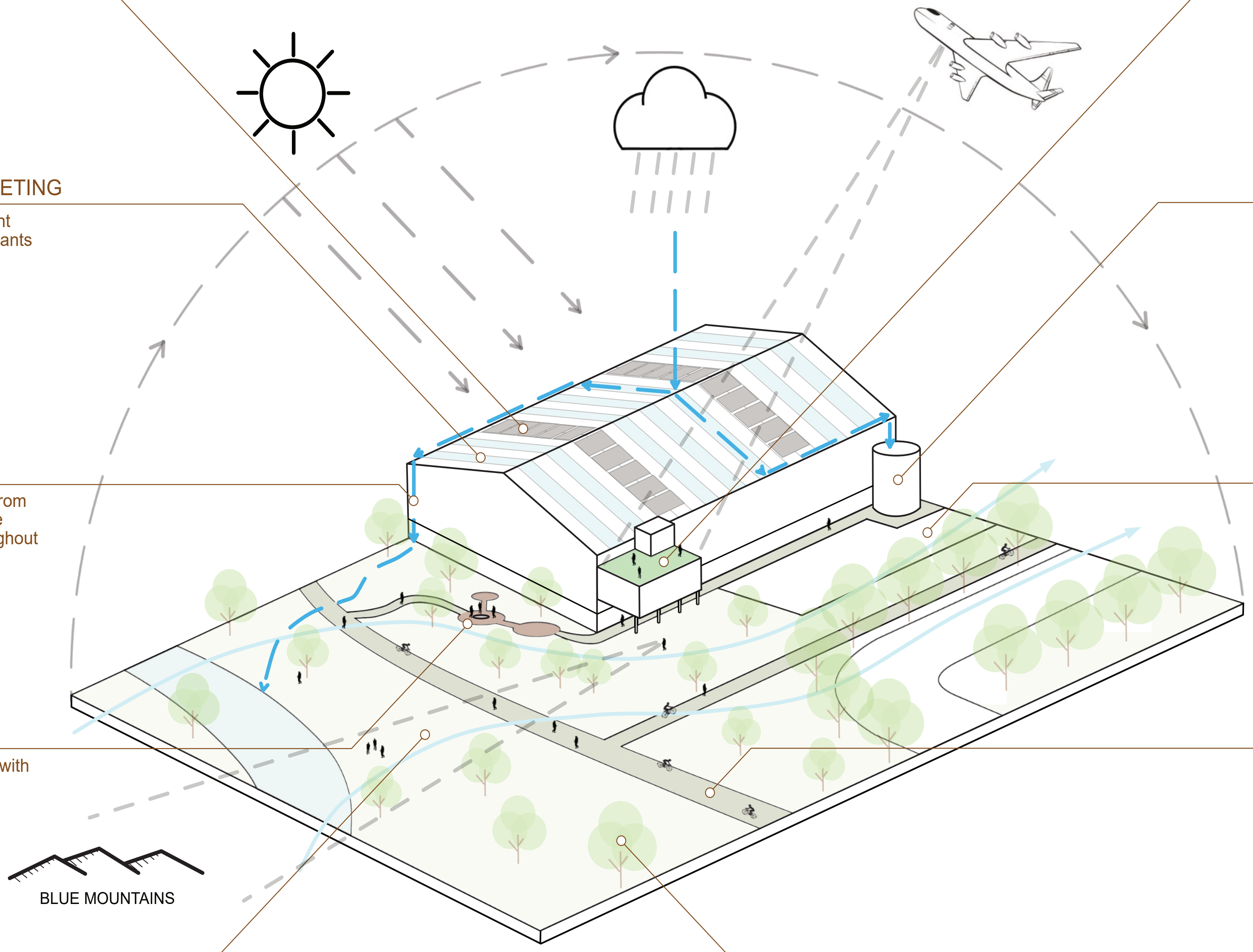
Celebrating the passage of water from roof to creek and aknowledging the cultural significance of water throughout the region.

CULTURAL SPACES

Enduring custodianship of country with landscaped areas for Dharug storytelling and ceremony.

LANDSCAPE BUFFERS

Vast green spaces and landscaped interfaces around built forms to immerse people in country and naturally highlight the views to the Blue Mountains and prevailling winds from the East.



GREEN ROOFS

Bringing Country, landscape and built form together to create rooftop gardens that double as cultural landscape art that's viewed from above,

RAINWATER REUSE

Collecting and using rainwater where possible to intergrate built forms into natural, sustainable water cycles.

PERMIABLE SURFACES

Utilizing permiable paving systems to soften parking footprints and pay respects to natural water flow.

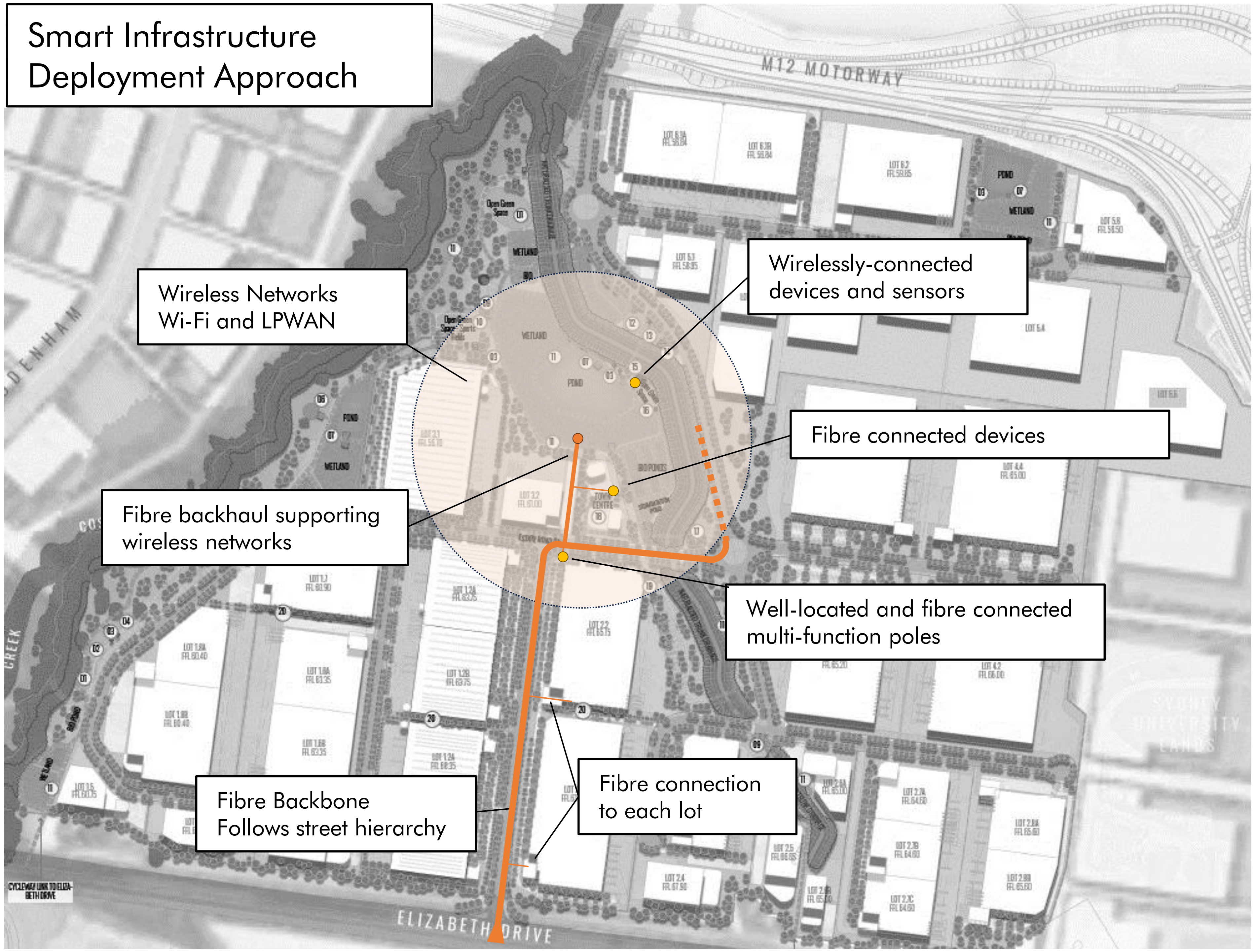
ACTIVE TANSPORT LINKS

Supporting outdoor being by integrating a tappestry of active connections thoughout the site and further celebrating immersing in Country.

ECOLOGY

Supporting existing ecology systems by retreating developement zones from significant environmental elements, and incorporating native plant species.

1.5 ESD and Smart Places



Sustainability

The Burrah Park masterplan intends to achieve the following sustainability goals:

- Achieve a minimum 5 star Green Star Buildings and Communities rating.
- Remove Fossil Fuel use from the site where possible to support NSW Governmant and DCP targets for net zero energy emissions by 2030.

