
Western Parkland City Authority

Bradfield City Centre
Master Plan Application,

Planning Report

Prepared by WSP Australia Pty Ltd

October 2023

wpca.sydney

Acknowledgement of Country

Aboriginal people have had a continuous connection with the Country encompassed by the Western Parkland City (the Parkland City) from time immemorial. They have cared for Country and lived in deep alignment with this important landscape, sharing and practicing culture while using it as a space for movement and trade.

We Acknowledge that four groups have primary custodial care obligations for the area: Dharug/Darug, Dharawal/Tharawal, Gundungurra/Gundungara and Darkinjung. We also Acknowledge others who have passed through this Country for trade and care purposes: Coastal Sydney people, Wiradjuri and Yuin.

Western Sydney is home to the highest number of Aboriginal people in any region in Australia. Diverse, strong, and connected Aboriginal communities have established their families in this area over generations, even if their connection to Country exists elsewhere. This offers an important opportunity for the future of the Parkland City.

Ensuring that Aboriginal communities, their culture, and obligations for Country are considered and promoted will be vital for the future of the Parkland City. A unique opportunity exists to establish a platform for two-way knowledge sharing, to elevate Country and to learn from cultural practices that will create a truly unique and vibrant place for all.



Garungarung Murri Murri Nuru

(Beautiful Grass Country)

Artwork created by Dalmarrri artists Jason Douglas and Trevor Eastwood for the Western Parkland City Authority

1 Executive Summary

1.1 Introduction

This Planning Report has been prepared in accordance with the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Western Parkland City SEPP) and Master Plan Guidelines that establish the Master Planning process for land within the Western Sydney Aerotropolis (Aerotropolis).

This Planning Report has been prepared in accordance with the Master Plan Requirements (WSA_MP02) issued under Clause 4.41 of the Western Parkland City SEPP.

This report accompanies the Master Plan Application for Bradfield City Centre submitted to the Department of Planning and Environment (DPE) pursuant to Part 4.7 Division 2 of Western Parkland City SEPP.

The Planning Report has been prepared in consideration of the Western Sydney Aerotropolis Precinct Plan (Aerotropolis Precinct Plan).

The Western Parkland City Authority (WPCA) is seeking to secure approval for a Master Plan for Bradfield City Centre, a 114.6-hectare (ha) site centred around a new Sydney Metro station.

1.2 Bradfield City Centre Details

Bradfield City Centre is located at 215 Badgerys Creek Road, Bradfield. The site is within the Liverpool Council Local Government Area (LGA) and is legally described as Lot 3101 DP 1282964.

The site has an area of 114.6 ha, with road access to Badgerys Creek Road located at the north-western corner. The site spans across the Aerotropolis Core and Wianamatta-South Creek Precinct, within Western Sydney Aerotropolis.

The site is predominantly zoned Mixed Use (MU) under the Western Parkland City SEPP, with a small portion of Enterprise (ENT) zoned land located in the north-western corner. The site includes Environment and Recreation (ENZ) zoned land mostly along Thompsons Creek.

1.3 The Proposal

The key vision of Bradfield City Centre Master Plan is:

Bradfield City Centre is a 24/7 ecosystem of culture, creativity, and innovation in a living landscape of inspiration and experience. Here, ambition and opportunity come together in new ways to dream and deliver an extraordinary future for the people of Western Sydney and beyond. A future defined by our rich indigenous culture and shared Australian identity, by proud storytelling, respected heritage, and connection to country.

*A future of bolder ideas and innovation fuelled by free-flowing knowledge and collaboration. A future of net zero footprints and smarter ways for people, the environment, and business to thrive together. Underpinned by ideals of diversity and inclusivity, progress and reflection, prosperity and sustainability, Bradfield city centre is a million futures waiting to be written. – Urban Design Report, **Appendix B.***

The Bradfield City Centre Master Plan seeks to refine the Aerotropolis Precinct Plan by delivering approximately 10,000 residential dwellings and 20,000+ jobs up to and beyond 2056, providing more open space and green space, improving connectivity and legibility, identifying, and retaining significant views and

sustaining the importance of Connections with Country.

A detailed summary of what the Master Plan is seeking approval for is provided within **Section 6** of this report. This should be read in conjunction with Bradfield City Centre Site Specific Development Controls at **Appendix A**.

The Master Plan includes the following:

- Site specific development controls which contain key development parameters including height of buildings, floorspace distribution, street layout, street wall height and setbacks.
- Design excellence strategy
- Exempt and complying development provisions.
- Amendments to the following:
 - State Environmental Planning Policy (Precincts- Western Parkland City) 2021 (Western Parkland City SEPP),
 - Western Sydney Aerotropolis Precinct Plan
 - Western Sydney Aerotropolis Development Control Plan Phase 2 (Phase 2 DCP)

The Master Plan does not propose permanent development in the existing 60m wide Special Purposes 2 (SP2) Infrastructure Zone corridor. A decision regarding future rail infrastructure in the corridor is the subject of review by Government.

Figure 1 provides an indicative concept image of Bradfield City Centre.

Figure 1 Indicative concept image of Bradfield City Centre



Source: Hatch Roberts Day – Bradfield City Centre – Master Plan Report

1.4 Amendments to the Statutory Planning Context

The Master Plan seeks amendments to the statutory planning context including:

- Western Parkland City SEPP:
 - Chapter 4, Part 4.6, Division 2 Exempt development
 - Land Reservation Acquisition Map – Sheet LRA_001.
- Western Sydney Aerotropolis Precinct Plan March 2022
 - Land Use and Structure Plan (Figure 3)
 - Blue – Green Infrastructure Framework (Figure 5)
 - Total Water Cycle Management (Figure 6)
 - Transport Network (Figure 8)
 - Active Transport Network (Figure 9)
 - Street Hierarchy Map (Figure 10)
- Western Sydney Aerotropolis Development Control Plan Phase 2 (Phase 2 DCP)
 - Amendment to include Bradfield City Centre Master Plan – Site Specific Development Controls as part of the Aerotropolis DCP.

A detailed request to amend the Western Parkland City SEPP, Aerotropolis Precinct Plan and Phase 2 DCP is provided within **Sections 10** and **11** of this report.

1.5 Justification of Master Plan

Since the Federal Government’s announcement of the Western Sydney Airport in 2014, the NSW Government’s vision of the land surrounding the airport has been detailed in several plans, policies, and Environmental Planning Instruments (EPIs).

The first phase of the Western Sydney Aerotropolis Planning Package was finalised in September 2020 and included the Western Sydney Aerotropolis Plan (WSAP), Interim Western Sydney Aerotropolis Development Control Plan – Phase 1 (Phase 1 DCP) and State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP).

In March 2022, The Aerotropolis SEPP, was consolidated into Chapter 4 ‘Western Sydney Aerotropolis’ of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Western Parkland City SEPP)*, as part of the government’s wider suite of reforms to deliver a better planning system for NSW.

The Western Sydney Aerotropolis Precinct Plan (Aerotropolis Precinct Plan) for the initial precincts was finalised in March 2022, followed by the Western Sydney Aerotropolis Development Control Plan – Phase 2 (Aerotropolis DCP) which was finalised in November 2022 which has superseded the Interim Phase 1 DCP.

The justification of strategic and site – specific merit is demonstrated by the Master Plan as follows:

- The Master Plan is a direct result of several strategic plans, studies and documents undertaken by the New South Wales (NSW) Government including the Western Sydney Aerotropolis Plan and Western Sydney Aerotropolis Precinct Plan.
 - The objectives of the Master Plan align with the key vision, principles and priorities set out in these strategic documents. This responds to the Master Planning guidelines which requires all applications to align with the overarching vision and principles for the area.

- The Master Plan has undertaken a comprehensive evaluation of the sites physical and strategic attributes informing the proposed structure plan and development vision. This analysis has informed the structure plan and layout which is responsive to the surrounding context.
- The Master Plan identifies different character areas that are consistent with the current zoning for the site and complement the surrounding area without affecting the unique natural landscape.
 - Most of the developable area in Bradfield City Centre is zoned mixed use. This zoning allows for a wide range of commercial, civic, and residential uses that make up a thriving city centre and fosters opportunities for retail and commercial uses that will create local employment and a broader economic base for the future city centre.
 - The zoning enables residential development as part of diverse mixed-use areas within proximity to Wianamatta-South Creek and Thompsons Creek.
- The Master Plan adopts a landscape led approach that contributes to the establishment of a blue-green infrastructure framework for the wider Aerotropolis region.
 - The Master Plan preserves, protects, and restores over 30 ha of new green space around Thompsons Creek which is consistent with the Precinct Plan. This will form part of a new regional parkland that retains and preserves ENZ and ENV, and allows for significant revegetation for biodiversity to enable creek restoration, integrated water management and recreation opportunities while enhancing the cultural values of the site
- The Master Plan has been informed by Connecting with Country principles and ongoing Aboriginal Engagement.
- Bradfield is a visionary city that will evolve over time to become a renowned centre of excellence for innovation and city making that defines the Western Parkland City.
 - The site will provide a metropolitan centre that will seamlessly integrate with the Aerotropolis Core Metro Station and Western Sydney International Airport and become a future focus area for business, tourism, and social experiences.
 - The site has the capacity to deliver 10,000 apartments making a significant contribution to total supply and to diversifying housing supply within the Aerotropolis. Consistent with Objective 9 of the Western Sydney Aerotropolis Plan, Bradfield City Centre optimises the opportunity to provide diverse, affordable housing that is well located near employment opportunities and transport.
 - The site will contribute to the overall Aerotropolis Plan vision of 50,000 - 60,000 jobs and 20,000 - 24,000 residents in the Aerotropolis Core where Bradfield is located. This will aid in fast tracking economic prosperity across the Western Parkland City and complement the existing neighbouring centres of Greater Penrith, Liverpool, and Campbelltown-Macarthur.
 - The site will become a metropolitan centre of choice, specialising in advanced manufacturing, high technology industries, services, creative industries, and science, technology, engineering, and mathematics (STEM) focused educational facilities, and will facilitate the emerging aerospace and defence industries.
 - The site will facilitate the development of a range of educational uses that are accessible by public transport and active transport.
 - The site has been designed to prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure provision and amenity in the street network and the blue-green grid.

The Master Plan seeks amendments to SEPPs, Aerotropolis Precinct Plan, and the Phase 2 DCP. Justification for these amendments is as follows:

- The Master Planning process has allowed for an iterative design process which has allowed for the improvement and refinement of the Aerotropolis Precinct Plan and Phase 2 DCP.
- The proposed amendments are consistent with the objectives of the Western Parkland SEPP and the Aerotropolis Precinct Plan.
- The proposed amendment is consistent with the Master Plan Guidelines in that it proposes an amendment to the Aerotropolis Precinct Plan and Western Parkland City SEPP to achieve a superior planning outcome but is consistent with the Aerotropolis Planning Framework.
- Will allow for better planning and built form outcomes to be delivered on the site in the future.

- Represents the actual ground conditions and will deliver more sustainable design outcome for the site.
- Have been determined based on extensive design and testing on the outcomes and minimisation of potential impacts.
- The proposed amendments allow for a superior planning outcome to be provided across the site for the above-mentioned reasons.

1.6 Conclusion

This Planning Report has been prepared in accordance with the Western Parkland City SEPP, Master Plan Guidelines and Master Plan Application Requirements which outline the key requirements as part of the Master Planning process for land within the Aerotropolis.

The Master Plan has sought to mitigate environmental impacts and seeks to protect and enhance the key features of the natural environment. Overall, the Master Plan will have a positive economic and social impact and is within the public interest.

The Master Plan delivers on key objectives in both Commonwealth and State Policies; and provides for development activity, employment opportunities and will increase housing supply for the future workers and population.

In consideration of the community and economic benefits of the proposal it is requested that the Department of Planning and Environment resolve to publicly exhibit this Master Plan for approval.

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Glossary of Terms

| Term | Definition |
|-----------------------------------|--|
| Aerotropolis | Western Sydney Aerotropolis |
| AS | Australian Standard |
| BC Act | <i>Biodiversity Conservation Act 2016</i> |
| BCA | Building Code of Australia |
| CIV | Capital Investment Value |
| DA | Development Application |
| DCP | Development Control Plan |
| DP | Deposited Plan |
| DPE | Department of Planning and Environment |
| EP&A Act | <i>Environmental Planning and Assessment Act 1979</i> |
| EP&A Regulation | <i>Environmental Planning and Assessment Regulation 2021</i> |
| ESD | Ecologically Sustainable Development |
| ENV | Existing Native Vegetation |
| ENZ | Environmental and Recreation Zone |
| GFA | Gross Floor Area |
| LEP | Local Environmental Plan |
| LGA | Local Government Area |
| NSW Government | State Government of NSW |
| OLS | Obstacle Limitation Surface |
| Aerotropolis Precinct Plan | Western Sydney Aerotropolis Precinct Plan |
| Region Plan | A Metropolis of Three Cities – Greater Sydney Region Plan |
| SEPP | State Environmental Planning Policy |
| SSD | State Significant Development |
| SSDA | State Significant Development Application |
| TAP | Technical Assurance Panel |
| TfNSW | Transport for NSW |
| Bradfield City Centre | Bradfield City Centre is 215 Badgerys Creek Road, Bradfield. Bradfield City Centre is legally described as Lot 3101 DP 1282964. |
| Western Parkland City SEPP | <i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i> |
| WSAP | Western Sydney Aerotropolis Plan |
| WSI | Western Sydney International (Nancy-Bird Walton) Airport |

2 Introduction

2.1 Introduction

This Planning Report accompanies the Master Plan Application for Bradfield City Centre submitted to the Department of Planning and Environment (DPE) pursuant to Part 4.7 Division 2 of Western Parkland City SEPP.

This Planning Report has been prepared in accordance with the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (Western Parkland City SEPP) and the Master Plan Guidelines that establish the optional Master Planning process for land within the Western Sydney Aerotropolis (Aerotropolis).

Chapter 4, Part 4.7 of the Western Parkland City SEPP sets out the statutory requirements for Master Plans in the Aerotropolis. Section 4.41 of the Western Parkland City SEPP states that a Master Plan must:

- (a) *(repealed)*
- (b) *specify the particular development that may be carried out as complying development on the land to which the Master Plan applies, and*
- (c) *contain development controls for the complying development, and*
- (d) *contain the matters required by the Master Plan guidelines.*

All matters were considered to have been adequately addressed within the Master Plan Application or in the accompanying appendices.

2.2 The Western Sydney Aerotropolis

The Western Sydney Aerotropolis is an 11,200-ha growth area within the Western Parkland City, the gateway and economic powerhouse of Western Sydney.

The Aerotropolis surrounds the new Western Sydney International Airport and includes 10 precincts which focus on advanced manufacturing, technology, research, training, education, freight and logistics, agribusiness, and mixed-use development.