Smart Places

Smart Places are successfully delivered when enabling electrical and digital infrastructure are appropriately embedded to deliver technology and data-enabled outcomes for people.

Burrah Park's considered adoption of smart infrastructure will support its position as a cutting-edge industrial estate.

The inclusion and integration of smart infrastructure and technology-led applications within Burrah Park will be led by the following principles:

Enabling Future Capability: Delivery of lots across the estate that are equipped for the future as fibre-ready, EV-ready and IoT-ready.

Use case-led applications: Identification of desirable outcomes aligned to both the strategic planning context and project objectives.

Future-proofing logic: Making strategic decisions regarding capacity and placement that provide for future demand and emerging technology.

Digitally enabled-outcomes: Leveraging investment in digital connectivity to deliver benefits in efficiency, resource management and useability.

Considered deployment: Alignment to design principles and a distribution that seeks integration, co-location and location of technology only where it is needed.

Specific inclusions will continue to evolve in future iterations of the master plan.

Integrate power and comms. Dig once.

Multi-function poles. Integrate technology. Reduce clutter.

IoT sensors. Unobtrusive. Data-enabling.

Smart Lighting. Sensor Activated. Energy Efficient.

Smart Amenity. Connected. Accessible.

EV-ready lots. Public chargers. Dedicated spaces.

1.6 Design Excellence

Design Excellence Objectives

Better Fit

Context & Location

An investigation into the distinctive character of the local area, including prominent natural & built features, social, economic, and environmental conditions, the overall built environment.

The design responds intelligently and sensitively to these factors and makes a positive contribution to the streetscape, neighbourhood and neighbouring sites. The design has also considered the future desired character of the area and its interfaces.

Better Performance

Sustainability

The design has considered a sustainable landscape in an urban setting and sought to improve and organise the existing urban realm and streetscape, responding to the desired future character.

The built form and function has considered practical and effective sustainable measures, relating to shading, ventilation, power generation and water.

Better for Community

Legibility

The built form has a clear identity and its uses and

components have been clearly defined for ease of operations and use. The overall design has enabled this legibility to compliment the design outcome.

Community

The design responds to the local community context, the wider social context. The function itself will create employment opportunity for the diverse local community

and encourage diverse social interaction.

Better for People

Safety

Safety has been considered and evaluated in the design process to ensure risk and harm are minimised and safe behaviour and use are supported.

Aesthetics

The design has taken on board the design principles identified and produced a building that has resolved the challenges and embraced the opportunities to achieve an elegant coherent outcome.

The arrangement of built form and space has been considered in it's context. The design has addressed the varying scales and form of the building in the selection and association of materials and colour. This has enabled a skilled integrated and considered design response.

Better Working

Functionality & Quality

The design seeks to balance the needs of the user efficiently and effectively.

Space and purpose have been designed to respond to a well thought through relationship and ease of what this spaces is used.

Space have been made as flexible and as adaptive as possible to minimise possible future modifications and maximise the life cycle of the development.

Material selections, durability and their relationships have been considered as has the detailing and weather implications to ensure the quality of the finished form and its life cycle into the future.

Landscape

The design recognises that landscape and building operate together and as an integrated and sustainable system.

Better Value

Amenity

The design has successfully responded with the provision of a variety of uses, proximity to supporting amenity as well as optimising internal and external amenity for the users.

Better Look and Feel

Built Form and Scale

The built form successfully responds to its setting and the future character and setting of the location.

Its prominent location on the Road intersection and Road exposure has been recognised, in addition the form and scale of the built form also responds to the functionality of the space,operation and integration with the surrounding use context so as to present a modern considered approach to the continuation of employment in the neighbourhood.

For further detail please reference the Design Excellence Strategy provided as an Appendix to the Burrah Park Environmental Impact Statement compiled by Urbis.

1.7 Design Guidelines

Built Form & Architecture

Objectives:

- To ensure that built forms are consistent and are of an appropriate scale for an employment area with consideration for market trend.
- To ensure built form is designed in accordance with the elements of country principles.
- To ensure building envelopes and facades enhance the visual character of Burra Park and respond to market trends.
- To ensure landscaping, greenery & shade are at the forefront of building design.
- To encourage environmentally sustainable design and materiality principles.
- To use land efficiently.

Design guidelines:

- Colour tones, materiality and patterns should be inspired by Deep Country such as:
  - Rammed earth or Gabion feature walls
  - Textured and coloured precast or masonary elements
  - Timber or other natural building elements/materials
  - Natural colour pallette
- The intergration of habitat and built form is encouraged wherever practicable to engage with Non-Human Kin Country. Offices and prominent building elements in particular should consider incorporating the following where appropriate:
  - Green walls or trellis planting
  - Landscaped rooftops
- Built forms should seek opportunities for cultural story-telling elements to encompass Move with Country at a range of scales with:
  - Murals
  - Paving features
  - Finer details within on lot amenity areas
- Buildings are to celebrate connections with Sky Country though:
  - Reflective glazing
  - Translucent elements
  - Perforated facades
- Seek to encompass Wind Country and highlight the changing of the seasons with:
  - Active (moving) facades
  - Weathered elements
  - Green facades
- Built forms and on lot areas are to celebrate Water Country with:
  - Rain chains and rain gardens
  - Permiable surfaces

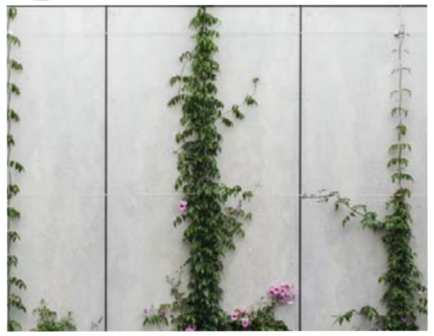












Deep Country
Water Country
Move with Contry
Wind Country
Non-Human Kin Country
Sky Country



1.8 Design Guidelines

Built Form & Architecture

- Allow light and wind to penetrate buildings by including:
  - Transparent/translucent materials
  - Operable windows and louvres
  - Windows and skylights
  - Feature roof penetrations
- Corporate identification colours should be expressed with subtlety on the corners of building components.
- Building facades to public road frontages should be articulated using architectural elements such as:
  - Varying facade alignments and heights
  - Variation in materials, textures and colours
  - Regular breaks in material and pattern
  - Mural or artwork
- Avoid roof top A/C units on building facades to public road frontages.
- Permeable ground surfaces or coverings should be integrated wherever possible including:
  - Increased deep soil landscaping
  - Permeable pavers
  - Trafficable grass pavement
- Environmentally sustainable materiality is encouraged wherever practical such as:
  - Recycled building and site materials
  - Thermally efficient colours to prominent roofing and cladding.
  - Performance glazing
- Dynamic forms, articulated facades and appropriate materiality should be incorporated at corners of prominent elevations.
- Control direct sunlight where necessary though the use of blades and sunshades on office facades.


COLORBOND METAL SHEET


PERFORMANCE GLASS

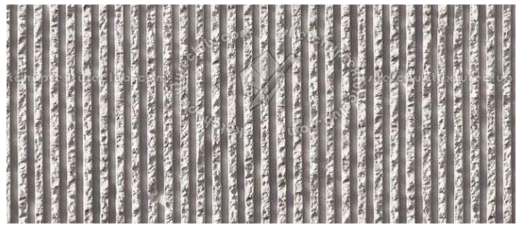

RAMMED EARTH FEATURE WALL


TIMBER


GREEN FACADE


TRANSLUCENT POLYCARBONATE SHEETING

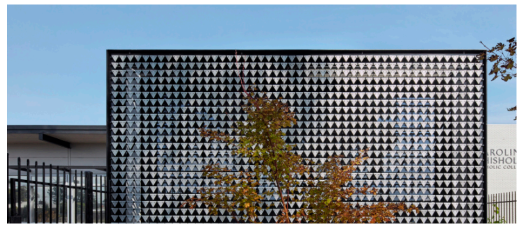

BLADES / SUNSHADES


TEXTURE CONCRETE


ARTWORK

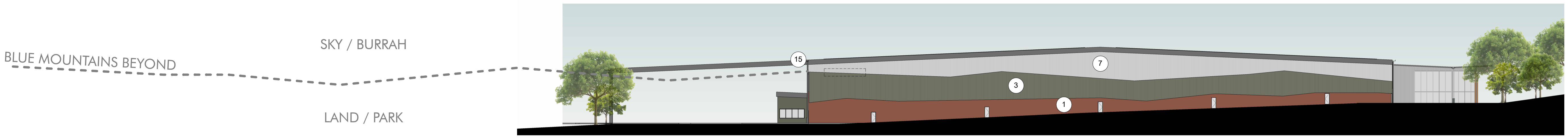

GABION WALLS


ROOFTOP LANDSCAPE

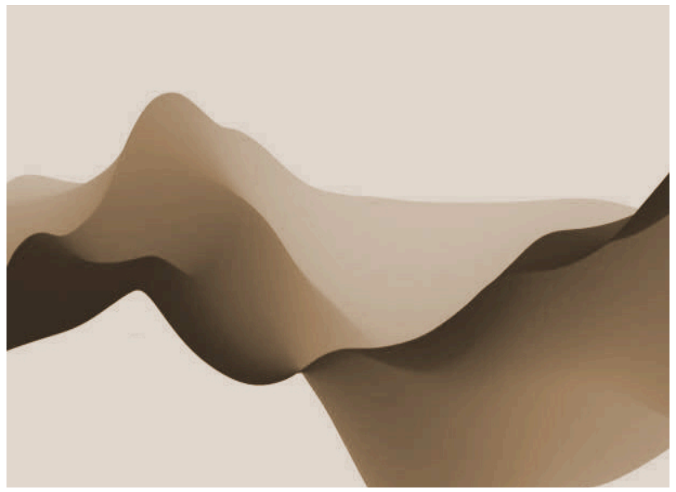

ACTIVE FACADE

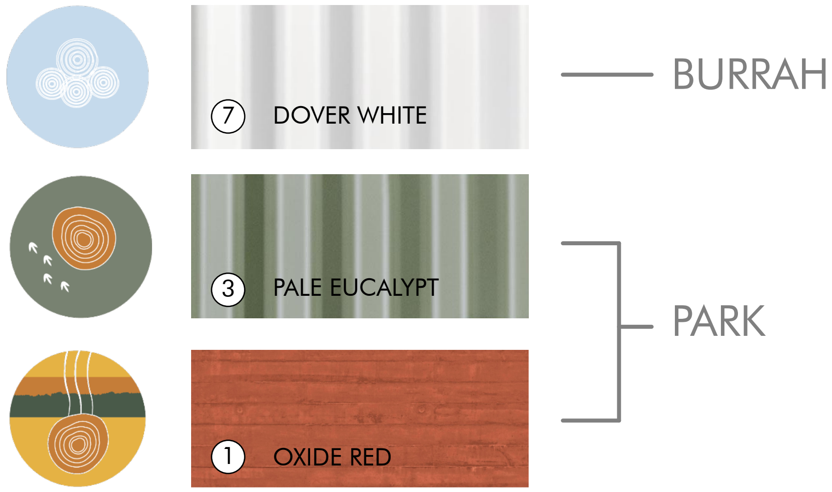
1.9 Warehouse Facade Methodology

Typical Warehouse Facade Methodology:



Warehouse 1.1 - Stage 1 from Elizabeth Drive (Source: GeoScapes VIA View 10 year 0)



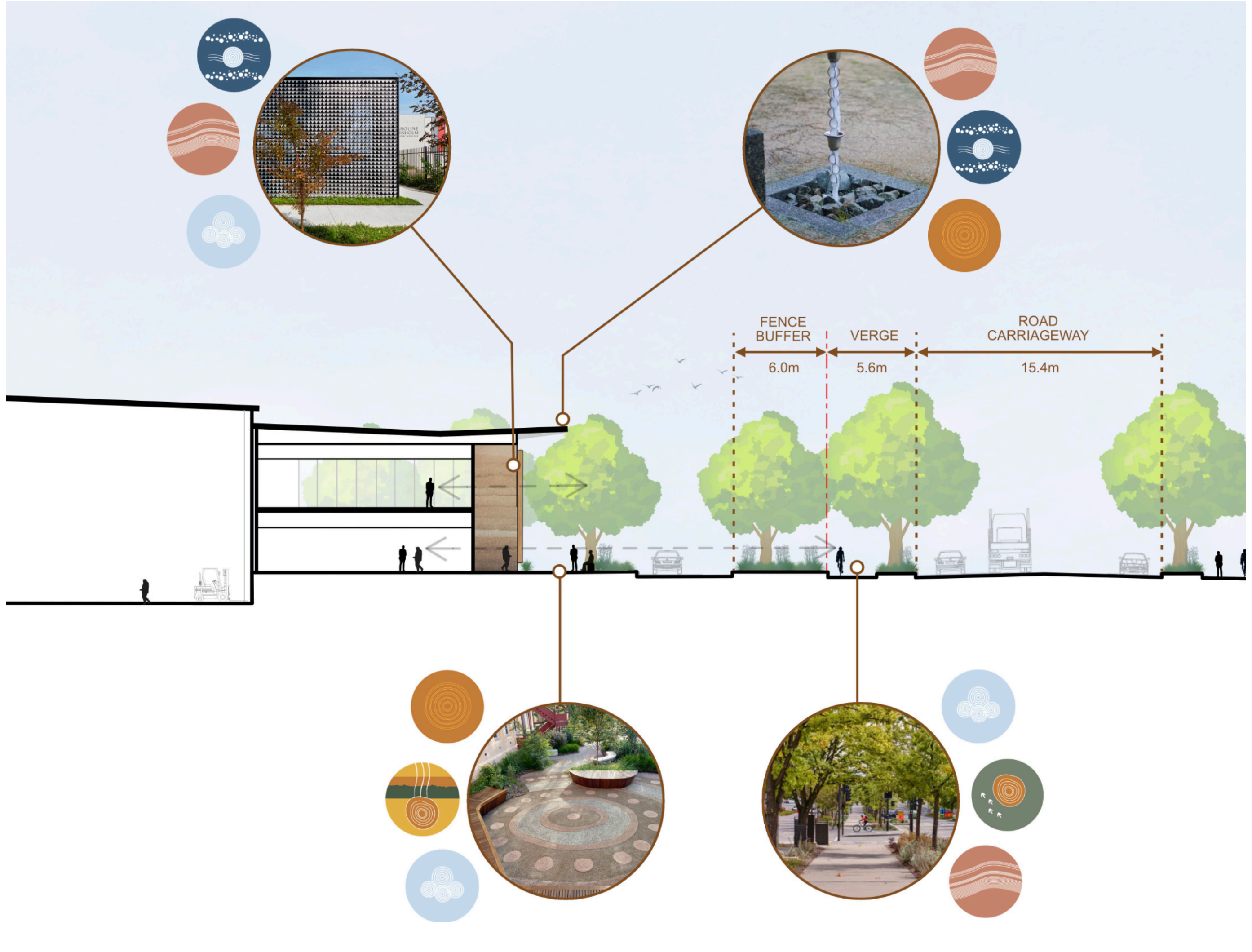


In keeping with the precinct name Burrah Park, warehouse facades throughout the development are to reference the sky and land of their surroundings. With darker earthy tones to the lower portion of facades and light whites above, the buildings will mimic the undulating horizon lines formed by the rolling hills, tree tops and the Blue Mountains in the distance.

Especially when viewed at speed along Elizabeth Drive and the M12, this method allows otherwise dominating warehouse facades to hide in their surroundings even before boundary planting reaches maturity.

1.10 Office Compositions

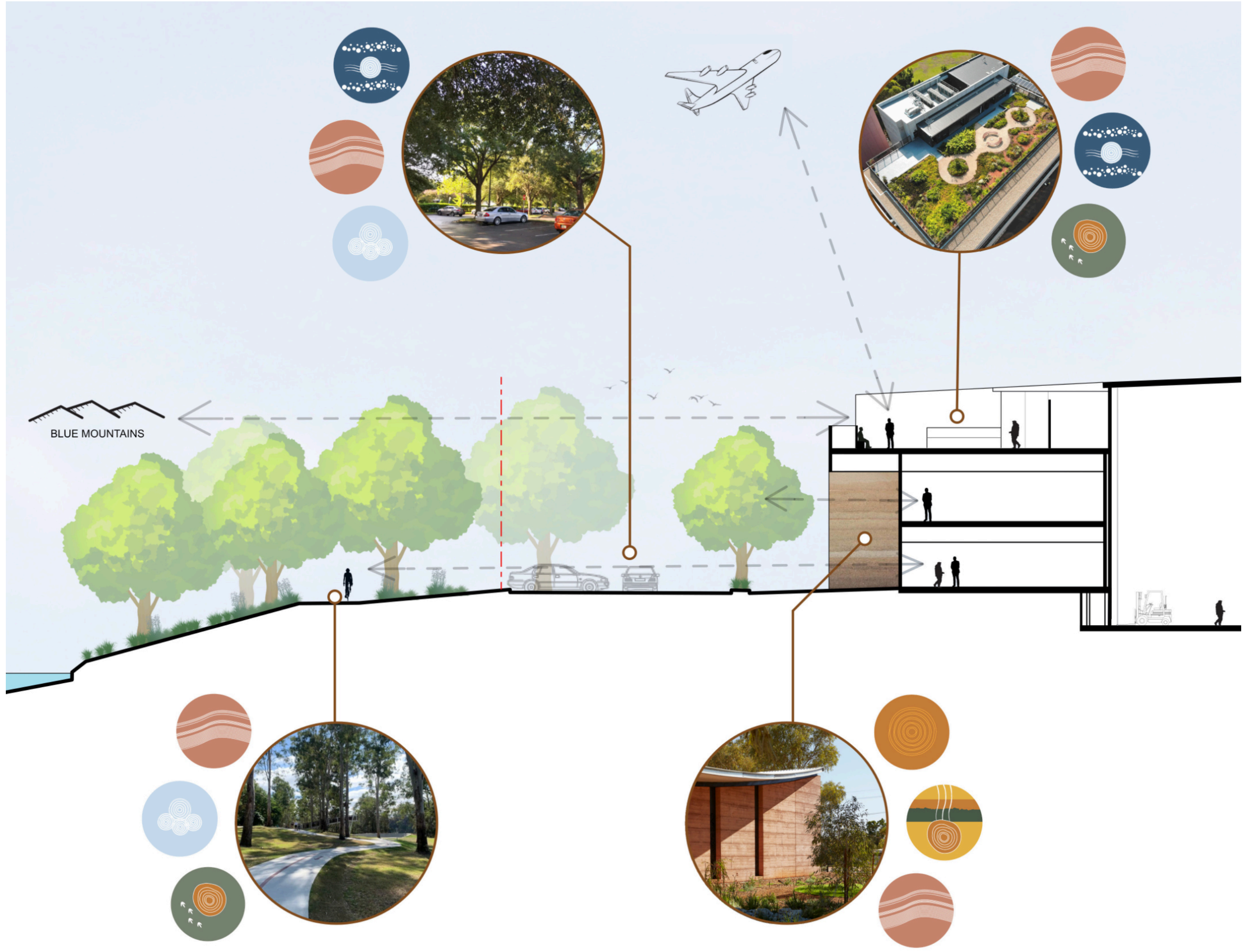
Warehouse 1.1 and 1.2 Offices:



Offices throughout the precinct are to be split from warehouse pads where appropriate in order to:

- Promote better pedestrian access to lots.
- Improve visual connectivity to support wayfinding.
- Promote a more level ground line between buildings and boundaries to improve the quality of landscaped spaces.
- Reduce warehouse scale and match existing ground levels as closely as possible.
- Present to the street more appropriately.

Warehouse 3.1 Office:



Office interfaces are to encompass and celebrate the Elements of Country by:

- Including easily accessed outdoor rec areas that promote Connection to Country:
  - Ground Level: Native plants, shade, earthy tones, subtle cultural art.
  - Rooftop: Views to mountains/planes, open to sky, native ecology, subtle art.
- Utilising rain chains and raingardens to provide a sensory celebration of water.
- Including wind walls and kinetic elements that address the changing seasons.
- Providing permeable, canopy covered parking and pathways that ‘breathe’.
- Using finishes like timber and rammed earth to address Deep Country tones.

1.11 Typical Signage + Fencing Strategy

Signage

Sign 1 - Typical Site Pylon:
To be located at each truck entry.

Sign 2 - Typical Gate and Wall Identification Sign:
To be located on main pedestrian entry gates.

Sign 3 - Typical Vehicle Directional Pylon Sign:
To be located by carpark entry points.

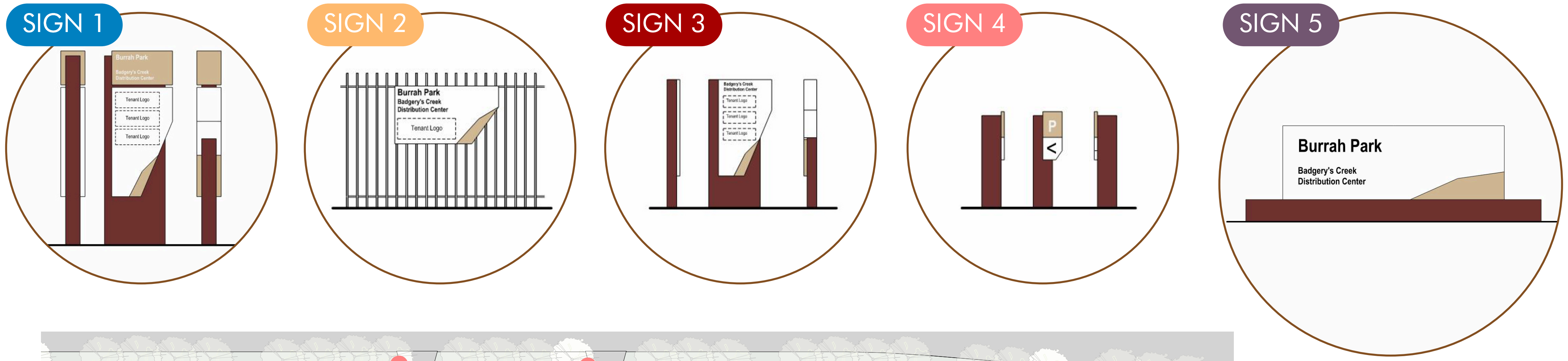
Sign 4 - Typical Vehicle Parking Sign:
To be located at all carpark entries.

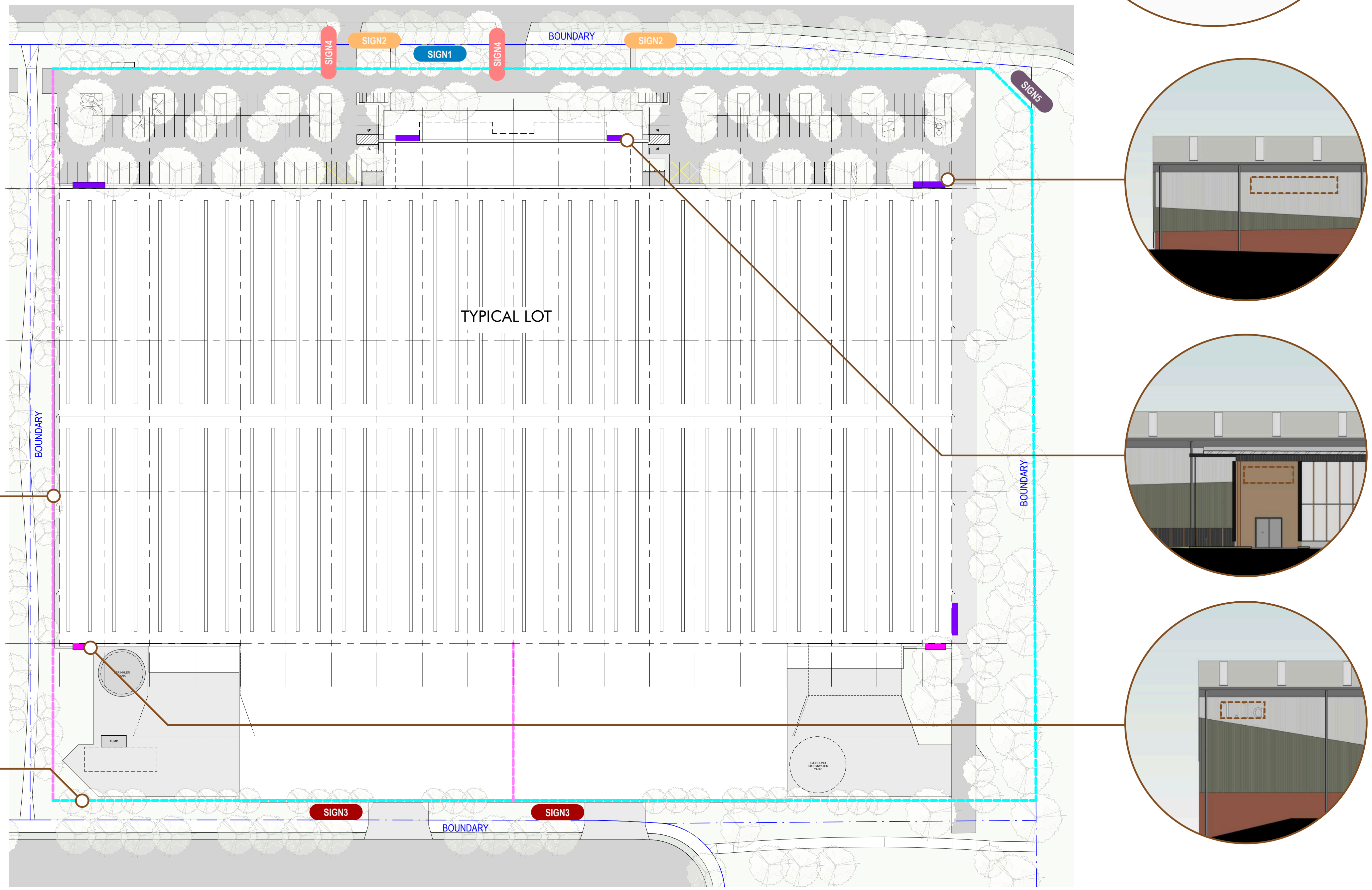
Sign 5 - Main Estate Sign:
To be located at all Vehicular precinct entry points.