The first phase of the Western Sydney Aerotropolis Planning Package was finalised in September 2020, and includes the *Western Sydney Aerotropolis Plan* (WSAP), *Western Sydney Aerotropolis (Aerotropolis) State Environmental Planning Policy* (Aerotropolis SEPP) and the *Western Sydney Aerotropolis Development Control Plan (DCP) Phase 1*.

On 1 March 2022, the Aerotropolis SEPP was consolidated into the *State Environmental Planning Policy (Precincts – Western Parklands City) 2021* (Western Parkland City SEPP). The Aerotropolis Planning Package and supporting technical studies for the initial precincts was finalised on 25 March 2022. The Planning Package included amendments to the Western Parkland City SEPP and Aerotropolis Precinct Plan.

The proposed Master Plan Application for the Bradfield City Centre has been formed by the requirements of the WSAP, Western Parkland City SEPP, Final Aerotropolis Precinct Plan, and the Phase 2 DCP, as required by the Master Plan Guidelines.

2.3 Purpose of Bradfield City Centre Master Plan

The Master Plan has been prepared in accordance with the Western Parkland City SEPP, Chapter 4, Part 4.7, Division 2, Section 4.41, and the Master Plan Guidelines and has progressed through Stage 3 of the Master Planning process including collaboration with the Western Sydney Aerotropolis Technical Assurance Panel (TAP). TAP feedback, to date, has been considered and implemented where appropriate.

The Western Parkland City Authority (WPCA) is seeking to secure a Master Plan approval for Bradfield City Centre, a 114.6 ha site centred around a new Sydney Metro station.

The purpose of this Master Plan is to enhance the Aerotropolis Precinct Plan as it applies to Bradfield City Centre; Deliver the Master Plan vision and objectives and provide more detail for the coordinated delivery of Sydney's third City.

The Master Plan will guide future development in Bradfield City Centre through:

- Identifying the vision, objectives, Master Plan diagrams, and key outcomes for the future development of Bradfield City Centre
- Supplementing the Aerotropolis DCP with site specific development controls.
- Communicating the planning, design and environmental objectives and controls against which the relevant consent authority will assess future development applications in Bradfield City Centre.
- Ensuring the orderly, efficient, and environmentally sensitive development of Bradfield City Centre.
- Promoting high-quality urban design and environmental outcomes within Bradfield City Centre.

2.4 Changes to the Statutory Planning Context

The Master Plan seeks amendments to the statutory planning context including:

- Western Parkland City SEPP:
 - Chapter 4, Part 4.6, Division 2 Exempt development
 - Land Reservation Acquisition Map – Sheet LRA_001.
- Western Sydney Aerotropolis Precinct Plan March 2022:
 - Land Use and Structure Plan (Figure 3)
 - Blue – Green Infrastructure Framework (Figure 5)
 - Total Water Cycle Management (Figure 6)
 - Transport Network (Figure 8)
 - Active Transport Network (Figure 9)
 - Street Hierarchy Map (Figure 10)
- Western Sydney Aerotropolis Development Control Plan Phase 2 (Phase 2 DCP)
 - Amendment to include Bradfield City Centre Master Plan – Site Specific Development Controls as part of the Aerotropolis DCP.

A detailed request to amend the Western Parkland City SEPP, Aerotropolis Precinct Plan and Phase 2 DCP is provided within **Sections 10** and **11** of this report.

2.5 Intended Planning Pathways

The intended pathways for future development consent across Bradfield City Centre under the *Environmental Planning and Assessment Act 1979* will be the following:

- Exempt Development.
- Part 4 Approvals:
 - Complying Development Certificates.
 - Development Applications.
 - State Significant Development Applications.
- Part 5 Approvals:
 - Development without Consent (Review of Environmental Factors).

It should be noted that this Master Plan Application does not seek approval for any current or future development/works. Any future development will be subject to individual applications and do not form part of this Master Plan Application.

2.6 Supporting Technical Studies

The project team formed to deliver the Master Plan Application is outlined in **Table 1**. This report should be read in conjunction with the supporting information and plans that are appended.

Table 1 - Supporting documents and project team.

| Specialist Technical Input | Consultant | Appendix |
|---|-------------------------------------|-------------|
| Master Plan Report | WPCA | Appendix A |
| Urban Design Report | Hatch Roberts Day | Appendix B |
| Response to Country | Hatch Roberts Day | Appendix C |
| Design Excellence Strategy | WPCA | Appendix D |
| Exempt and Complying Development Code | FPD Planning | Appendix E |
| Smart Cities Implementation Plan and Assessment Report | AECOM | Appendix F |
| Traffic Management Accessibility Plan Report | AECOM | Appendix G |
| Utility Infrastructure and Servicing Report | AECOM | Appendix H |
| Integrated Water Cycle Management Report | AECOM | Appendix I |
| Aviation Impact Assessment Report | AECOM | Appendix J |
| Flooding Impact Assessment | Advisian | Appendix K |
| Sustainability Report | Flux | Appendix L |
| Biodiversity Strategy and Impact Assessment Report | Biosis | Appendix M |
| Social Infrastructure Strategy Report | GHD | Appendix N |
| Economic Report | SGS Economics and Planning | Appendix O |
| Air Quality Impact Assessment Report | Todoroski Air Services | Appendix P |
| Noise and Vibration Impact Assessment Report | WSP Australia Pty Ltd | Appendix Q |
| Pedestrian Wind Environment Review Report | Windtech | Appendix R |
| Statement of Heritage Impact | Extent Heritage | Appendix S |
| Aboriginal Engagement Outcomes Report | GHD and Zio Engagement and Planning | Appendix T |
| Aboriginal Cultural Heritage Assessment Report | Extent Heritage | Appendix U |
| Infrastructure Delivery Strategy | WPCA | Appendix V |
| Earthworks Report | AECOM | Appendix W |
| Art and Culture Strategy Report | Artificer Projects | Appendix X |
| Bushfire Strategy and Impact Assessment Report | ELA | Appendix Y |
| Ground conditions Report | ERM | Appendix Z |
| Contamination Report | JBS&G | Appendix AA |
| Housing Strategy Statement Report | Macroplan | Appendix BB |
| Circular Economy (Waste and Services) Report | WSP Australia Pty Ltd | Appendix CC |
| Consultation Outcomes Report | WPCA Communication and Engagement | Appendix DD |
| 24 Hour Economy Strategy Statement Report | Macroplan | Appendix EE |
| Survey Plan | RPS | Appendix FF |
| Explanation of Intended Effect | WSP Australia Pty Ltd | Appendix GG |
| Discussion Paper for proposed Aerotropolis Precinct Plan and DCP amendments | WSP Australia Pty Ltd | Appendix HH |
| Western Sydney Aerotropolis Precinct Plan Compliance Table | WSP Australia Pty Ltd | Appendix II |
| Western Sydney Aerotropolis Development Control Plan Phase 2 Compliance Table | WSP Australia Pty Ltd | Appendix JJ |

3 Master Plan Requirements & Response to TAP recommendations

3.1 Content of Master Plan

This Section has been prepared in accordance with the requirements of *Western Sydney Aerotropolis – Master Plan Guidelines – Guideline to Master Planning in the Western Sydney Aerotropolis December 2021* version.

A summary of the Master Guidelines requirements is provided in **Table 2**.

Table 2 – Summary of Master Plan Guidelines

| Guideline requirements | Master Plan Application Response |
|---|---|
| <ul style="list-style-type: none"> Clearly present the future development being sought through the Master Plan, supported by plans, images and photomontages; | <p>The proposed future development of Bradfield City Centre sought through this Master Plan Application includes the following items:</p> <ul style="list-style-type: none"> Streets and pedestrian accesses including Shared Streets, Pedestrian Links, including a green loop. Urban areas, Mixed use zones and Enterprise zones. Infrastructure corridors including Future rail corridor, Metro / Rail Stations, and Metro Plaza. Transport corridors including Fifteenth Avenue (Metro Link Boulevard), Whitaker Road, City Walk West, City Walk East, Local Streets, Arterial roads, and Collector Streets. Landscaping and outdoor spaces including Central Park, Ridge Park, Sportsgrounds, City Walk West, City Walk East, Green Loop, Local Parks, City Parkland West, City Parkland East, Parkland Promenade, Moore Gully Parkland, and a Performance / Events Area <p>A detailed summary of what the Master Plan is seeking approval for is provided within Section 6 of this report. This should be read in conjunction with Bradfield City Centre Site Specific Development Controls at Appendix A.</p> |
| <ul style="list-style-type: none"> Set out the intended pathways for future development consent, such as which areas will be subject to Complying Development and which areas will be subject to DAs | <p>The intended pathways for future development consent across Bradfield City Centre under the <i>Environmental Planning and Assessment Act 1979</i> will be the following:</p> <ul style="list-style-type: none"> Exempt Development. Part 4 Approvals: <ul style="list-style-type: none"> Complying Development Certificates. Development Applications. State Significant Development Applications. Part 5 Approvals: <ul style="list-style-type: none"> Development without Consent (Review of Environmental Factors). |

Guideline requirements

Master Plan Application Response

It should be noted that this Master Plan Application does not seek approval for any current or future development/works. Any future development will be subject to individual applications and do not form part of this Master Plan Application.

-
- Provide a justification and evaluation of the project, having regard to the economic, environmental, and social impacts of the project and the principles of ecologically sustainable development
- The proposed Master Plan for Bradfield City Centre has been justified based on the following potential outcomes:
- **Economic:**
 - The Master Plan will be a key catalyst for the overall development and economic success of the Aerotropolis, through the bringing together of key commercial land uses and knowledge-based industries contributing to the broader NSW Economy.
 - It is projected that the total worker population in Bradfield will be approximately 20,000 + by 2056.
 - Economic and market drivers that will influence the future land use context in the Aerotropolis are diverse, and while some land uses will be immediately viable some will be delivered over time.
 - **Environmental**
 - The Master Plan has been designed to minimise, avoid, and mitigate environmental impacts. Where potential impacts have been identified adequate mitigation measures have been provided within the relevant technical and specialist study.
 - Overall, the Master Plan and the long-term development of Bradfield City Centre will be undertaken to provide a positive long term environmental impact which incorporates the principles of Ecological Sustainable Development.
 - **Social Impacts:**
 - Residential development yields for Bradfield indicate a forecast total residential population of 15,000 – 23,000 people up to and beyond 2056; this will support the existing and future population of the Western Parkland City and Bradfield.
 - Job projections forecast total worker population of approximately 20,000 + by 2056, allowing jobs to be provided within the Western Parkland City region and closer to existing and planned residential areas.
 - It is anticipated that the needs of the population will change over time as Bradfield City and the broader Aerotropolis is developed; thus, the cumulative impact of this increasing population will be continuously monitored to enable infrastructure to respond to the changes in demand.
 - The Master Plan will allow for key transport connections to be provided allowing access from residences to jobs.
 - The Master Plan has been designed to allow for high amenity with large parks, open spaces, and public domain areas.
 - **Principles of Ecological Sustainable Development (ESD):**
 - The Master Plan will enable the delivery of Bradfield City Centre and also provide it the opportunity to be an example of a world-leading response to the challenges of climate change through planning, design, and delivery.
-

| Guideline requirements | Master Plan Application Response |
|---|--|
| | The Principles of ESD will be achieved through sustainability design principles for water, waste, energy and heat, and targets including 6 star Green Start Communities. |
| <ul style="list-style-type: none"> Be supported by technical information and investigations | This Master Plan Application is supported by specialist technical reports prepared by the relevant subject matter experts / technical experts. The outcomes of these technical investigations are discussed in detail within the relevant technical reports. |
| <ul style="list-style-type: none"> Be technically robust and include an accurate assessment of the likely impacts of the proposal with justification of those impacts and their mitigation methods | A detailed assessment of the likely impacts of the proposed Master Plan is provided within Section 13 of this report. |
| <ul style="list-style-type: none"> Be sufficiently detailed and resolved for components or sections of the proposed Master Plan that seek to be undertaken as complying development | <p>The following is proposed to be undertaken as exempt and complying development:</p> <ul style="list-style-type: none"> Changes to the exempt development provisions which apply to Bradfield City Centre, under the Western Parkland City SEPP, to provide for greater flexibility for early activation of the centre and enable special events and the use of the land for ongoing community and cultural events/ activities. Expanded application of the following sections of the Code SEPP to Bradfield City Centre to ensure greater consistency with complying development provisions which apply across NSW: <ul style="list-style-type: none"> Part 5A Industrial and Business Buildings. This includes provisions relating to change of use under Part 5A.6. <p>Refer to the Exempt and Complying Development Strategy within Appendix E.</p> |
| <ul style="list-style-type: none"> Be as succinct as possible and written in language that is clear and easy to understand; and | This Planning Report and Application has been prepared to be as succinct as possible and written in simple English to ensure that it is clear and easy to understand for all audiences. |
| <ul style="list-style-type: none"> Reflect and address stakeholder, agency, and community inputs (if required by the Master Plan requirements) and views. | <p>This Planning Report has been prepared by considering the feedback provided to WPCA by the relevant stakeholders.</p> <p>The Master Plan Application has addressed this feedback through necessary modifications to the proposed Master Plan.</p> |
| <ul style="list-style-type: none"> Evidence of any pre-lodgement discussions, negotiations and/or agreements between parties on key issues and scope of work to be completed should be provided in the Master Plan that is submitted for assessment. | Refer to Section 14 of this Master Plan Application for a summary of the consultation activities that have been undertaken prior to the submission of the Master Plan Application for assessment. |

3.2 Master Plan Lodgement Checklist

This Master Plan Application has been prepared in reference to the Department of Planning and Environment- *Aerotropolis Technical Assurance Panel – Master Plan Lodgement Checklist – April 2023*.

This Master Plan Application has included the relevant documentation and technical analysis for Part A, Part B and Part C Lodgement as provided within **Table 3**.