Typical Warehouse Signage Zone:
To be located in a high and easily visible position on public facing corners of each warehouse (8m wide x 1.455m high typical).

Typical Office Signage Zone:
To be located in a high and easily visible position above main office enrtries (4.5m wide x 1.455m high typical).

Typical Building Identification Numbering:
To be located in a high and easily visible position on hardstand facing corners of each warehouse (4m wide x 1.455m high typical).





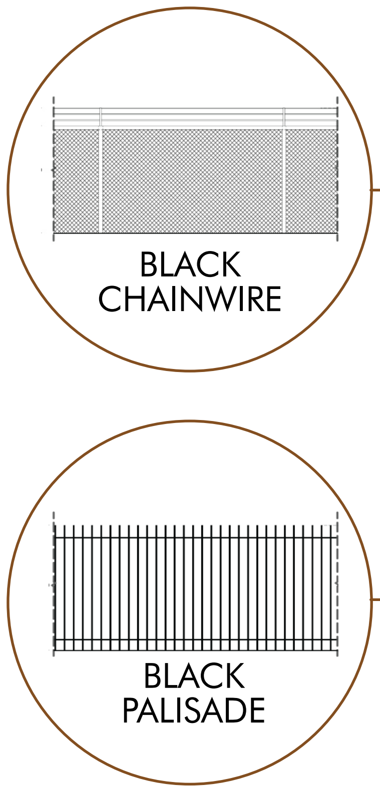
Fencing

Black Chainlink:

To be located along non-public boundaries and hardstand divisions. 1.8m high with 3 rowns of barbed wire to top.

Black Palisade:

To be 2.1m high and located along public facing landscape setback lines (set back from lot boundaries to provide landscape buffer to public realm).



02

Landscape Design Guidelines

2.1 Landscape Nodes

Node Types

PLAN KEY

WAY FINDING

- Easily Identified Sculptural Element
- Used for Vehicular way finding
- Relevant signage

(01) Precinct Entry Signage & Entry Planting

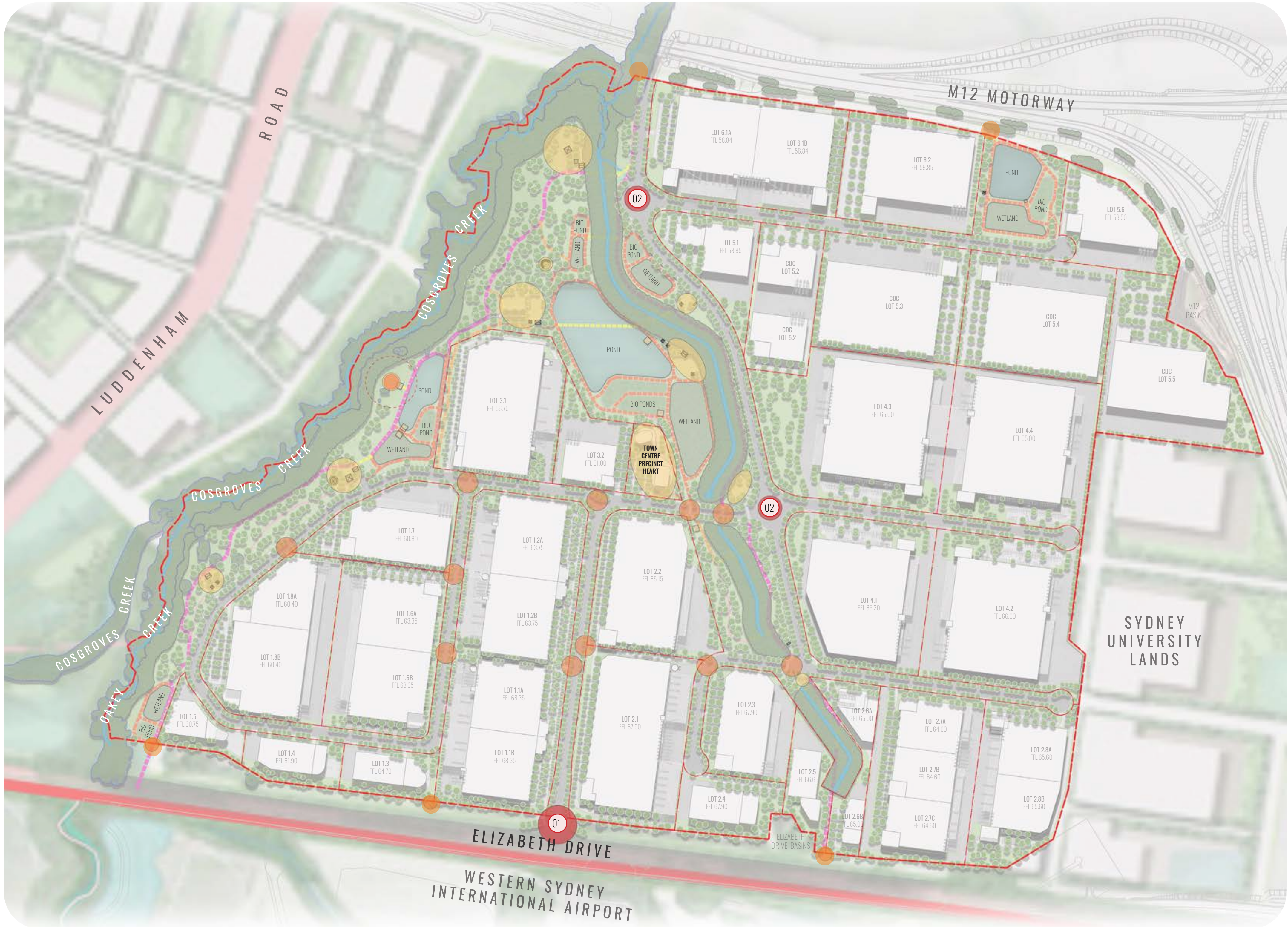
(02) Sculptural installation by Indigenous Artist to centre of roundabout

INTERSECTION

- Areas of Intersection of either roads or green spaces throughout the road network.
- To assist with pedestrian way finding
- Relevant signage

MEETING PLACES

- Areas, zones and locations easily identified as a meeting place
- Relevant signage



2.1.1 Landscape Nodes: Way Finding

Way Finding

- Easily Identified Sculptural Element
- Used for Vehicular way finding
- Relevant signage

KEY PLAN

PRECEDENT IMAGES

MIRRAGAN ESTATE,
Marsh road by GEOscapes Landscape Architects

- Signage references sites history as a Lion Park
- Easily identifiable
- Used for Vehicular way finding

STANHOPE PARKWAY by Guppe Associates Art Management

- Well known within it's region
- Easily identifiable
- Used for Vehicular way finding

01 PRECINCT ENTRY SIGNAGE

BURRAH means sky.
It references the openness of the sky and the proximity of the site to the Western Sydney International Airport

The Entry Feature should reference the sky and/or the airport.

PRECEDENT IMAGERY

MATERIALS

CORTEN STEEL

WEATHERED HARDWOOD TIMBER

02 ROUNDABOUT SCUPTURAL INSTALLATION

To be completed by or in conjunction with an Indigenous Artist

Should reference Country: it's topography of undulating hills, or the non-human kin which live there.

PRECEDENT IMAGERY

MATERIALS

CORTEN STEEL

2.1.2 Landscape Nodes: Intersections

Intersections

- Areas of Intersection of either roads or green spaces throughout the road network.
- To assist with pedestrian way finding
- Relevant signage

KEY PLAN

FURNITURE SCHEDULE

PRODUCT NAME	COLOUR/MATERIAL	SUPPLIER	WEBSITE	EMAIL	CONTACT
FURNITURE					
Rough & Ready Crosswise Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-crosswise-benches		+61 2 7908 6513
Rough & Ready Balancer Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-balancer-benches		+61 2 7908 6513
Rough & Ready Curves Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-curved-benches		+61 2 7908 6513
Open Bollards	Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/open-bollards		+61 2 7908 6513
Array Bin Enclosure	Hardwood Timber & Powder Coat Black	STREET+GARDEN	https://streetandgarden.com/product/array-bin-enclosure/		+61 7 3844 1951
HARDSCAPE					
Premier Hydropavers	As location requires	Hydropavers International	https://hydropavers.com.au/permeable-paving/commercial/	sales@premierpavers.com.au	02 9231 8666
Exposed Aggregate Concrete	As location requires				
SIGNAGE					
	Corten Steel				

SIGNAGE

CORTEN STEEL SIGNAGE

Design to reference Country, Location and/or Country's Non-Human Kin

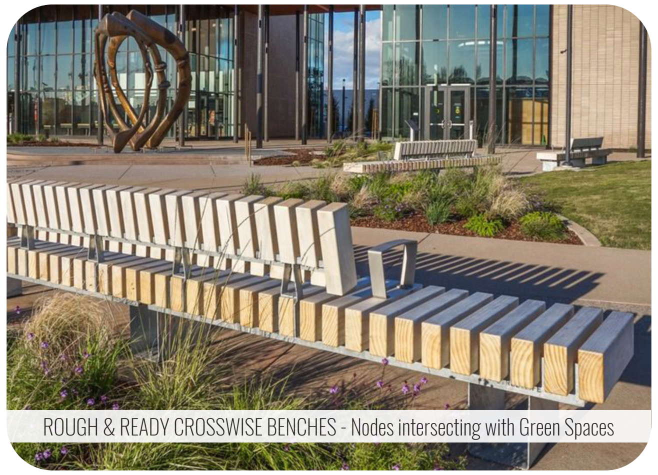
FEATURE TREE

BRACHYCHITON ACERIFOLIUS

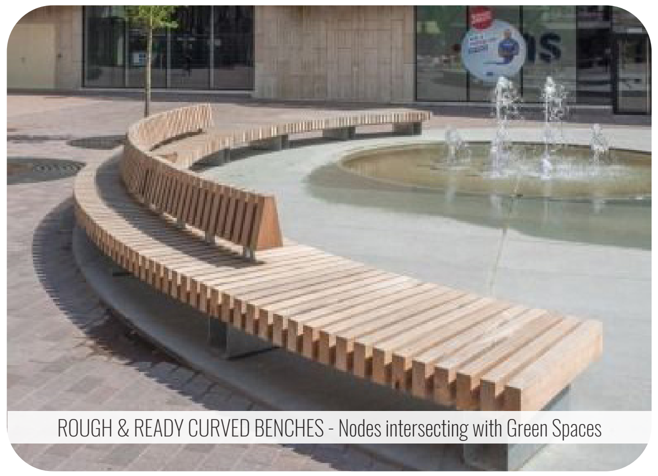
Distinct feature on the streetscape to help locate the Intersections

FURNITURE

ROUGH & READY BALANCER BENCHES - Road related areas



ROUGH & READY CROSSWISE BENCHES - Nodes intersecting with Green Spaces

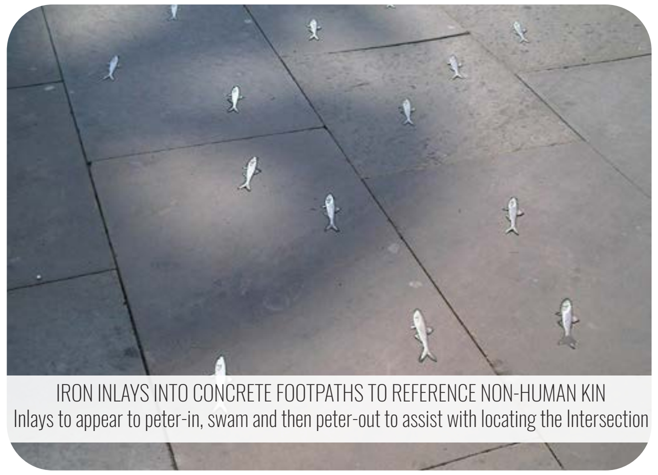


ROUGH & READY CURVED BENCHES - Nodes intersecting with Green Spaces

OPEN CORTEN STEEL BOLLARDS - where required

MATERIALS

COUNTRY'S NON-HUMAN KIN REFERENCED IN CROSSINGS



IRON INLAYS INTO CONCRETE FOOTPATHS TO REFERENCE NON-HUMAN KIN
Inlays to appear to peter-in, swam and then peter-out to assist with locating the Intersection

EXPOSED AGGREGATE CONCRETE

BRUSHED CONCRETE WHERE BRUSHED LINES - Referencing proximity to waterways

2.1.3 Landscape Nodes: Meeting Place

Meeting Place

- Areas, zones and locations easily identified as a meeting place
- Relevant signage

To be used in conjunction with the following pages from the Landscape Strategy Report:
- SSD-037 Precinct Master Plan
- SSD-047 Town Centre: Materiality & Plant Palette,
- SSD-048 Play Areas: Materiality & Plant Palette,
- SSD-049 Bush Tucker & Wildflower Garden: Materiality & Plant Palette,
- Open Space: Materiality & Plant Palette,
- ENZ Zoned Land: Materiality & Plant Palette

KEY PLAN

FURNITURE SCHEDULE

PRODUCT NAME	COLOUR/MATERIAL	SUPPLIER	WEBSITE	EMAIL	CONTACT
FURNITURE					
Rough & Ready Balancer Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-balancer-benches		+61 2 7908 6513
Drifter Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/drifter-benches		+61 2 7908 6513
Drifter Picnic Set	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/drifter-picnic-sets		+61 2 7908 6513
Rough & Ready Picnic Sets	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-picnic-sets		+61 2 7908 6513
Pebble Seats	GRC; Brighton Lite / Portland Grey	SPARK Furniture	https://www.sparkfurniture.com.au/products/benches/pebble-bench/	josine@sparkfurniture.com.au	0405 009 195
Timber Sleeper Seats	Hardwood Timber				
Satellite - Sky Viewing		Escofet by Molins	https://www.escofet.com/en/products/urban-life/landscape-furniture/satellite		
Binocular - Viewing Pod		Escofet by Molins	https://www.escofet.com/en/products/urban-life/landscape-furniture/satellite		
Array Bin Enclosure	Hardwood Timber & Powder Coat Black	STREET+GARDEN	https://streetandgarden.com/product/array-bin-enclosure/		+61 7 3844 1951
HARDSCAPE					
Premier Hydropavers	As location requires	Hydropavers International	https://hydropavers.com.au/permeable-paving/commercial/	sales@premierpavers.com.au	02 9231 8666
Permeable Resin Bonded Pebble	As location requires	StoneSet	https://stoneset.com.au/stoneset-premium-colours/	mail@stoneset.com.au	1300 392 155
Grass Dot Permeable Pavers	Natural Concrete	Moodie Outdoor Products	https://www.moodie.com.au/?product=03-auscast-grassdot-paver	sales@moodie.com.au	1300 666 343
Decomposed Granite	Gold				
FRP Boardwalk	As location requires				
Exposed Aggregate Concrete	As location requires				
SIGNAGE					
	Corten Steel				

FURNITURE


FURNITURE: refer to relevant pages from Landscape Strategy Report

CORTEN STEEL SIGNAGE


NUT CLOUD TREE GRILL - where appropriate


OPEN CORTEN STEEL BOLLARDS - where required

MATERIALS


CONCRETE WITH SANDBLASTED PATTERNS referencing Non-Human Kin

TOWN CENTRE to have feature elements in ground-plain to reference Country


NON-HUMAN KIN INSTALLATIONS where appropriate


RAMMED EARTH WALLS referencing the Site's Deep Country

2.2 Landscape Typologies

Landscape Typologies

PLAN KEY

RIPARIAN AREAS: refer SSD-027, SSD-028, SSD-030, SSD-039
- Managed by VMP
- No Furniture or hard surfaces

OPEN PARKLANDS: refer SSD-030, SSD-031, SSD-039
- Comprised of ENT & ENZ zoned land
- 40% Canopy Cover as per Projects Tree Planting Strategy (SSD-030)
- Parkland Aesthetic: clumps of low shrubs and groundcovers with expanses of mown turf between

SYDNEY WATER BASIN & INFRASTRUCTURE: refer SSD-028
- Refer to Civil Engineers Report

ABORIGINAL CULTURAL/ENTERPRISE AREAS refer to SSD- 027 & Yerrabingin's Connecting with Country Framework Report
- To be cultivated as the Aboriginal Community sees fit

GREEN CORRIDORS
- Green links between areas

To be used in conjunction with the following pages from the Landscape Strategy Report:
- SSD-027 Master Plan Biodiversity
- SSD-028 Master Plan Blue-Green Network
- SSD-030 Tree Canopy Cover Controls,
- SSD-031 Permeability Controls
- SSD-039 Precinct Canopy Cover,
- SSD-040 Open Space Tree Canopy Cover,
- SSD-050 Open Space: Materiality & Plant Palette,
- SSD-051 ENZ Zoned Land: Materiality & Plant Palette