Table 3 - Master Plan Lodgement Checklist

| Part A | Lodgement Requirements | Supporting Documentation |
|-------------------------------------|--|---|
| Technical Assurance Panel Co-Design | 1. <i>A draft Master Plan report, is to be submitted and is to include the following plans, and is to follow the format set out in the Supplementary Guidance: Aerotropolis Technical Assurance Panel, under 'Master Plan structure'</i> | Refer to the Master Plan Report at Appendix A. |
| | 1.1 <i>Master Plan Site analysis</i> | |
| | 1.2 <i>opportunities and constraints plan</i> | |
| | 1.3 <i>Master Plan Site/lot layout</i> | |
| | 1.4 <i>land use plan</i> | |
| | 1.5 <i>height and floor space ratio (FSR) plan</i> | |
| | 1.6 <i>gross floor area (GFA) calculations</i> | |
| | 1.7 <i>road, street, and pedestrian network plan, including sections,</i> | |
| | 1.8 <i>lot subdivision, dimensions, and Master Plan Site areas</i> | |
| | 1.9 <i>public space, public domain, and landscaping (including maps, plans and sections)</i> | |
| | 1.10 <i>locations for key public buildings including social/community infrastructure, and landmark building Master Plan Sites</i> | |
| | 1.11 <i>detail on staging, infrastructure, and utilities sequencing (including maps)</i> | Refer to the Utility Infrastructure and Servicing Strategy at Appendix H. |
| | | Refer to the Infrastructure Delivery Strategy at Appendix V. |
| | 1.12 <i>Methods of infrastructure delivery (contributions/WIK etc), including an Infrastructure Delivery Plan</i> | Refer to the Infrastructure Delivery Strategy at Appendix V. |
| | 1.13 <i>Green and Blue infrastructure (open space, stormwater, and key environmental areas for management/protection</i> | Refer to the Master Plan Report at Appendix A. |
| | | Refer to the Urban Design Report at Appendix B. |
| | | Refer to the Integrated Water Cycle Management Report at Appendix I. |
| | | Refer to the Biodiversity Strategy and Impact Assessment Report at Appendix M. |
| | 1.14 <i>Building envelopes that respond to existing and proposed development controls, Master Plan Site constraints and opportunities to achieve excellence in amenity,</i> | Refer to the Master Plan Report at Appendix A. |
| | | Refer to the Urban Design Report at Appendix B. |
| | 1.15 <i>Open space delivery plan</i> | Refer to the Master Plan Report at Appendix A. |
| | | Refer to the Urban Design Report at Appendix B. |
| | | Refer to the Infrastructure Delivery Strategy at Appendix V. |

| | | |
|------|--|--|
| 1.16 | <i>Proposed locations for complying development and associated controls and parameters</i> | Refer to the Master Plan Report at Appendix A . Refer to the Exempt and Complying Development Code at Appendix F . |
| 2. | <i>A planning assessment report addressing Master Plan requirements as well as a statement for compliance with the SEPP/Aerotropolis Precinct Plan/DCP. The statement should include justification for any inconsistencies with planning requirements. A table illustrating compliance is to be included.</i> | This Planning Report. |
| 3. | <i>A Structure Plan, which should show as a minimum 1.1 Preservation of the major infrastructure (metro/rail) corridor 1.2 Provision of equitable access within the Master Plan Site 1.3 Creation and preservation of any environmental zones along linear green corridors and parks 1.4 Alignment of key roads with WSA Aerotropolis Precinct Plan and Western Parkland City SEPP requirements.</i> | Refer to the Master Plan Report at Appendix A . Refer to the Urban Design Report at Appendix B . |
| 4. | <i>Recognise Country Strategy</i> | Refer to the Response To Country Report at Appendix C . Refer to the Urban Design Report at Appendix B . Refer to the Aboriginal Engagement Outcomes Report at Appendix T . |
| 5. | <i>Urban Design Report</i> | Refer to the Urban Design Report at Appendix B . |
| 6. | <i>Draft development control plan (if applicable)</i> | Refer to Section 11 which outlines proposed changes to Phase 2 DCP. |
| 7. | <i>Supporting technical studies, strategies, plans or codes. Including but not limited to: 7.1 Urban design 7.2 Transport and Traffic, including a TMAP 7.3 Flooding 7.4 Recognise Country Strategy 7.5 Heritage</i> | Refer to all supporting technical studies included as appendices. |
| 8. | <i>Design Excellence Strategy and Design Guidelines</i> | Refer to the Master Plan Report at Appendix A . Refer to the Design Excellence Strategy at Appendix D . |

| Part B | Lodgement Requirements | Supporting Documentation |
|--|--|---|
| Master Plan Lodgement for Statutory Assessment | 1. <i>Draft Master Plan report, including, but not limited to:</i> | Refer to the Master Plan Report at Appendix A . |
| | 1.1 <i>Master Plan Site analysis</i> | Refer to the Urban Design Report at Appendix B . |
| | 1.2 <i>Survey Plan</i> | |
| | 1.3 <i>Opportunities and constraints plan,</i> | |

| | | |
|------|--|---|
| 1.4 | Master Plan Site/lot layout | |
| 1.5 | land use plan | |
| 1.6 | height and floor space ratio (FSR) plan, | |
| 1.7 | gross floor area (GFA) calculations | |
| 1.8 | road, street, and pedestrian network plan, including sections | |
| 1.9 | lot subdivision, dimensions, and Master Plan Site areas, | |
| 1.10 | public space, public domain, and landscaping (including maps, plans and sections), | |
| 1.11 | locations for key public buildings including social/community infrastructure and landmark building Master Plan Sites, | |
| 1.12 | detail on staging, infrastructure, and utilities sequencing (including maps), | Refer to the Utility Infrastructure and Servicing Strategy at Appendix H . |
| | | Refer to the Infrastructure Delivery Strategy at Appendix V . |
| 1.13 | Methods of infrastructure delivery (contributions/WIK etc), including an Infrastructure Delivery Strategy. | Refer to the Utility Infrastructure and Servicing Strategy at Appendix H . |
| | | Refer to the Infrastructure Delivery Strategy at Appendix V . |
| 1.14 | Green and Blue infrastructure (open space, stormwater, and key environmental areas for management/protection), including an open space delivery plan, | Refer to the Master Plan Report at Appendix A . |
| | | Refer to the Urban Design Report at Appendix B . |
| 1.15 | Building envelopes that respond to existing and proposed development controls, Master Plan Site constraints and opportunities to achieve excellence in amenity. | Refer to the Master Plan Report at Appendix A . |
| | | Refer to the Urban Design Report at Appendix B . |
| 1.16 | Draft Complying Development Code, including maps showing proposed locations for complying development and associated controls and parameters. | Refer to the Exempt and Complying Development Code at Appendix F . |
| 2 | Planning assessment report addressing Master Plan requirements as well as a statement of compliance with the SEPP/Aerotropolis Precinct Plan/DCP and any requirements included as part of the Technical Assurance Panel Final Advice Letter. The statement should include justification for any inconsistencies with planning requirements. A table illustrating compliance is to be included. | This Planning Report. |
| 3 | 3D images to show: 3.1 Before and after development scenarios for cut and fill for development lot/pad creation and roads. 3.2 building envelopes for potential ultimate development scenario. | Refer to the Urban Design Report - Appendix B . Refer to the Earthworks Report at Appendix W . |
| 4 | Recognise Country Strategy | Refer to the Urban Design Report at Appendix B . Refer to the Response To Country Report at Appendix C . |

| | | |
|----|---|---|
| | | Refer to the Aboriginal Engagement Outcomes Report at Appendix T . |
| 5 | <i>Draft development control plan (if applicable)</i> | Refer to Section 11 which outlines proposed changes to Phase 2 DCP. |
| 6 | <i>Urban Design Report</i> | Refer to the Urban Design Report at Appendix B . |
| 7 | <i>Supporting technical studies, strategies, plans or codes to be approved as part of the Master Plan, including but not limited to those listed in Appendix D of the Western Sydney Aerotropolis DCP (where relevant). Relevant technical studies to be submitted– including but not limited to: 7.1 Urban design 7.2 Transport and Traffic, including a TMAP 7.3 Flooding 7.4 Recognise Country Strategy 7.5 Heritage</i> | Refer to all supporting technical studies included as appendices. |
| 8 | <i>Public space and open space delivery plan</i> | Refer to the Urban Design Report at Appendix B . |
| | | Refer to the Infrastructure Delivery Strategy at Appendix V . |
| 9 | <i>Infrastructure Delivery Strategy (including timing)</i> | Refer to the Utility Infrastructure and Servicing Strategy at Appendix H . |
| | | Refer to the Infrastructure Delivery Strategy at Appendix V . |
| 10 | <i>Design Excellence Strategy and Design Guidelines</i> | Refer to the Master Plan Report at Appendix A |
| | | Refer to the Design Excellence Strategy at Appendix D . |

| Part C | Lodgement Requirements | Supporting Documentation |
|--|--|--|
| Aerotropolis Precinct Plan / SEPP amendment | <p>1 <i>Request to amend the Western Parkland City SEPP/Aerotropolis Precinct Plan including:</i></p> <p><i>1.2 Amendments to SEPP and Aerotropolis Precinct Plan</i></p> <p><i>1.2.1 Maps identifying proposed amendments to both SEPP and Aerotropolis Precinct Plan maps and accompanying GIS data</i></p> <p><i>1.2.2 Amendments to written clauses (including complying development code)</i></p> <p><i>1.3 Justification of amendments/inconsistencies</i></p> <p><i>1.3.1 Strategic alignment with SEPPs, S9.1 Directions, Aerotropolis Precinct Plan, and local plans (housing strategy, employment strategy</i></p> <p><i>1.3.2 How this results in a superior planning outcome and supports the vision for the Aerotropolis being realised</i></p> | <p>A detailed request to amend the Western Parkland City SEPP and Aerotropolis Precinct Plan is provided within the Explanation of Intended Effect at Appendix GG and Discussion Paper at Appendix HH.</p> |

| | |
|---|--|
| 2 | <i>Draft Explanation of Intended Effect for the State Environmental Planning Policy (Precincts -Western Parklands City) 2021</i> |
| 3 | <i>Draft amendments to the Western Sydney Aerotropolis Precinct Plan</i> |
| 4 | <i>Draft amendments to the Western Sydney Aerotropolis Development Control Plan (if applicable)</i> |
| 5 | <i>Draft Discussion Paper for any Aerotropolis Precinct Plan/DCP amendments.</i> |
| 6 | 6. Relevant technical studies – including but not limited to: 6.1 Urban design 6.2 Transport and Traffic, including a TMAP 6.3 Flooding 6.4 Recognise Country Strategy 6.5 Heritage 6.6 Public space and open space delivery plan 6.7 Infrastructure delivery plan (including timing) |
| 7 | <i>Relevant Maps and Plans</i> |

3.3 Master Plan Requirements

The DPE have issued Master Plan Requirements (MPRs) to the Authority for the preparation of a Master Plan for Bradfield City Centre. This report has been prepared to address the following MPRs as outlined within **Table 4**.

Table 4 - Master Plan Requirements (summarised)

| Requirement Reference | Requirement | Supporting Document |
|-----------------------|---|--|
| General requirements | <p><i>The Draft Master Plan:</i></p> <ul style="list-style-type: none"> be prepared by the nominated proponent – Western Parkland City Authority be lodged on the NSW Planning Portal (note: this function is currently being established) be accompanied by the consent of all landowners to which the Master Plan applies address all relevant legislation (including the Objects of the EP&A Act, Environmental Planning Instruments (EPIs), and proposed EPIs address all requirements of the Master Plan Guidelines (the Guidelines) demonstrate consistency with the Western Sydney Aerotropolis Plan, the Western Sydney Aerotropolis Development Control Plan – Phase 2 and relevant guidelines (such as Aviation safeguarding and Recognise Country) | <p>Refer to the Master Plan Report at Appendix A. The Master Plan outlines that future Development Applications will need to address the Aviation Safeguarding Guidelines and the relevant provisions of the Section 2.10 of the Phase 2 DCP.</p> <p>This Master Plan Report and Appendices comprehensively addresses this Requirement.</p> |

| Requirement Reference | Requirement | Supporting Document |
|----------------------------|---|---|
| | <p><i>Note: the Phase 2 DCP is expected to be finalised October 2022 and will replace the Phase 1 DCP:</i></p> <ul style="list-style-type: none"> • detail and justify how the draft Master Plan proposes to amend the Aerotropolis Precinct Plan (the Aerotropolis Precinct Plan), (WPC SEPP), and the Stage 2 DCP, once finalised • demonstrates consistency with the Western City District Plan • demonstrates that the draft Master Plan provides for a superior planning outcome by meeting the criteria specified in the Guidelines • be accompanied by the required application fees, payable at different stages, calculated in accordance with the milestone agreement and Secretary's determination, and provide an estimate of jobs that will be created during the future construction and operation phases of the proposed draft Master Plan, all supported by a report by a qualified quantity surveyor. • comply with these Master Plan requirements. | |
| Key issues to be addressed | 1. Vision, values, and objectives | <ul style="list-style-type: none"> • Refer to the Master Plan Report at Appendix A. Refer to the Urban Design Report at Appendix B. |
| | 2. Recognising Country | <p>Refer to the Response To Country Report at Appendix C.</p> <ul style="list-style-type: none"> • Refer to the Master Plan Report at Appendix A. <p>Refer to the Urban Design Report at Appendix B. Refer to the Aboriginal Engagement Outcomes Report at Appendix T.</p> |
| | 3. The draft Master Plan | <p>Refer to the Master Plan Report at Appendix A. Refer to the Master Plan Report at Appendix A. Refer to the Urban Design Report at Appendix B.</p> |
| | 4. Interim uses | Refer to the Exempt and Complying Development Code at Appendix E . |
| | 5. Social and cultural infrastructure and open space | <p>Refer to the Urban Design Report at Appendix B. Refer to the Social Infrastructure Strategy at Appendix T.</p> |
| | 6. Housing | Refer to the Housing Strategy Statement Report at Appendix BB . |
| | 7. Economic | Refer to the Economic Strategy at Appendix O . |

| Requirement Reference | Requirement | Supporting Document |
|-----------------------|---|---|
| | | Refer to the 24-Hour Economy Strategy Statement Report at Appendix EE . |
| | 8. Design excellence | Refer to the Master Plan Report at Appendix A . Refer to the Design Excellence Strategy at Appendix D . |
| | 9. Complying development | Refer to the Master Plan Report at Appendix A . Refer to the Complying Development Code at Appendix E . |
| | 10. Infrastructure and utilities | Refer to the Utility Infrastructure and Servicing Strategy at Appendix H . Refer to the Infrastructure Delivery Strategy at Appendix V . |
| | 11. Transport, traffic, parking, and connectivity | Refer to the Traffic Management Accessibility Plan Report Assessment at Appendix G . |
| | 12. Heritage | Refer to the Statement of Heritage Impact at Appendix S . |
| | 13. Aboriginal cultural heritage | Refer to the Aboriginal Cultural Heritage Assessment Report (ACHAR) at Appendix U . Refer to the Aboriginal Engagement Outcomes Report at Appendix T . |
| | 14. Flood planning | Refer to the Flooding Impact Assessment at Appendix K . |
| | 15. Integrated water cycle management | Refer to the Flooding Impact Assessment at Appendix K . Refer to the Integrated Water Cycle Management Report at Appendix I . |
| | 16. Biodiversity | Refer to the Biodiversity Strategy and Impact Assessment at Appendix M . |
| | 17. Air quality and Odour | Refer to the Air Quality Impact Assessment at Appendix P . |
| | 18. Noise and vibration | Refer to the Noise and Vibration Impact Assessment at Appendix Q . |
| | 19. Earthworks | Refer to the Earthworks Report at Appendix W . |
| | 20. Ground conditions | Refer to the Ground Conditions Report at Appendix Z . |
| | 21. Aviation safeguarding | Refer to the Aviation Impact Assessment at Appendix J . The Master Plan outlines that future Development Applications will need to address the Aviation Safeguarding Guidelines and the relevant provisions of the Section 2.10 of the Phase 2 DCP. |
| | 22. Contamination | Refer to the Ground Conditions Report Assessment at Appendix Z . |
| | 23. Bushfire | Refer to the Bushfire Strategy and Impact Assessment at Appendix Y . |
| | 24. Statutory applications | Refer to the Master Plan Report at Appendix A . |

| Requirement Reference | Requirement | Supporting Document |
|-----------------------|-------------------|--|
| | | Refer to the Urban Design Report at Appendix B . |
| | <i>25. Health</i> | Refer to the Social Infrastructure Strategy at Appendix N . |

3.4 Response to TAP Recommendations

This Master Plan Application has responded to the recommendations provided by the TAP. The recommendations are contained within the Letter of advice for the Bradfield City Centre Master Plan, dated 17 August 2023.

The letter provides that the Master Plan for the Bradfield City Centre (WSA_MP02) will provide an improved planning outcome for the future development of the Bradfield City Centre, meets the requirements of the Panel and is suitable for lodgement with the Department of Planning and Environment.

Attachment A of the Letter of advice for the Bradfield City Centre Master Plan included recommendations that were made by the TAP during a closed session on the 14th of August 2023 of which were to be completed prior to lodgement are summarised in **Table 5**.

Table 5 – Response to TAP Recommendations (summarised)

| Reference Requirement | Response |
|--|--|
| 2) The following recommendations were made by the TAP in this closed session regarding the draft Master Plan and supporting documents. All recommendations are to be completed by the Proponent prior to the lodgement of the Master Plan with the Department of Planning and Environment. | |
| Draft Master Plan amendments | |
| a. Green Loop diagrams throughout: The location of the green loop is to be consistent across all diagrams and maps. <i>For example - align green loop on page 33 with Master Plan drawing on page 23.</i> | Illustrative Master Plan Diagram has been removed as per feedback received from DPE 27 September 2023. |
| b. Section 2 Introduction: Add a new section titled “ <i>Relationship to other documents and instruments</i> ”. This new section is to include the following: | New section - Relationship to other documents and instruments has been added to the Master Plan Report. |
| • Statutory status of the Master Plan, ownership, and any future amendments (including reference to the Master Plan given effect through WPC SEPP Section 4.42 of Division 2, Part 4.7). | Appendix A - includes a summary of the application of the wider Aerotropolis DCP controls, including instances where they are varied by the Bradfield Master Plan. |
| • Relationship to the Precinct Plan and DCP, including a relevant DCP schedule to identify Bradfield City Centre site specific controls. | Contributions wording has been amended slightly as agreed with DPE and the TAP Chair. |
| • Reference to contributions, including this statement: “ <i>Any public works outside of the State or local contribution planning framework is to be provided by the proponent / developer in agreement with the future asset owner. Any works in kind will only be credited with any contributions plan applicable at the time the Master Plan is approved</i> ”. | Revised wording is below. “Any public works outside of the State or local contribution planning framework is to be provided by the proponent or developer in agreement with the future asset owner. Any works in kind will only be credited against the relevant contributions plan or negotiated through a Voluntary Planning Agreement (VPA)” |
| c. Edit page 15: Remove text and references to exempt development on this page and in table of contents. | New wording has been incorporated into Master Plan Report. Text and references to exempt development have been removed. |

| Reference Requirement | Response |
|---|---|
| d. New Section: Add a detailed section to the draft Master Plan on complying development including but not limited to application, permissibility, conditions of consent | Appendix B - Bradfield City Centre Complying Development Code has been added to the Master Plan Report. |
| e. Edit page 22/23: Deletion of “Open Space (indicative)” from the Master Plan diagram and legend on page 22/23 of the draft Master Plan. Instead use the “open space” legend and designation for all open space, other than rail corridor on the proposed Central Park. | Master Plan Diagram has been amended. Open space (indicative) has been removed. This has been updated in all technical reports to ensure consistency. |
| f. Add a new page: following pages 116/117 a public domain map is to be added to the draft Master Plan to show district/regional open space and the SP2 rail corridor as public land. All other open space (local parks, green loop, and pocket parks) is to be shown, with a note indicating “future ownership is to be determined”. | Master Plan Diagram has been amended to address this comment. Open space (Annotation has been added to local space, green loop, and pocket parks that future ownership is to be determined). |
| g. Edit page 32/33: Reference #5 to the culturally sensitive site is to be removed / redacted from Pages 32/33 for public copies only. The Proponent should discuss this with the Traditional Custodians and the heritage consultant. | Reference to Culturally sensitive site reference has been removed for Public Exhibition. |
| h. Edit page 46/47: The following note is to be added under the table on page 46: <i>“Note: For additional guidance on Built Form and Urban Design Principles, refer to the Bradfield City Centre Master Plan Urban Design Report”</i> | Note has been added under the Table. |
| i. Page 50/51 - Delete Section 7.2 Floor Space Distribution: The additional control of gross floor area to the Precinct Plan is not supported, this section is to be deleted from the Master Plan but should still be included in the planning report for context. The existing Floor Space Ratio controls within the Precinct Plan are to remain applicable and unchanged. | <p>The TAP has requested that the control of gross floor area be deleted from the Master Plan and that the existing Floor Space Ratio controls within the Precinct Plan are to remain applicable and unchanged.</p> <p>Justification for retaining Floor Space Allocation Map is provided.</p> <p>The Master Plan does not seek to amend the Aerotropolis Precinct Plan Floor Space Ratio which applies to the Bradfield City Centre.</p> <p>The Master Plan seeks to provide a more detailed allocation of permissible floor space across the city centre to guide future development replacing the FSR controls in the Precinct Plan.</p> <p>The objective of this control is to ensure an appropriate distribution of permissible floor space which aligns with the scale of built form envisaged under the Master Plan.</p> <p>The floor space distribution map transfers mapped FSR under the Precinct Plan from non-developable areas such as roads and open space to individual development city blocks.</p> |

| Reference Requirement | Response |
|---|---|
| | <p>The total floor space directly corresponds with the maximum GFA resulting from the total mapped FSR in the Precinct Plan.</p> <p>The height of buildings and floor space controls reflect the built form modelling carried out for Bradfield City Centre and work together to guide future development. It also ensures that once subdivision occurs permissible floor space across future roads is retained.</p> <p>This approach is consistent with the approach taken with numerous Concept Development Application and Master Plan Applications.</p> |
| <p>j. Page 62/63 - Edit 7.7 Solar Access: The alternative benchmark solution is not supported in full by the TAP. The proposed changes to the DCP to introduce a moving solar access control to district and regional parks is not supported and is to be deleted from the draft Master Plan. The following <i>Alternative benchmark solution</i> is to be included in the draft Master Plan in lieu of the existing wording:</p> <p><i>Solar Access Controls for the Bradfield City Centre:</i></p> <ul style="list-style-type: none"> •<i>District and Regional Parks:</i> - <i>A minimum 3 hours direct sunlight between 9am and 3pm in 21 June is to be provided to a minimum 70% of open space.</i> •<i>Local Parks</i> - <i>A minimum 3 hours direct sunlight between 9am and 3pm in 21 June is to</i> <p><i>be provided to a moving 50% of open space.</i></p> | <p>The Solar access legend has been amended.</p> <p>District and Regional Park control removes reference to "moving".</p> |
| <p>k. Edit to page 78/79: The following commitments are to be added to page 78/79:</p> <ul style="list-style-type: none"> • “Develop an Access and Servicing Plan for Bradfield City Centre as referenced in the Transport Management Accessibility Plan” • “Develop an overarching Travel Demand Management Strategy for Bradfield City Centre as referenced in the Transport Management Accessibility Plan” | <p>Additional commitments have been added as per the TMAP.</p> |
| <p>l. Edit to page 80/81: The mid-block permeability map, as shown on page 303 of the Urban Design Report, is to be added to the pedestrian network diagram within the draft Master Plan as “indicative mid-block permeability”.</p> | <p>Pedestrian network has been updated to include the indicative mid-block permeability.</p> |
| <p>m. Edit to page 84/85: The following wording is to be added to page 84/85: “WPCA and TfNSW to determine “triggers” for bus-only conversion when alternative traffic paths become available in the local street network for Bradfield City Centre by</p> | <p>Completed – Annotation has been added to the plan.</p> |

| Reference Requirement | Response |
|---|--|
| <i>diverting through-running general traffic from the future bus interchange.</i> | Plan also amended to show future bus only zone. |
| n. Edit to page 116/117: The following is to be added to pages 116/117 | Open space plan has been amended to show "interim/future open space". |
| <ul style="list-style-type: none"> • The Legend is to have an additional category added for the land in Central Park that forms part of the corridor – like the diagram on page 22/23 Master Plan diagram. The new category is to be named “Interim/Future Open Space” • The diagram on pages 116/117 is to be amended to show this new category. | |
| o. Edit to page 156/157: The following text is to be added adjacent to the diagram: | SINSW commentary added to Section 12. |
| <p>“NOTE:</p> <ul style="list-style-type: none"> • <i>The Bradfield City Centre will be supported by appropriately sited education facilities including the provision of a new public school and a new high school in accordance with School Infrastructure NSW's (SINSW) 'School Site Selection and Development Guidelines' (which outline the site-based requirements for any new school site) and ongoing consultation with SINSW.</i> • <i>The locations and timing of educational facilities are under investigation and subject to further review by School Infrastructure NSW.</i> • <i>Opportunities for Joint and Shared use of school sites will be explored with local Council and SINSW to capitalise on social infrastructure investment in NSW.”</i> | |
| p. Add new pages in Section 12 Social and Cultural Infrastructure: <i>Table E1 Overview of social infrastructure recommendations</i> , from the <i>WPCA Master Plan Social Infrastructure Strategy (Prepared by GHD, August 2023)</i> , is to be inserted into Section 12 of the draft Master Plan. This list is required to be inserted to identify a list of indicative social infrastructure. | Table E1 overview of social infrastructure has been added to Section 12. |
| Explanation of Intended Effect (EIE) amendments | |
| q. The EIE shall be amended to delete all references to amendments to the <i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)</i> ; The proposed amendments to T&I SEPP are not supported. | <p>Completed - T&I SEPP has been removed from EIE, Planning Report and Exempt and Complying Development Strategy.</p> <p>EIE has also been amended to remove DCP Justification and Precinct Plan Amendments as they are now within the Discussion Paper.</p> |
| r. A separate <i>discussion paper</i> is to be prepared on the proposed amendments to the Precinct Plan and the DCP. | Completed. |

4 Bradfield City Centre Context

4.1 Site Description

The street address for Bradfield City Centre is 215 Badgerys Creek Road, Bradfield (the site) within the Liverpool Council Local Government Area (LGA). The site is legally described as Lot 3103 DP 1282964 and has an area of 114.6 ha, with road access from Badgerys Creek Road located at the north-western corner.

Bradfield City Centre spans across the Aerotropolis Core and Wianamatta-South Creek Precinct, within Western Sydney Aerotropolis. The site is outlined in **Figure 2** overleaf. A Survey Plan for Bradfield City Centre is provided within **Appendix FF**.

Bradfield City Centre is predominantly zoned Mixed Use under the Western Parkland City SEPP, with a small portion of Enterprise zoned land located on the north-western corner of the site. The site includes Environment and Recreation zoned land mostly along Thompson Creek.

Figure 2 Aerial of Bradfield City Centre

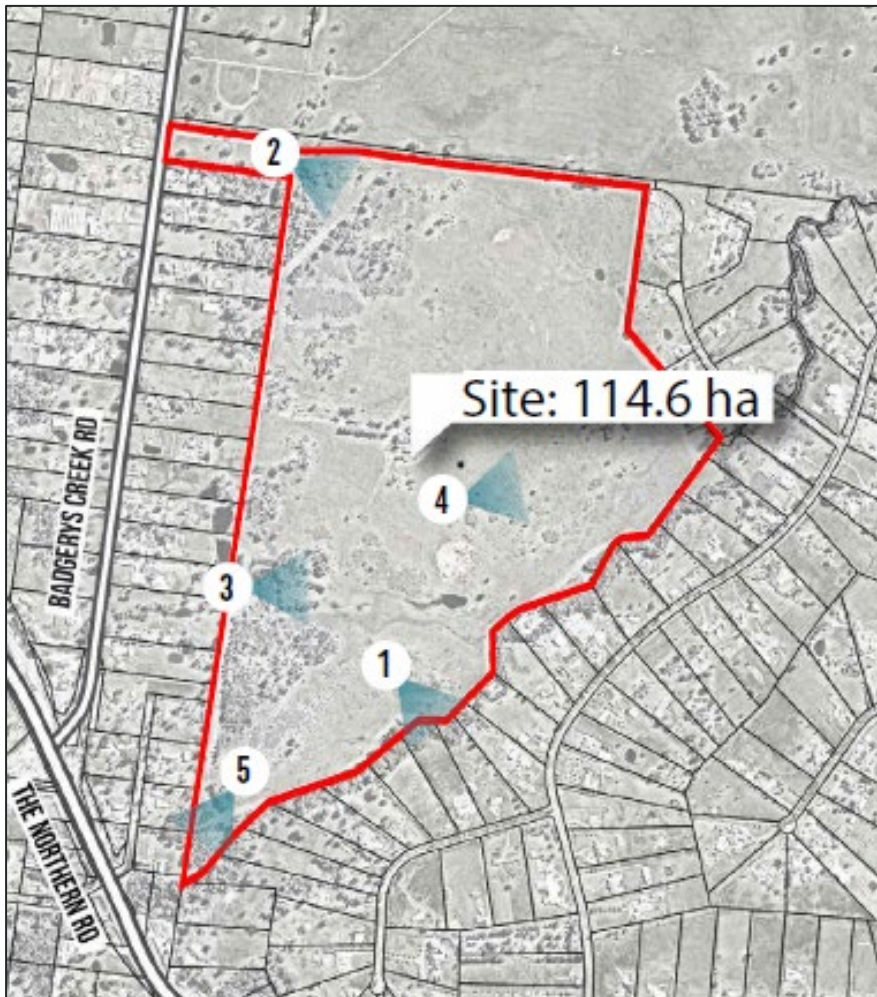


Source: Western Parkland City Authority

4.1.1 Existing Site Conditions

The existing conditions for Bradfield City Centre are provided within **Figure 3**.

Figure 3 Existing Site Conditions



The existing site conditions are summarised as:

- Creek (1) – The Thompsons Creek corridor is dense landscaped area which is currently inaccessible.
- Ridgelines (2) – Ridgelines exist at the high point of the site. Undulated land falls from the west to east of the site.
- Wetlands (3) – Areas of wetlands/ground water on the western edge of the site located near Moore Gully.
- Grasslands (4) – Grasslands cover the central portion of the site; these areas provide view corridors across the site.
- Woodlands (5) – Dense patches of Cumberland Plan and Alluvial Woodlands are dispersed across the site

Photos of the existing site conditions are provided below.

Photo 1 Thompsons Creek (1)



Photo 2 Northwest Ridgeline (2)



Photo 3 Moore Gully Wetland (3)



Photo 4 Grasslands (4)



Photo 5 Woodlands (5)



Table 6 provides an overview of the existing site conditions.