2.2.1 Landscape Typologies: Green Corridors

Green Corridors

- Green Links between areas

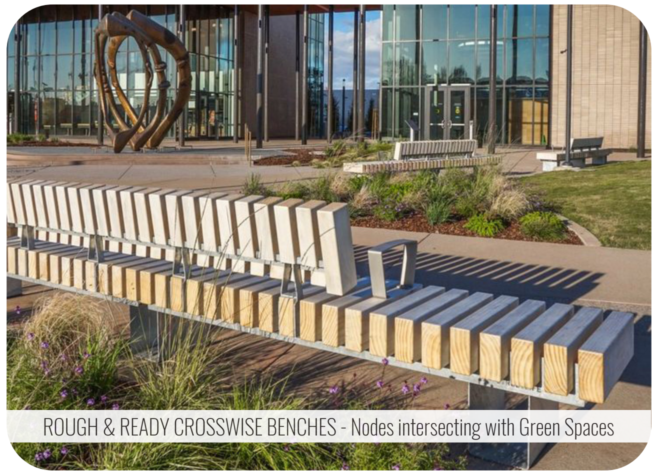
KEY PLAN

FURNITURE SCHEDULE

PRODUCT NAME	COLOUR/MATERIAL	SUPPLIER	WEBSITE	EMAIL	CONTACT
FURNITURE					
Rough & Ready Crosswise Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-crosswise-benches		+61 2 7908 6513
Rough & Ready Balancer Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-balancer-benches		+61 2 7908 6513
Rough & Ready Curves Benches	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/roughready-curved-benches		+61 2 7908 6513
Open Bollards	Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/open-bollards		+61 2 7908 6513
Array Bin Enclosure	Hardwood Timber & Powder Coat Black	STREET+GARDEN	https://streetandgarden.com/product/array-bin-enclosure/		+61 7 3844 1951
HARDSCAPE					
Premier Hydropavers	As location requires	Hydropavers International	https://hydropavers.com.au/permeable-paving/commercial/	sales@premierpavers.com.au	02 9231 8666
Exposed Aggregate Concrete	As location requires				
SIGNAGE					
	Corten Steel				

FURNITURE


ROUGH & READY BALANCER BENCHES - Road related areas


ROUGH & READY CROSSWISE BENCHES - Nodes intersecting with Green Spaces


NUT CLOUD TREE GRILL - where appropriate


OPEN CORTEN STEEL BOLLARDS - where required

MATERIALS


EXPOSED AGGREGATE CONCRETE


BRUSHED CONCRETE WHERE BRUSHED LINES - Referencing proximity to waterways

2.3 Active Infrastructure Network

Active Network Types

PLAN KEY

SITE BOUNDARY

LOT BOUNDARY

SHARED CYCLE NETWORK
- 3m wide
- Provides 24hr access to open space
- Brushed Concrete

MAINTENANCE VEHICLE NETWORK
- 3.5m wide
- Part of the Sydney Water Basin Infrastructure
- Surface to be as per Civil Engineers Detail

RAISED BOARD-WALK
- Same width as other path connected to
- Perpendicular connections to ensure clear sight-lines through Riparian Zones
- Hardwood Decking with 1200mm railing
- Within Bushfire APZ areas, Aluminium Decking (BAL 40 rating) with 1200mm railings

SHARED PATHWAY
- 2.5m wide
- Brushed Concrete

PEDESTRIAN PATHWAY
- 1.5m wide
- Exposed Aggregate Concrete

ROAD ASSOCIATED SHARED CYCLE-WAY
- 3.1m wide
- Exposed Aggregate Concrete

ROAD ASSOCIATED PEDESTRIAN FOOTPATH
- 2.1m wide
- Exposed Aggregate Concrete

2.3.1 Active Infrastructure Networks

Active Network Materials

KEY PLAN

SIGNAGE


CORTEN STEEL SIGNAGE


CORTEN STEEL EDUCATIONAL SIGNAGE - where appropriate

FURNITURE


OPEN CORTEN STEEL BOLLARDS - where required

SHARED CYCLE NETWORK

- 3m wide
- Brushed Concrete

SHARED PATHWAY

- 2.5 wide
- Brushed Concrete

RAISED BOARDWALK

- To ecologically sensitive areas
- Width to match the width of pathways connected to

PEDESTRIAN PATHWAY

- 1.5 wide
- Exposed Aggregate Concrete

ROAD ASSOCIATED PATHWAYS

- Road Associated Cycleway: 3.1m wide
- Road Associated Pedestrian Footpath: 2.1m wide


BRUSHED CONCRETE WHERE BRUSHED LINES - referencing proximity to waterways


BRUSHED CONCRETE WHERE BRUSHED LINES - referencing proximity to waterways


HARDWOOD TIMBER DECKING


ALUMINIUM DECKING TO APZ AREAS (BAL 40) - Timber Pattern Sublimated into surface. Weathered colour


EXPOSED AGGREGATE CONCRETE


EXPOSED AGGREGATE CONCRETE


CYCLEWAY SYMBOL - Sandblasted into concrete


CYCLEWAY SYMBOL - Sandblasted into concrete


CYCLEWAY SYMBOL - set into Boardwalk


CORTEN STEEL EDUCATIONAL SIGNAGE on BALUSTRADE - To ecologically important areas


CYCLEWAY SYMBOL - Sandblasted into concrete


CYCLEWAY SYMBOL - Sandblasted into concrete

2.4 Landscape On Lot

On Lot Development

KEY PLAN

To be used in conjunction with the Landscape Strategy Report.
Burrah Park Stage 1 Landscape SSD Documentation to be used as a reference document for On Lot Development

FURNITURE PALETTE

PRODUCT NAME	COLOUR/MATERIAL	SUPPLIER	WEBSITE	EMAIL	CONTACT
FURNITURE					
Solid Meet&Work Picnic Sets	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.com/au/products/solid-meetwork-picnic-sets		+61 2 7908 6513
Solid Industry Picnic Sets	Hardwood Timber & Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.com/au/products/solid-industry-picnic-set		+61 2 7908 6513
Solid Skirt Top Seats	Hardwood Timber & Concrete base	STREETLIFE Australia PTY LTD	https://www.streetlife.com/au/products/solid-skirt-top-seats		+61 2 7908 6513
Solid Skirt Curved Benches	Hardwood Timber & Powder Coated Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.com/au/products/solid-skirt-curved-benches		+61 2 7908 6513
Open Bollards	Corten Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/open-bollards		+61 2 7908 6513
HARDSCAPE					
Tree Grille Strips	Corten Steel - Magic	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/tree-grille-strips		+61 2 7908 6513
Tree Grilles Square	Corten Steel - Cloud of Nuts	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/tree-grilles-square		+61 2 7908 6513
Permeable Resin Bonded Pebble	As location requires	StoneSet	https://stoneset.com.au/stoneset-premium-colours/	mail@stoneset.com.au	1300 392 155
Premier Hydropavers	As location requires	Hydropavers International	https://hydropavers.com.au/permeable-paving/commercial/	sales@premierpavers.com.au	02 9231 8666
Granite Pavers	As location requires				
Permeable Asphalt	As location requires				
Exposed Aggregate Concrete	As location requires				
LIGHTING					
Bright Bollards	Corten Steel & Stainless Steel	STREETLIFE Australia PTY LTD	https://www.streetlife.nl/us/products/bright-bollards		+61 2 7908 6513

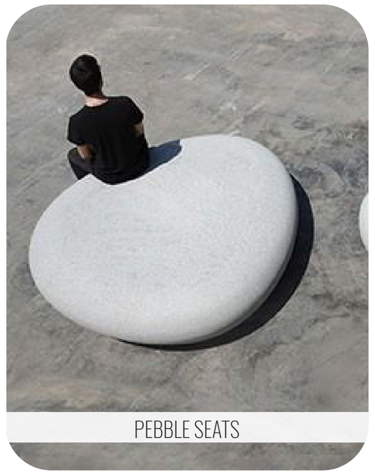
PLANT PALETTE

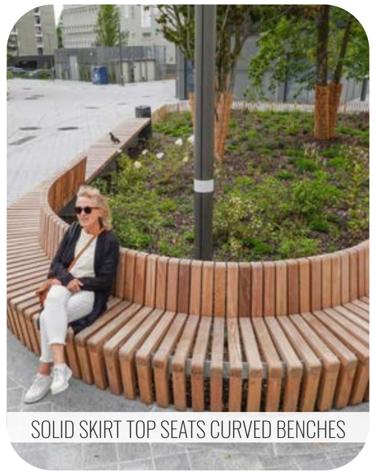
CODE	BOTANICAL NAME	COMMON NAME	MATURE HEIGHT	MATURE WIDTH	FLOWERING SEASON	MEDICINAL / EDIBLE	NATIVE	RIVER-FLAT EUCALYPT FOREST	CUMBERLAND PLAIN SHALE WOODLAND	AEROTROPOLIS DCP PLANT LIST
ON LOT Trees										
AGN FLE	*Agonis flexuosa*	Willow Myrtle	10m	10m	September-Feburary		✓			✓
BRA ACE	*Brachychiton acerifolium*	Illawarra Flame Tree	15-20m	10-15m	November-Feburary	✓	✓			✓
EHR ACU	*Ehretia acuminata*	Koda	30m	10m	October-January	✓	✓	✓	✓	✓
GEI PAR	*Geijera parviflora*	Wilga	8-9m	6-8m	December-May		✓		✓	✓
CUP ANA	*Cupaniopsis anacardioides**	Tuckeroo	8-15m	6-8m	May-July	✓	✓			****
FLI AUS	*Flindersia australis*	Crows Ash	10-20m	5-10m	September-November		✓			✓
FRA URB	*Fraxinus 'Urbanite'*	Urbanite Green Ash	10-15m	5-10m	September-November		✓			✓
HIB TIL	*Hibicus tilaceus**	Coast Cottonwood	4-10m	5m	September-November	✓	✓			****
HYM FLA	*Hymenosporum flavum*	Native Frangipani	8-15m	5m	November-December	✓	✓			✓
KOE PAN	*Koelreuteria paniculata*	Golden Rain Tree	8m	8m	November-Feburary		✓			✓
WAT FLO	*Waterhousea floribunda*	Weeping Lilly Pilly	10-15m	10m	November-Feburary		✓			✓
Shrubs										
ACA fle	*Acacia flexifolia*	Bent-Leaf Wattle	1.5m			✓	✓			****
BRE obl	*Breynia oblongifolia*	Coffee Bush	2-3m			✓	✓	✓	✓	✓
CAL pal	*Callistemon pallidus*	Bottlebrush	2m***			✓	✓			****
COR ref	*Correa reflexa*	Native Fushia	1.2m***				✓			✓
DAV uli	*Daviesia ulicifolia*	Gorse Bitter Pea	2m				✓		✓	✓
DOD vis	*Dodonaea viscosa*	Hopbush	2.5m			✓	✓		✓	✓
IND aus	*Indigofera australis*	Australian Indigo	2m				✓		✓	✓
MEL thy	*Melaleuca thymifolia*	Honey Myrtle	1..5m			✓	✓			****
OZO dio	*Ozothamnus diosmifolius 'Radiance'*	Rice Flower	1.2m***				✓	✓		****
WES box	*Westringia fruticosa 'Aussie Box'*	Coastal Rosemary	1m				✓			✓
Accent Plants										
CRI ped	*Crinum pedunculatum*	Spider Lily	1.5m			✓	✓			****
DOR exc	*Doryanthes excelsa*	Gymea Lily	1.5m			✓	✓			✓
Grasses & Groundcovers										
AJU aus	*Ajuga australis*	Australian Bugle	0.2m			✓	✓		✓	✓
ANI fla	*Anigozanthos flavidus 'Landscape Scarlet'*	Kangaroo Paw	2m				✓			****
ART mil	*Arthropodium milleflorum*	Vanilla Lily	0.6-1m			✓	✓		✓	✓
ASP con	*Asperula conferta*	Common Woodruff	0.2m				✓		✓	✓
BAK vir	*Baeckea virgata 'Nana'*	Dwarf Baeckea	0.5m			✓	✓			✓
BRU aus	*Brunoniella australis*	Blue Trumpet	0.3m				✓		✓	✓
CAR app	*Carex appressa***	Tall Sedge	1.2m				✓			✓
CHR api	*Chrysocephalum apiculatum*	Yellow Buttons	0.3m				✓	✓	✓	✓
COM cya	*Commelina cyanea*	Survey Weed	0.3			✓	✓	✓	✓	✓
DIA cae	*Dianella caerulea***	Native Flax	0.6m			✓	✓			✓
DIA lon	*Dianella longifolia***	Pale flax lily	0.6m			✓	✓		✓	✓
DIC rep	*Dichondra repens*	Kidney Weed	0.1m				✓	✓	✓	✓
FIN nod	*Finicia nodosa***	Knobby Club-Rush	0.8-1m			✓	✓			✓
GOO hed	*Goodenia hederacea*	Goodenia	0.3m				✓		✓	✓
HAR vio	*Hardenbergia violacea*	Happy Wanderer				✓	✓	✓	✓	✓
JUN usi	*Juncus usitatus***	Common Rush	1.2m			✓	✓		✓	✓
LOM fil	*Lomandra filiformis***	Wattle Mat-rush	0.2m			✓	✓	✓	✓	✓
LOM lon	*Lomandra longifolia***	Mat Rush	0.6m			✓	✓	✓		✓
LOM mul	*Lomandra multiflora*	Many-flowered Mat-rush	0.6m			✓	✓	✓	✓	✓
MEN die	*Mentha diemenica*	Slender Mint	0.2m			✓	✓		✓	✓
MIC sti	*Microlaena stipoides***	Weeping grass	0.75m			✓	✓	✓	✓	✓
PIM whi	*Pimelea linifolia White Jewel'*	Rice-Flower	0.3-0.4m				✓			✓
PLE par	*Plectranthus parviflorus*	Spur Flower	0.3-0.6m			✓	✓	✓	✓	✓
POA lab	*Poa labillardierei***	Tussock Grass	0.8m				✓		✓	✓
RHA spi	*Rhagodia spinescens*	Spiny Saltbush	0.6m			✓	✓			****
THE aus	*Themeda australis***	Kangaroo Grass	1.5m			✓	✓	✓	✓	✓
WES fla	*Westringia fruiticosa 'Flat n Fruity'*	Coastal Rosemary	0.3m				✓			****
Climbers										
CLE gly	*Clematis glycinoides var. glycinoides*	Common Cyanea				✓	✓	✓	✓	✓
HAR vio	*Hardenbergia violacea*	Happy Wanderer				✓	✓	✓	✓	✓
SMI gly	*Smilax glyciphylla*	Sarsaparilla				✓	✓			✓
Detention Basin										
IMP cyl	*Imperata cylindrica var. major*	Blady Grass	0.8-1.5m			✓	✓	✓		✓
MIC sti	*Microlaena stipoides***	Weeping grass	0.75m			✓	✓	✓	✓	✓
POA lab	*Poa labillardierei***	Tussock Grass	0.8m				✓		✓	✓
CAR app	*Carex appressa***	Tall Sedge	1.2m				✓			✓
FIN nod	*Finicia nodosa***	Knobby Club-Rush	0.8-1m			✓	✓			✓
LOM fil	*Lomandra filiformis***	Wattle Mat-rush	0.2m			✓	✓	✓	✓	✓
DIA lon	*Dianella longifolia***	Pale flax lily	0.6m			✓	✓		✓	✓
JUN usi	*Juncus usitatus***	Common Rush	1.2m			✓	✓		✓	✓

* Not on the Aerotropolis DCP, Appendix B list of approved plants but species selected based on a collaborative work between an Indigenous Ecologist Consultant, the project Ecologist, the project Indigenous Consultant Group and the Landscape Architects

Plants to be from the Western Sydney Aerotropolis DCP Appendix B approved plant list

FURNITURE

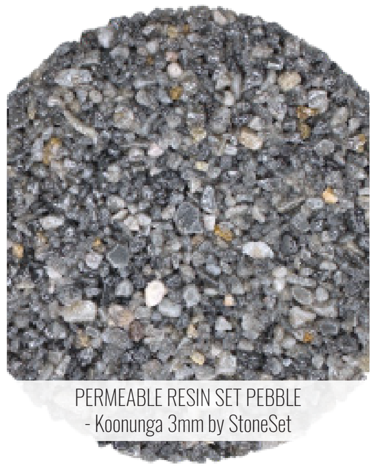

PEBBLE SEATS


SOLID SKIRT TOP SEATS CURVED BENCHES

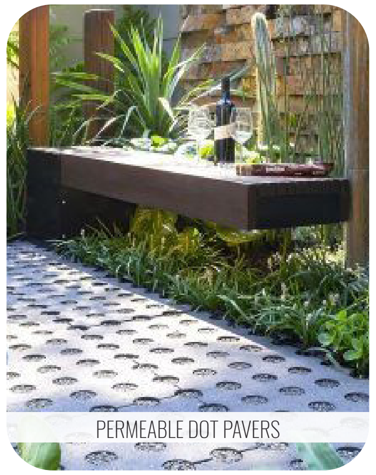

SOLID SKIRT CURVED BENCHES


SOLID MEET&WORK PICNIC SETS

MATERIALS


PERMEABLE RESIN SET PEBBLE - Koonunga 3mm by StoneSet


PERMEABLE RESIN SET PEBBLE - Sienna Yellow 3mm by StoneSet


PERMEABLE DOT PAVERS


PERMEABLE RESIN SET PEBBLE - Glensandra 3mm by StoneSet


PERMEABLE RESIN SET PEBBLE - Sterling 3mm by StoneSet


PERMEABLE ASHPALT

Studios

Brisbane
Director George Fatseas
T +61 7 3239 2444
E brisbane@nettletontribe.com.au

Sydney
Director Michael Morgan
T +61 2 9431 6431
E sydney@nettletontribe.com.au

Melbourne
Director Jeremy Bishop
+61 3 8547 1400
E melbourne@nettletontribe.com.au

Canberra
Director Trevor Hamilton
T +61 2 6107 3090
E canberra@nettletontribe.com.au

Perth
Director Trevor Hamilton
T +61 8 6166 9488
E perth@nettletontribe.com.au

nettletontribe.com.au