Table 6 - Existing Site Conditions

| Site Element | Condition |
|--------------|---|
| • Topography | • The site slopes gently from the highest point in the north-west down to Thompsons Creek in the east, with a total fall of 25m creating approximately a 1:40 gradient. |
| • Hydrology | • The site hydrology is mainly centred around Thompsons Creek and Moore Gully which is the most prominent water feature located along the south-eastern edge of the site that is mainly flood affected. The site contains the following: <ul style="list-style-type: none"> ○ Thompsons Creek (subject to a 1 in 100-year flood event) ○ Wetlands/Dams ○ 5th Order watercourses. ○ 4th Order ○ 3rd Order ○ 2nd Order ○ 1st Order |
| • Ecology | • The site contains areas of high, moderate, and low value vegetation including: |

| Site Element | Condition |
|--|---|
| | <ul style="list-style-type: none"> Environment and Recreation Zone (SEPP) High to moderate vegetation. Moderate Value Vegetation. Low Value Vegetation Swamp Oak. Forest Red Gum. Grey Box. |
| • Trees | <ul style="list-style-type: none"> The site still contains: <ul style="list-style-type: none"> Cumberland Woodland Sydney Coastal River Flat Forest |
| • Wildlife Buffer | <ul style="list-style-type: none"> The site excluded from the Wildlife Buffer as the Site is within the Parkland Priority Areas which are included within the Phase 2 DCP. |
| • Aboriginal cultural values and Aboriginal heritage | <ul style="list-style-type: none"> An Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix U) has been prepared by Extent Heritage Pty Ltd. The assessment identified a total of sixteen Aboriginal sites were identified in the study area. |
| • Heritage | <ul style="list-style-type: none"> No items of heritage value that are listed on Local, State or Commonwealth Registers exist on the subject Site. There are two local heritage items and two State heritage listed items in the vicinity of the proposed development, Kelvin Grove, and the Church of the Holy Innocents. The Kelvin Grove state heritage item can be seen from the Site. Consideration of land use compatibility and integrated design must be undertaken if there is going to be future development conducted in the adjoining Kelvin Grove heritage Site. |
| • Bushfire | <ul style="list-style-type: none"> The Subject Land is currently mapped as bushfire prone land on the Liverpool City Council Bush Fire Prone Land (BFPL) map as published by the DPE. Parts of the Site along the eastern and western boundaries are nominated as Categories 1 and 3 Bushfire Risk areas |
| • Transport and Access | <ul style="list-style-type: none"> The Site currently has only one access point off Badgerys Creek Road. The following transport corridors are planned across and around the Site: <ul style="list-style-type: none"> Sydney Metro and a 60m rail corridors running north – south through the Site. Fifteenth Avenue, a key infrastructure corridor traversing the northwest corner of the Site. Whitaker Road, another key infrastructure corridor connecting to the Site from east. |
| • Obstacle limitation surfaces | <ul style="list-style-type: none"> The Site is located within the Obstacle Limitation Surfaces (OLS) area. The OLS is a series of surfaces that limit the heights of objects within certain proximity to airports to ensure unobstructed flying as defined by the Civil Aviation Safety Authority. The Site is located within a Reduced Level (RL) Limit of 125.5m which equates to building heights between 10-20 storeys. |

5 Planning Framework

5.1 Strategic Planning Framework

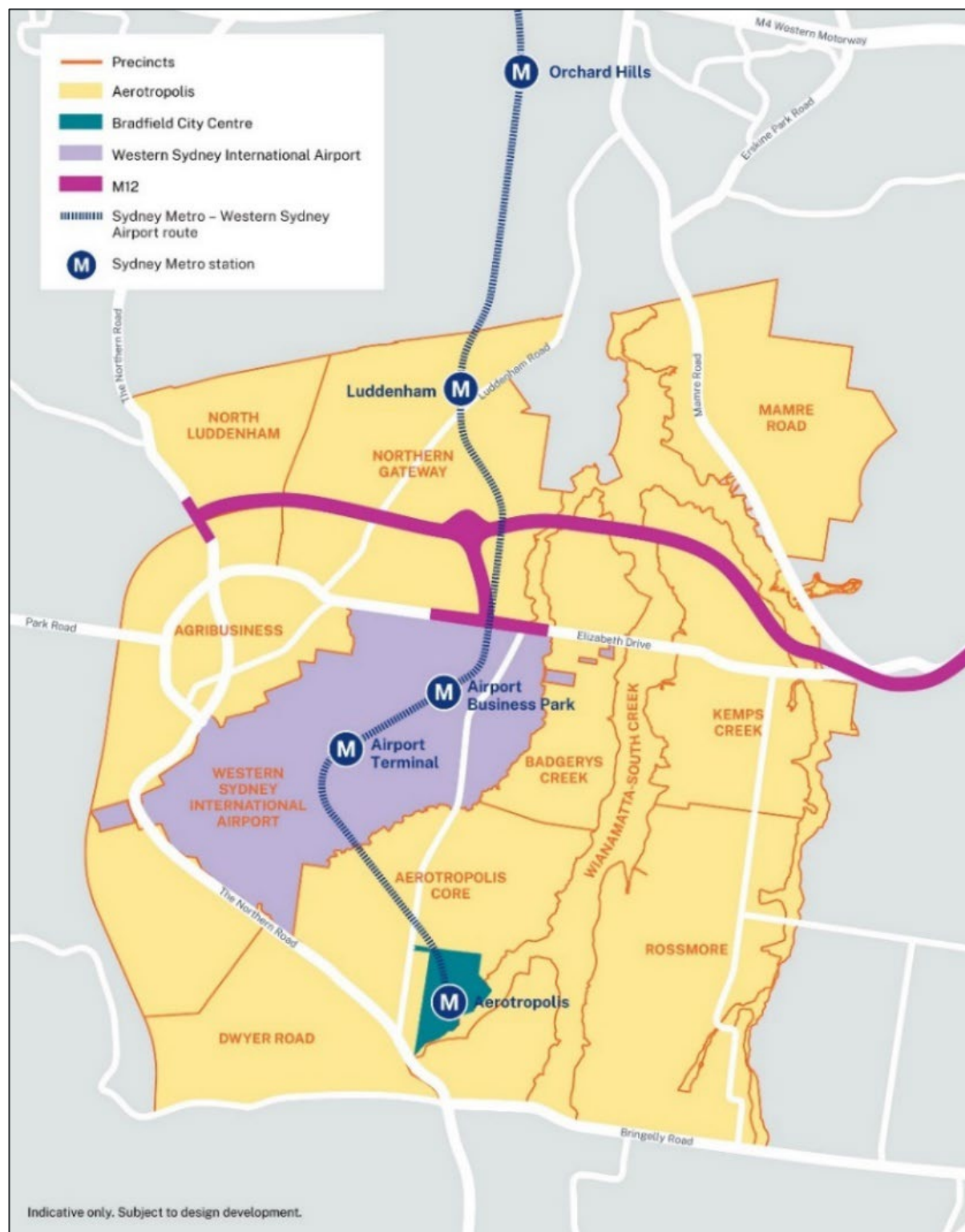
5.1.1 Strategic Context

Bradfield City Centre is located to the south-east of the new Western Sydney International (Nancy-Bird Walton) Airport at the intersection of Badgerys Creek Road and The Northern Road (see).

The Sydney Metro Western Sydney Airport line runs through the Site, providing connections from the key centre of St Marys through to stations at Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and the Aerotropolis which is located within the Site.

Bradfield City Centre is surrounded by several key roads and infrastructure corridors including Bringelly Road, Badgerys Creek Road, Elizabeth Drive, M12 and The Northern Road.

Figure 4 Strategic Context



Source: Western Parkland City Authority

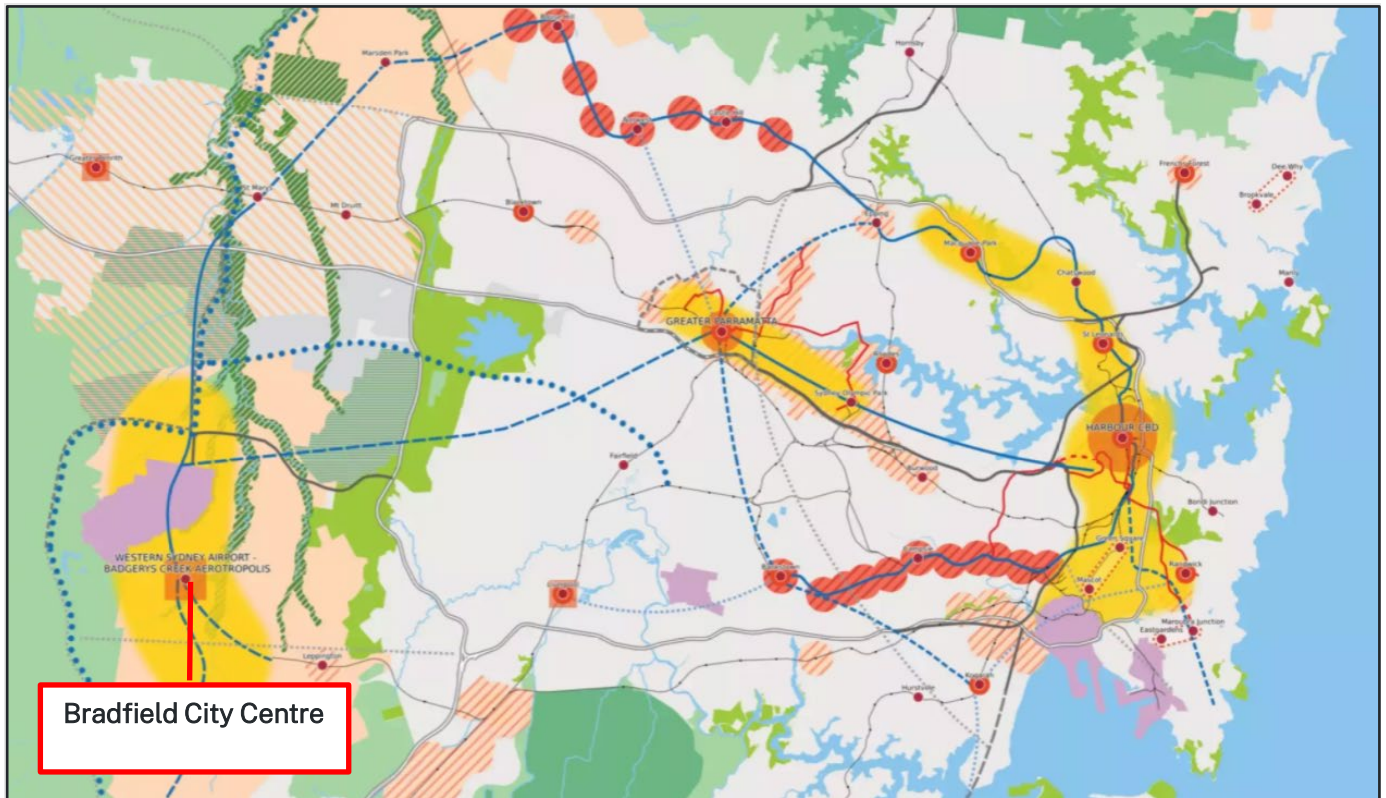
5.1.2 Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan: A Metropolis of Three Cities (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic, and environmental matters. It sets the vision and strategy for Greater Sydney that is to be implemented at a local level through to implementation of

District Plans. The Region Plan provides broad Priorities and Actions which focus on the following 4 key themes: Infrastructure and collaboration, Liveability, Productivity and Sustainability.

The vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of three unique but connected cities, the Eastern Harbour City, the Western Parkland City, and the Central River City with Greater Parramatta in its Centre. Bradfield City Centre is strategically positioned within the Western Parkland City as indicated in **Figure 5** below which outlines its strategic context within Greater Sydney.

Figure 5 Strategic Context within Greater Sydney

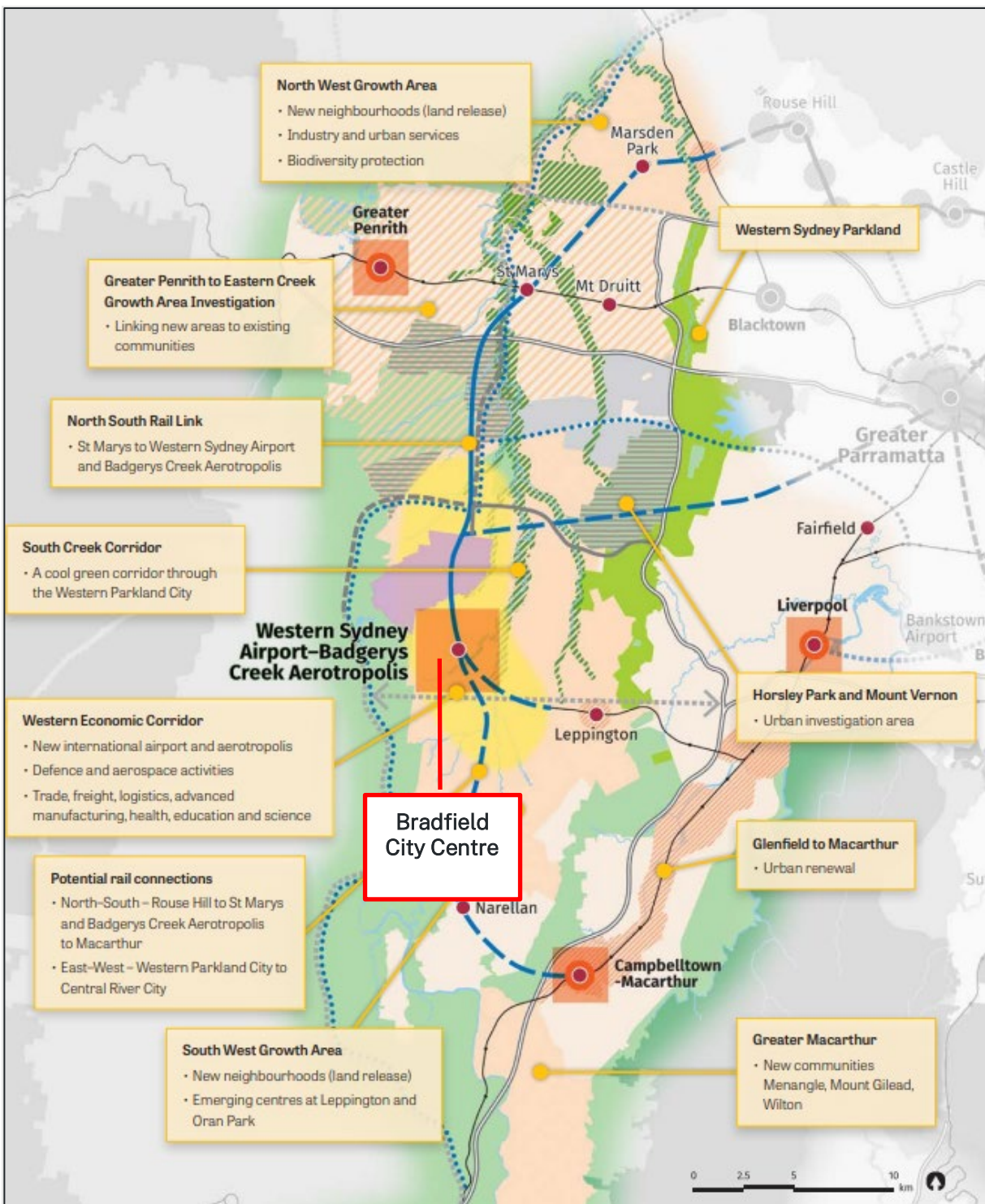


Source: Greater Sydney Commission, Greater Sydney Region Plan: A Metropolis of Three Cities – March 2018

Bradfield City Centre is strategically located between the Northwest and Southwest Growth Areas and the existing and well-established centres of Greater Penrith, Liverpool, and Campbelltown-Macarthur. The Site is located within the Western Economic Corridor that is centred around the Western Sydney Airport and the Aerotropolis. The Aerotropolis will contain uses such as defence and aerospace research and trade centres, freight, logistics, health and education facilities, science and advance manufacturing and research.

Bradfield City Centre's location within the Western Parkland City is outlined in **Figure 6** below.

Figure 6 Western Parkland City



Source: Greater Sydney Commission, Greater Sydney Region Plan: A Metropolis of Three Cities – March 2018

5.1.3 Western City District Plan

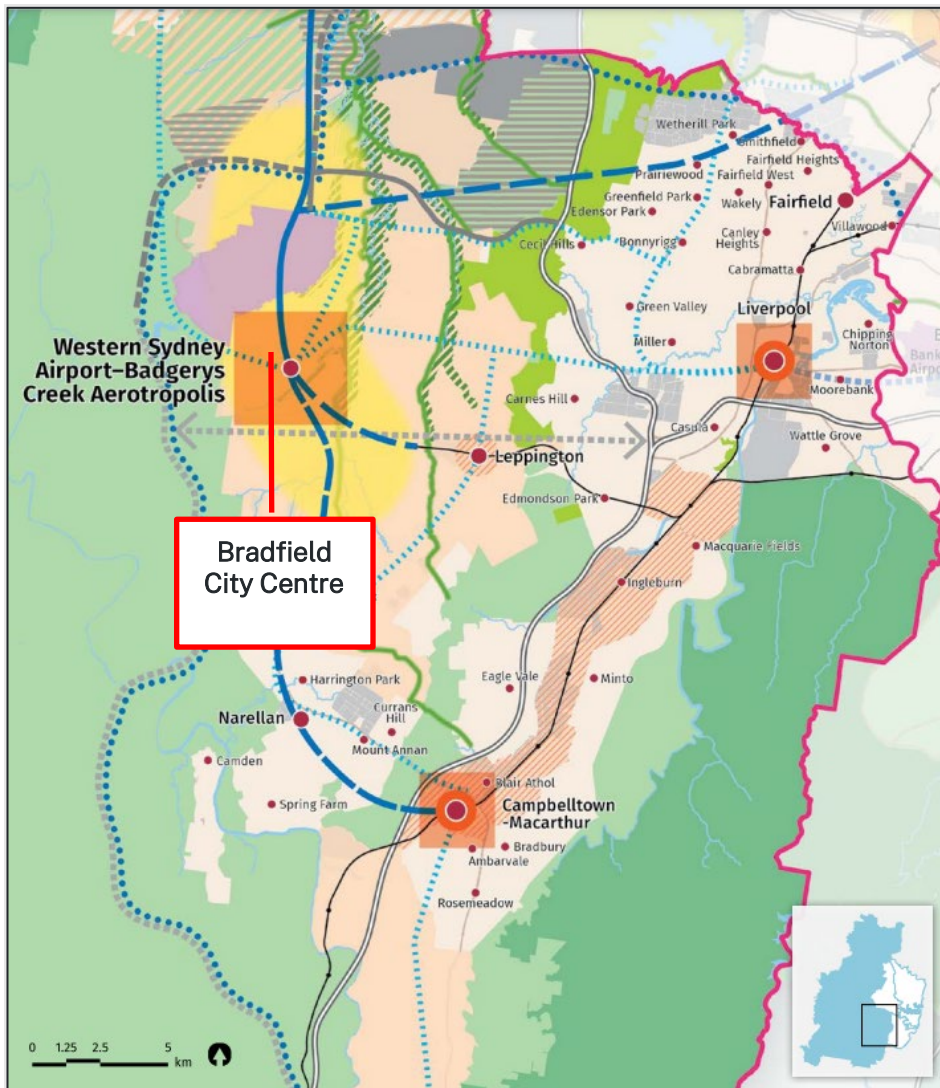
The Western City District Plan builds on the vision of the Region Plan and provides a 20-year plan to manage growth within the Western Parkland City. Over the next 20 years, the Western Parkland City will transform, drawing on the strength of the new Western Sydney Airport and the Aerotropolis. Leveraging off Western

Sydney Airport and Aerotropolis is one of the principal objectives for delivering a metropolis of three cities, specifically in delivering more jobs and a diversity for jobs to the Western Parkland City.

Enhancing the transport connections to the Western Sydney Airport, Aerotropolis and Western Sydney Employment Area together with integrated land use, transport and infrastructure planning are fundamental requirements for delivering on this outcome. Maximising the opportunities of the infrastructure investment and planning for the Aerotropolis will achieve initiatives that support the growth of key industry sectors and skills development. In particular, Western Sydney Airport will create opportunities to grow a number of existing sectors.

Bradfield City Centre's location within the Western Parkland City is outlined in **Figure 7** below.

Figure 7 Western Parkland City



Source: Greater Sydney Commission, Greater Sydney Region Plan: A Metropolis of Three Cities – March 2018

The Western City District Plan provides Planning Priorities which are of relevance to the Master Plan, an assessment against these Planning Priorities is provided within **Table 7**.

Table 7 - Western City District Plan Planning Priorities assessment

| Planning Priority | Master Plan Response |
|---|---|
| <ul style="list-style-type: none"> Planning Priority W3 Providing services and social infrastructure to meet people's changing needs | <p>The Master Plan recognises the changing composition of the Western Parkland Cities population and allows for the provision of services and social infrastructure to meet their needs in the future.</p> <p>The Master Plan will guide the provision of cultural facilities including parks and recreation areas which are accessible through safe walking and cycling connections which encourages the future population to more physically and socially active. For further information, refer to the Social Infrastructure Strategy at Appendix N and Infrastructure Delivery Strategy at Appendix V.</p> <p>The Master Plan is consistent with the intention of Planning Priority W3.</p> |
| <ul style="list-style-type: none"> Planning Priority W4 Fostering healthy, creative, culturally rich, and socially connected communities | <p>The Master Plan recognises the cultural richness and diversity of the Western Parkland City. The Master Plan will guide the delivery of a healthy, safe, and inclusive Bradfield City Centre. The Master Plan will facilitate opportunities for creative and artistic expression and participation.</p> <p>For further information, refer to the Social Infrastructure Strategy at Appendix N and the Art and Culture Strategy at Appendix X.</p> <p>The Master Plan is consistent with the intention of Planning Priority W4.</p> |
| <ul style="list-style-type: none"> Planning Priority W5 Providing housing supply, choice, and affordability with access to jobs, services, and public transport | <p>The Master Plan will guide the delivery of housing supply within Bradfield City Centre with access to jobs, services, and public transport. Future development applications within Bradfield City Centre will provide for the opportunity to provide key affordable housing development to support the population. For further information, refer to the Housing Strategy Statement Report at Appendix BB.</p> <p>The Master Plan is consistent with the intention of Planning Priority W5.</p> |
| <ul style="list-style-type: none"> Planning Priority W6 Creating and renewing great places and local centres, and respecting the District's heritage | <p>The Master Plan has been designed using a place-based and collaborative approach to deliver a people-friendly public realm and open space areas. The Street network has been designed to balance the needs for people and movement. Social infrastructure has been integrated within the fine grain urban form. The fine grain urban form will allow for a diverse land use mix, high amenity, and walkability. The Master Plan allows for the recognising and celebration of character of the Western Parkland City.</p> <p>For further information, refer to the Master Plan Report at Appendix A., Urban Design Report at Appendix B, and Response To Country Report at Appendix C.</p> <p>The Master Plan is overall consistent with the intention of Planning Priority W6.</p> |
| <ul style="list-style-type: none"> Planning Priority W7 Establishing the land use and transport structure to deliver a liveable, productive, and sustainable Western Parkland City | <p>The Master Plan has been designed to ensure that there is an integration between land use and transport planning to allow connections to deliver a 30-minute city. Bradfield City Centre is well serviced by metro and road infrastructure to allow the movement in and out of the Aerotropolis. Refer to the Traffic Management Accessibility Plan Report at Appendix G.</p> <p>The Master Plan is consistent with the intention of Planning Priority W7.</p> |
| <ul style="list-style-type: none"> Planning Priority W8 Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis | <p>The Master Plan has been designed and provides for the leveraging of opportunities from the Western Sydney Airport and the overall Aerotropolis. The Master Plan will enable for the creation of economic opportunities and has considered the growth of international trade sectors, tourist, and the visitor economy. For further information, refer to the Economic Report at Appendix O.</p> <p>The Master Plan is consistent with the intention of Planning Priority W8.</p> |

5.1.4 Western Sydney City Deal

The Western Sydney City Deal, signed on 4 March 2018, brings together the Australian and New South Wales governments and the eight Western Parkland City councils to deliver transformative change to the region over the next 20 years.

The Western Sydney City Deal delivers on Smart Cities Plan and the Western City District Plan. The Western Sydney City Deal includes six commitments: connectivity, jobs for the future, skills and education, liveability, and environment, planning and housing and implementation and governance.

The three tiers of government are working together to deliver the 38 City Deal commitments and create quality outcomes for the Western Parkland City community. The Master Plan overall supports the Western Sydney City Deal through delivery and implementation of a Master Plan to support the growth of the Aerotropolis, Western Parkland City and the community.

5.1.5 The Aerotropolis Planning Framework

Since the Federal Government's announcement of the Western Sydney Airport in 2014, the Government's vision of the land surrounding the airport has been detailed in several plans, policies, and environmental planning instruments (EPIs).

The first phase of the Western Sydney Aerotropolis Planning Package was finalised in September 2020 and included the Western Sydney Aerotropolis Plan (WSAP), Interim Western Sydney Aerotropolis Development Control Plan – Phase 1 (Phase 1 DCP) and State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP).

In March 2022, The Aerotropolis SEPP, was consolidated into Chapter 4 'Western Sydney Aerotropolis' of the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Western Parkland City SEPP), as part of the government's wider suite of reforms to deliver a better planning system for NSW.

The Western Sydney Aerotropolis Precinct Plan (Aerotropolis Precinct Plan) for the initial precincts was finalised in March 2022, followed by the Western Sydney Aerotropolis Development Control Plan – Phase 2 (Aerotropolis DCP) which was finalised in November 2022 which has replaced the Interim Phase 1 DCP.

The Aerotropolis Planning Framework is outlined within Figure 8.

Figure 8 Aerotropolis Planning Framework



The Master Plan document also functions as a site specific amendment to the Aerotropolis DCP.

5.1.6 Western Sydney Aerotropolis Plan

The Western Sydney Aerotropolis Plan was released in September 2020 and sets the planning framework for the Western Sydney Aerotropolis. An overview of the key considerations of have been provided within **Table 8**.

Table 8 - Western Sydney Aerotropolis Plan

| Chapter | Key Principles/Guiding Directions | Addressed by Master Plan |
|---|---|--|
| 2. A vision for the Aerotropolis | | |
| <ul style="list-style-type: none"> 2.1 Achieving the vision – a landscape-led approach | <ul style="list-style-type: none"> Retain water in the landscape Preserve, extend, and restore the green Locate transit corridors within walking distance to landscape amenity Orientate urban development towards landscape amenity, connected to transit corridors Adopt urban typologies Starting with Country | <p>The Master Plan has been designed from a landscape led approach that includes the retaining of water elements on Site, preserving and providing green spaces within walking distances from the key city blocks, civic spaces, and transport corridors. For further information, refer to the Urban Design Report at Appendix B.</p> <p>New parks and green spaces are proposed in walking distance of state transit corridors which location cannot be changed. Changes to local street network, proposed in the Master Plan, were aligned with the placement of landscape amenities to facilitate access.</p> <p>The Master Plan has started with Country included connecting with country principles. For further information, refer to the Urban Design Report at Appendix B, and the Connecting with Country Strategy at Appendix C.</p> |
| <ul style="list-style-type: none"> 2.2 Creating a global gateway | <ul style="list-style-type: none"> N/A. | <p>The Master Plan aims to contribute to the Aerotropolis becoming a regionally and internationally significant employment area as provides for future commercial and</p> |

| Chapter | Key Principles/Guiding Directions | Addressed by Master Plan |
|--|--|---|
| | | employment land uses consistent with the land use zonings of the Western Parkland City SEPP |
| • 2.3 Designing a cool, new green city with great places | • 2.3.1 Public domain | The Master Plan has been designed to have an urban form that can be accessed through walking and cycling paths located within short distances of public transport nodes. Future development of the Site will contribute to the delivery of a cool, green, and safe City Centre within the Aerotropolis. For further details, refer to the Urban Design Report at Appendix B. |
| • 2.4 Transitioning to an Aerotropolis | • N/A. | The Master Plan has been designed to be transitioned over development horizons of 2026, 2036 and 2056. This will allow Bradfield City Centre to be developed and grown as the overall Aerotropolis precinct evolves. |
| • 2.5 Retaining a green, biodiverse landscape | • N/A. | The Master Plan has been designed to retain the existing landscape where appropriate. It also provides for the provision of a green and biodiverse landscape. For further details, refer to the Urban Design Report at Appendix B. |
| 4. Infrastructure | | |
| • 4.1 Blue-Green Infrastructure Framework | <ul style="list-style-type: none"> • 4.1.1 Wianamatta-South Creek as Blue-Green infrastructure • 4.1.2 Parkland elements • 4.1.3 Soils • 4.1.3 Biodiversity conservation | <p>The Master Plan considers preservation and extension of the existing blue-green grid infrastructure within the Site by capitalising on the existing natural assets on the Site, provisioning a variety of new parklands and green open space at different scales, ranging from local parks to regional parklands along the Wianamatta-South Creek corridor. For further information, refer to the Urban Design Report at Appendix B.</p> <p>The relevant biodiversity conservation initiatives included in the Master Plan for the appropriate locations within the Site are discussed in the Biodiversity Strategy and Impact assessment in Appendix M.</p> |
| • 4.2 Future transport network | <ul style="list-style-type: none"> • 4.2.1 Transport services • 4.2.2 Network development | <p>The Master Plan provides transport networks including walking and cycling across Bradfield City Centre. Bradfield City Centre Master Plan has been designed by considering the location, alignment and arrangement of the existing major infrastructure corridors and planned transport linkages to ensure the efficiency of the future transport network within the Site.</p> <p>For further information, refer to the Urban Design Report at Appendix B..</p> |
| • 4.3 Digital infrastructure – smart cities | <ul style="list-style-type: none"> • 4.3.1 Connectivity infrastructure • 4.3.2 Sensor infrastructure • Communications infrastructure | The provision of digital infrastructure and a foundation for smart city systems has been considered in the design of the City. For further information, refer to the Smart Cities Implementation Plan and Assessment Report at Appendix F. |
| • 4.4 Energy infrastructure | • N/A. | The Master Plan has been informed by expert technical input for the placement of utility frameworks including energy infrastructure within the Site. For further information, refer to the Utility Infrastructure and Servicing Strategy at Appendix H. |
| • 4.5 Integrated water, wastewater, | • 4.5.1 Warragamba Pipeline | The Site is located significantly away from the Warragamba Pipeline and the proposed Master Plan and development on Site will not have any impacts on the pipeline. |

| Chapter | Key Principles/Guiding Directions | Addressed by Master Plan |
|--|--|---|
| and recycled water services | | |
| <ul style="list-style-type: none"> 4.6 Social and cultural infrastructure | <ul style="list-style-type: none"> 4.6.1 Community 4.6.2 Health and education 4.6.3 Arts and creativity 4.6.4 Aboriginal cultural strategy 4.6.5 Heritage | <ul style="list-style-type: none"> The Master Plan includes parklands and open green spaces within 10-minute walking distance of residential and employment areas in accordance with the Premiers Priorities. For further details, refer to the Master Plan Report at Appendix A and Urban Design Report at Appendix B. <p>The Master Plan has been prepared in response to social infrastructure needs study, that provides a breakdown of relevant facility requirements for the Site including health, education, arts, and creativity. For further details refer to the Social Infrastructure strategy at Appendix N.</p> <p>The Master Plan has been prepared by considering the Connecting with Country principles that are embedded in the Master Plan.</p> <p>The requirements and recommendations made by the various heritage impact assessments and studies accompanying this application to ensure European and Aboriginal Heritage items are properly recognised and protected during the future development of the Site. For further details, refer to the Statement of Heritage Impact at Appendix S, and the Aboriginal Cultural Heritage Assessment at Appendix U.</p> |
| 5. Safeguarding the 24-hour airport | | |

| Chapter | Key Principles/Guiding Directions | Addressed by Master Plan |
|--|--|---|
| <ul style="list-style-type: none"> 5.1 National Airports Safeguarding Framework | <ul style="list-style-type: none"> 5.1.1 Aircraft noise and development 5.1.2 Protected operational airspace 5.1.3 Wildlife strike 5.1.4 Wind shear and turbulence 5.1.5 Public safety areas 5.1.6 Lighting and reflectivity 5.1.7 Wind turbines 5.1.8 Communications, navigation, and surveillance facilities 5.1.9 Helicopter landing Sites associated with hospitals | <p>The proposed indicative built form for the Master Plan scheme, including the maximum heights of buildings in the City Centre, has been prepared in accordance with the Obstacle Limitation Surface requirements stipulated in the SEPP and the Aerotropolis Precinct Plan. This was to ensure future development of the Site will not adversely impact the Protected operational airspace.</p> <p>The Site is excluded from the Wildlife Buffer and is within the Parkland Priority Areas which are included within the Phase 2 DCP.</p> <p>The Site is not located within or in proximity to any of the following areas:</p> <ul style="list-style-type: none"> Wind shear and turbulence, Public safety areas, Lighting and reflectivity, <p>The Master Plan has been prepared to ensure that development and operation of Bradfield City Centre will not generate any adverse impacts on the ongoing operation of the airport. For further details, refer to the Aviation Impact Assessment at Appendix J.</p> <p>The Master Plan outlines that future Development Applications will need to address the Aviation Safeguarding Guidelines and the relevant provisions of the Section 2.10 of the Phase 2 DCP.</p> <p>The proposal for the Master Plan Application does not seek approval for the placement of any wind turbines on communications navigation and surveillance facilities.</p> <p>The proposal for the Master Plan Application does not seek approval for any helicopter landing associated with hospitals.</p> <p>The Master Plan has been prepared in consideration of Aircraft noise and its impact on land uses. For further details, refer to the Noise and Vibration Impact Assessment at Appendix Q and the Aviation Impact Assessment at Appendix J.</p> |
| 6. Resilience and adaptability | | |
| <ul style="list-style-type: none"> 6.1 Circular economy | <ul style="list-style-type: none"> 6.1.1 Waste and resource recovery and management 6.1.2 Low carbon precincts | <p>The Master Plan has been prepared by considering sustainability, resilience and adaptability principles provided by the expert technical studies. Circular economy principles are embedded in the preparation of the Master Plan scheme to deliver a low carbon precinct. For further information, refer to the Sustainability Report at Appendix L and the Circular Economy (Waste and Services) Report at Appendix CC.</p> |
| <ul style="list-style-type: none"> 6.2 Urban cooling | <ul style="list-style-type: none"> N/A. | <p>The Master Plan has been prepared to mitigate the impacts of the urban heat island effect. For further information, refer to the Sustainability Report at Appendix L.</p> |
| <ul style="list-style-type: none"> 6.3 Waterway health and management | <ul style="list-style-type: none"> N/A. | <p>The Master Plan has been prepared to manage waterway health. Works are intended to maintain natural flow paths and connections wherever practical to achieve based on layout constraints within the Master Plan. For further information, refer to the Integrated Water Cycle Management Report at Appendix I.</p> |

| Chapter | Key Principles/Guiding Directions | Addressed by Master Plan |
|---|---|--|
| <ul style="list-style-type: none"> 6.4 Hazard management and recovery | <ul style="list-style-type: none"> 6.4.1 Climate change resilience 6.4.2 Floodplain management | <p>The Master Plan has been designed to provide a regenerative outcome for the natural environment, existing blue links will be restored, and green links established. An integrated water cycle approach and WSUD will be provided to mitigate the impacts of climate change, as outlined in the Sustainability Report at Appendix L.</p> <p>The Master Plan has been prepared to manage the impacts of flooding. For further details, refer to the Flooding Impact Assessment at Appendix K and the Integrated Water Cycle Management Report at Appendix I.</p> |
| 7. Aerotropolis Precinct Planning | | |
| <ul style="list-style-type: none"> 7.1 Common strategic outcomes and implementation strategies | <ul style="list-style-type: none"> 7.1.1 Common strategic outcomes Common strategic outcomes: <ul style="list-style-type: none"> Productivity Sustainability Infrastructure and collaboration Liveability | <p>Overall, the proposed Master Plan scheme for Bradfield City Centre provides for the common strategic outcomes of:</p> <ul style="list-style-type: none"> A productive and employment focused city centre to be economically productive for future workers and future residential population. A sustainable city centre through the provision of blue, green links, trees and landscaping contributing to the vision of a green Western Parkland City. The key infrastructure to support the city centre will be through collaboration with State agencies including TfNSW and DPE. A liveable city centre through the provision of residential, civic, and open space areas to support the future residential population. |
| <ul style="list-style-type: none"> 7.2 Vision and land uses – initial precincts | <ul style="list-style-type: none"> 7.2.1 Aerotropolis Core Precinct | <p>The proposed Master Plan scheme will allow for desirable and suitable land uses to be provided in the future including advanced manufacturing, aerospace, research and development activities, high technology industries, education, and professional services. For further information, refer to the Urban Design Report at Appendix B.</p> |
| <ul style="list-style-type: none"> 7.3 Expected planning outcomes – initial precincts | <ul style="list-style-type: none"> 7.3.1 Aerotropolis Core Precinct Liverpool LGA | <p>The Master Plan is overall consistent with the key considerations and strategic outcomes for the Aerotropolis Core Precinct.</p> |
| 8. Infrastructure funding and provision | | |
| 8.2 Infrastructure funding | <ul style="list-style-type: none"> 8.2.1 Special Infrastructure Contributions 8.2.2 Local infrastructure contributions | <p>The Master Plan has been prepared in consideration of existing and draft Special Infrastructure Contributions and Local Infrastructure Contributions. For further information, refer to the Infrastructure Delivery Strategy at Appendix V.</p> |
| 8.3 Sydney Metro Western Sydney Airport alignment | <ul style="list-style-type: none"> N/A. | <p>The Master Plan has been designed by considering the provisions and requirements established by Sydney Metro Western Sydney Airport. For further information, refer to the Master Plan Report at Appendix A and the Urban Design Report at Appendix B.</p> |
| 8.4 Utilities and services | <ul style="list-style-type: none"> 8.4 Utilities and services | <p>The Master Plan has been prepared to allow enabling services to be provided prior to any future major development. For further information, refer to the Utility Infrastructure and Servicing Strategy at Appendix H.</p> |

5.2 Statutory Planning Framework

This Planning Report considers and provides an assessment of the potential impacts associated with the Bradfield City Centre Master Plan.

The following section provide responses to the relevant Secretary's Master Plan Requirements.

5.2.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) sets out the statutory planning framework for NSW. The Act aims to promote the orderly and economic use and development of land, facilitate ecologically sustainable development, and integrate economic, environmental, and social considerations as part of the decision-making processes for environmental planning and assessment matters.

Table 9 below provides an assessment of the proposal against the objectives contained within Section 1.3 of the EP&A Act. This assessment demonstrates that overall, the proposal is consistent with the EP&A Act objectives.

Table 9 – Objectives Environmental Planning and Assessment Act 1979

| Objectives | Comment/Response |
|--|--|
| <i>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development, and conservation of the State's natural and other resources,</i> | <p>The proposal promotes the social and economic welfare of the Western Parkland City future community and workforce through the provision of sustainable, innovative, and resilient parkland city centre that will cater for changing demands of its future population by maintaining and enhancing the natural environment through design excellence and efficient assessment of the proposed development.</p> <p>The proposed Master Plan has been prepared based on the findings of technical studies that investigated the natural resources in its surroundings to ensure the long-term delivery.</p> |
| <i>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental, and social considerations in decision-making about environmental planning and assessment,</i> | <p>The proposed Master Plan promotes high level innovative and ecologically sustainable development solutions through the integration of the relevant economic, environmental, and social considerations (elaborated by the findings of the technical studies accompanying the proposal) with regulatory requirements and applicable standards. This multi-disciplinary design and planning approach, with specific focus on 'ecologically sustainable development' of Bradfield City Centre, has been implemented by WPCA from the start of the design process to ensure the proposed scheme and detailed aspects of the Master Plan satisfy the vision and objectives for a 22nd century city centre.</p> <p>The proposed comprehensive environmental planning and assessment pathway, including a design excellence strategy and urban design guidelines for the Bradfield City Centre, in combination with the already established controls and requirements under the Western Parkland City SEPP, Aerotropolis Precinct Plan, and the Phase 2 DCP, ensures the future development of Bradfield City Centre will deliver the expected outcomes and vision established for the site by the Western Sydney Aerotropolis Plan.</p> <p>Details of the sustainability initiatives are included within Appendix L.</p> |
| <i>(c) to promote the orderly and economic use and development of land,</i> | <p>The proposal promotes the orderly and economic use and development of land through staging of the proposal that is aligned with the prescribed zoning for the site. The strategic and statutory urban planning investigation provided in this report, ensures the proposed Master Plan will deliver an economically feasible development outcome that will be aligned with the applicable strategic and statutory planning policies and the WPCA's vision for the City Centre. The</p> |

| Objectives | Comment/Response |
|---|---|
| | proposed staging of the Master Plan is supported by an infrastructure staging plan to ensure land will be sufficiently serviced for the intended uses. |
| <i>(d) to promote the delivery and maintenance of affordable housing,</i> | Residential uses, including affordable housing, will be delivered in the mixed-use zoned area. Bradfield City Centre will provide affordable housing options to facilitate the 'work near home' opportunity for all. |
| <i>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities, and their habitats,</i> | <p>Areas of 'High Biodiversity Value' that show the 'Existing Native Vegetation' (ENV) within the site are zoned 'Environment and Recreation' (ENZ) under the Western Parkland City SEPP to minimise permissible development in these areas and to ensure the protection of threatened and other species of native flora and fauna.</p> <p>The proposed public domain strategy and urban design and landscaping schemes prepared for Bradfield City Centre acknowledge the high value of the existing native vegetation on site and ensured they will be protected by proposing the new green reserves to co-locate with the ENV sections. These reserves are surrounded by public open space, regional parks, and similar type of green spaces to provide an improved buffer between ENV and development areas. The proposal has sought to avoid any adverse environmental impacts on native flora and fauna and ecological communities recognised by planning requirements for the Aerotropolis as discussed in the Biodiversity Strategy and Impact Assessment at Appendix M.</p> |
| <i>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i> | <p>The proposal has been sympathetically designed in response to the Aboriginal cultural heritage present on site and the built heritage on surrounding sites. This approach has been outlined within the Statement of Heritage Impact at Appendix S and Aboriginal Cultural Heritage Assessment Report at Appendix U.</p> <p>The strategies used for the acknowledgement, promotion and sustainable management of these values are extensively discussed in the referenced technical studies accompanying this application.</p> <p>The strategies have also been considered in the preparation of the Urban Design principles that will guide the future development of Bradfield City Centre.</p> <p>Preservation of cultural heritage and cultural values have been reflected in public domain and urban design of the Master Plan. Refer to the Recognise Country Strategy Report at Appendix C and Urban Design Report Appendix B.</p> |
| <i>(g) to promote good design and amenity of the built environment,</i> | <p>The proposed urban design and public domain strategy has been prepared by a team of experienced urban designers, architects, and landscape architects.</p> <p>Advice provided by technical consultants as well as the strategic and statutory planning team has been taken into consideration to ensure compliance is achieved alongside the applicable requirements. Furthermore, the strategy proposal has been prepared to aim to deliver the best design outcomes for the Bradfield City Centre.</p> <p>The proposal has been refined and finalised in consultation with the Technical Assurance Panel (TAP) and the other relevant state agencies during the TAP process to ensure WPCA's vision for the Bradfield City Centre can be delivered successfully.</p> <p>The proposal is supported by a Design Excellence Strategy at Appendix D.</p> |
| <i>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i> | The proposal does not seek the consent for any building works. Construction works and their approvals will be sought at later stages. However, quality assurance requirements are considered as part of the relevant technical studies prepared for this application. |
| <i>(i) to promote the sharing of the</i> | The proposed Master Plan has been subject to extensive consultation with different levels and agencies of Government up to this stage. |

| Objectives | Comment/Response |
|---|---|
| responsibility for environmental planning and assessment between the different levels of government in the State, | |
| (j) to provide increased opportunity for community participation in environmental planning and assessment. | Community consultation has been undertaken as part of the Master Plan process and will continue through the delivery phase. |

5.2.2 Environmental Planning and Assessment Regulation

The *Environmental Planning and Assessment Regulation 2021* (Regulation) reduces the administrative burden and complexity in development assessment processes by updating and refining application and notification requirements.

Section 35 of the EPA Regulation provides for the following:

35 Additional requirements for development applications in certain areas of Sydney

(2) A person must not apply to a consent authority for consent to carry out development on the following land unless the application is accompanied by an assessment of the consistency of the development with the relevant plan—

- e) land in the Western Sydney Aerotropolis under *State Environmental Planning Policy (Precincts—Western Parkland City) 2021*, Chapter 4,

This report provides an assessment of the proposed Master Plan for Bradfield City Centre that is in Western Sydney Aerotropolis against the requirements of the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* within **Section 5.3** of this report.

5.3 State Environmental Planning Policies (SEPPs)

5.3.1 State Environmental Planning Policy (Precincts – Western Parkland City) 2021

The *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (Western Parkland City SEPP) applies to the land within the Western Parkland City and more specifically the Western Sydney Aerotropolis.

The aim of the Western Parkland City SEPP is:

- (a) to facilitate development in the Western Sydney Aerotropolis in accordance with the objectives and principles of the Western Sydney Aerotropolis Plan,*
- (b) to promote sustainable, orderly, and transformational development in the Western Sydney Aerotropolis,*
- (c) to ensure development is compatible with the long-term growth and development of the Western Sydney Airport (including in relation to the operation of the Airport 24 hours a day) and other critical transport infrastructure,*
- (d) to promote employment and world-class innovation and provide for residential development in suitable locations,*
- (e) to recognise the physical and cultural connection of the local Aboriginal community to the land and to incorporate local Aboriginal knowledge, culture, and tradition into development,*
- (f) to preserve land for future infrastructure development,*
- (g) to protect, maintain and enhance, and to minimise the impact of development on, trees and vegetation, soil quality and the health of waterways and to contribute to the conservation of biodiversity,*
- (h) to recognise and protect the ecological and cultural value of Wianamatta–South Creek.*

The proposal has addressed the Western Parkland City SEPP aims through the design and intent of the Master Plan as follows:

- The proposed Master Plan will facilitate the orderly development of the Bradfield City Centre within the Western Sydney Aerotropolis in accordance with the principles of the SEPP.
- The proposal incorporates the requirements of other state agencies, including critical infrastructure corridors and needs, in the design and implementation strategy for the Master Plan. The proposed development for Bradfield City Centre has been designed and planned to not only satisfy airport standards but also to support its future operation by providing the amenities and services required by future users.
- The wide variety of mixed-use development proposed for Bradfield City Centre and the diverse character areas and sub precincts, each addressing different types of demand, will ensure the long-term growth of the Aerotropolis will be catered for in the city centre.
- The agglomeration of high-tech industries, educational institutes and research and development centres in proximity of high quality live and play areas within the city centre will encourage future development and growth.
- The Master Plan provides for the above development targets and delivery of high-quality urban form while recognising the physical and cultural connection of the local Aboriginal People through preservation of and promotion of the site history in design and implementation of the public domain strategy,
- The land reservation for future infrastructure development as required under the SEPP and the associated planning documents such as the Aerotropolis Precinct Plan and the Phase 2 DCP, has been considered and reflected in the proposed scheme for the Master Plan.

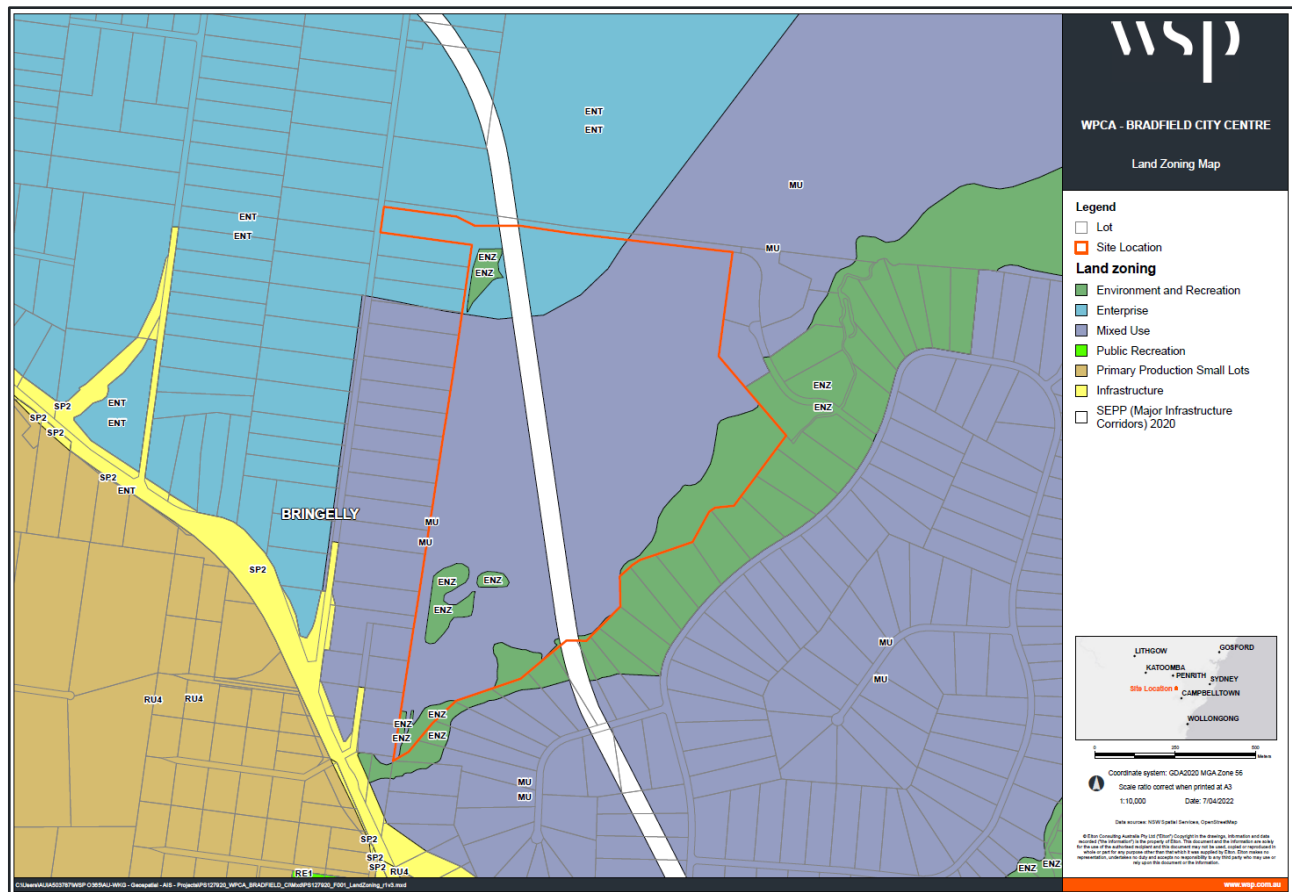
- Protecting the high-quality natural assets within Bradfield City Centre such as threatened species and native flora and fauna, waterways, and natural land features, has been prioritised in the design and planning of the proposed Master Plan, but also promoting these values by seamlessly incorporating them in the overall scheme as regional parks or reserves to ensure their long-term maintenance has been prioritised. The aim is to minimise any potential adverse impacts that future development may have on the natural environment and in particular the Wianamatta-South Creek.

Pursuant to the SEPP, Bradfield City Centre is within the following zones:

- *Mixed Use (MU)*. The Mixed-Use area, coloured purple on the following land use zoning map, covers the majority of the Bradfield City Centre.
- *Enterprise (ENT)*. The Enterprise zoned area, coloured blue on the following land use zoning map, is located within the north-western corner of the site.
- *Environment and Recreation (ENZ)*. The Environment and Recreation zone exists along Thompsons Creek to the east of the site with two small areas of existing native vegetation towards the north-west and south-west corners of the site.
- SEPP (Transport and Infrastructure) 2021, Chapter 4 Major Infrastructure Corridors (formerly the SEPP (Major Infrastructure Corridors), identified in white through the centre of the site.

The Land Use zoning for Bradfield City Centre is provided for within Figure 9.

Figure 9 Land Use Zoning



Source: WSP

The *Permitted (with and without consent)* and *Prohibited* land uses in each of the zones under the Western Parkland City SEPP are provided below in Error! Reference source not found.**Table 10.**

Table 10 - Western Parkland City SEPP

| Zoning | Permitted with Consent | Prohibited |
|---------------|--|---|
| Mixed Use | Any development not specified in item 2 or 4 | Air transport facilities; Airstrips; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Dual occupancies; Dwelling houses; Exhibition homes; Exhibition villages; Extractive industries; Forestry; General industries; Heavy industrial storage establishments; Heavy industries; Helipads; Highway service centres; Intensive livestock agriculture; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Rural industries; Rural supplies; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewage treatment plants; Timber yards; Transport depots; Truck depots; Turf farming; Warehouse or distribution centres; Waste or resource management facilities; Water treatment facilities; Wharf or boating facilities. |

| Zoning | Permitted with Consent | Prohibited |
|--------------------------------|---|--|
| Enterprise | <i>Any development not specified in item 2 or 4</i> | <i>Air transport facilities; Airstrips; Camping grounds; Caravan parks; Crematoria; Exhibition homes; Exhibition villages; Forestry; Heavy industrial storage establishments; Heavy industries; Helipads; Intensive livestock agriculture; Mortuaries; Open cut mining; Residential accommodation; Rural industries; Turf farming</i> |
| ENZ Environment and Recreation | <i>Any development not specified in item 2 or 4</i> | <i>Air transport facilities; Airstrips; Amusement centres; Backpackers' accommodation; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Centre-based child care facilities; Charter and tourism boating facilities; Correctional centres; Depots; Educational establishments; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Forestry; Freight transport facilities; Hardware and building supplies; Heavy industrial storage establishments; Helipads; Highway service centres; Hospitals; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Industries; Intensive livestock agriculture; Jetties; Medical centres; Mooring pens; Moorings; Mortuaries; Office premises; Open cut mining; Port facilities; Public administration buildings; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Service stations; Serviced apartments; Sex services premises; Specialised retail premises; Storage premises; Timber yards; Transport depots; Truck depots; Turf farming; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water treatment facilities; Wholesale supplies</i> |

The final land uses within Bradfield City Centre will be determined at the individual development application stage. These future land uses will need to be permissible with consent in the Mixed Use, Enterprise and Environment and Recreation Zone.

The key development standards for consideration under the Western Parkland City SEPP are discussed within **Table 11** Error! Reference source not found..

Table 11 - Western Parkland City SEPP

| SEPP Clause | Provision | Proposal |
|--|---|---|
| Chapter 4, Part 4.3 Development Controls – Air transport facilities | | |
| Chapter 4, Part 4.3 – 4.17 Aircraft Noise | (2) Development consent must not be granted to noise sensitive development if the development is to be located on land that is in an ANEF or ANEC contour of 20 or greater. | Not applicable - Bradfield City Centre is not located within ANEC Contours of 20 or greater. |
| Chapter 4, Part 4.3 – 4.18 Building wind shear and turbulence | (2) This section applies to development – (a) on land shown as the “Windshear Assessment Trigger Area” on the <u>Lighting Intensity and Wind Shear Map</u> , and (b) that penetrates the 1:35 surface. | Not applicable - Bradfield City Centre is not located within the Windshear Assessment Trigger Area. |
| Chapter 4, Part 4.3 – 4.19 Wildlife Hazards | (2) Development consent must not be granted to relevant development on land in the 13 km wildlife buffer zone unless the consent authority – (a) has consulted the relevant Commonwealth body, and (b) has considered a written assessment of the wildlife that is likely to be present on the land and the risk of the wildlife to the operation of the Airport provided by the applicant, which includes – (i) species, size, quantity, flock behaviour and the particular times of day or year when the wildlife is likely to be present, and (ii) whether any of the wildlife is a threatened species, and (iii) a description of how the assessment was carried out, and (c) is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport, including, for example, measures relating to – (i) waste management, landscaping, grass, fencing, stormwater, or water areas, or (ii) the dispersal of wildlife from the land by the removal of food or the use of spikes, wire, or nets. | Bradfield City Centre is excluded from the Wildlife Buffer. The site is within the Parkland Priority Areas which are included within the Phase 2 DCP. |
| Chapter 4, Part 4.4 – 4.20 Wind Turbines | (2) Development for the following purposes is prohibited on land in the 3 km zone – (a) electricity generating works comprising a wind turbine, (b) wind monitoring towers that are not ancillary or incidental to the Airport. | Complies - The proposal does not seek to provide any wind turbines or wind monitoring towers. |
| Chapter 4, Part 4.21 Lighting | (2) Development consent must not be granted to development for the following purposes on land shown as the “6km Lighting Intensity Radius”, a “Light Control Zone” or a “Runway Boundary” on the <u>Lighting Intensity and Wind Shear Map</u> unless the consent authority has consulted the relevant Commonwealth body – (a) installation and operation of external lighting (whether coloured or white lighting) in connection with development for the following purposes – (i) classified roads, (ii) freight transport facilities, (iii) heavy industrial storage establishments, (iv) recreation facilities (major), | Complies - The proposal does not provide details for future lighting, as this will be dealt with separately by future development applications. The current Master Plan Application does not seek approval to provide, install and/or operate any external lighting. |

| SEPP Clause | Provision | Proposal |
|--|---|---|
| | (v) recreation facilities (outdoor), (b) installation and operation of external lighting in connection with construction works that is likely to be obtrusive or create light spill outside the land on which the construction works are carried out. | |
| Chapter 4, Part 4.22 Airspace operations | (2) This section applies to development on land shown on the <u>Obstacle Limitation Surface Map</u> that is a controlled activity within the meaning of Part 12, Division 4 of the <u>Airports Act 1996</u> of the Commonwealth | Complies - Bradfield City Centre is located within the obstacle limitation surfaces area. The proposal does not seek to conduct any controlled activities, this will be subject to future development applications. |
| Chapter 4, Part 4.23 Public Safety | (2) Development for the following purposes is prohibited on land shown as the "public safety area" on the <u>Public Safety Area Map</u> – Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Commercial premises; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Education establishments; Entertainment facilities; Function centres; Funeral homes; Health services facilities; Heavy industrial storage establishments; Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Residential accommodation; Service stations; Tourist and visitor accommodation | Not applicable - Bradfield City Centre is not located within the Public Safety Areas as outlined in the map, or the Runway Boundary. |
| Chapter 4, 4.23A Operation of Certain air transport facilities | (2) Development consent must not be granted to development on land shown as the "Building Restricted Area" on the <u>Building Restricted Area Map</u> | Not applicable - Bradfield City Centre is not located within the Building Restricted Area. |
| Chapter 4, Part 4.4 Development controls-general | | |
| Chapter 4, 4.25 Preservation of trees and vegetation in Environment and Recreation Zone and Cumberland Plain | (4) Development consent under subsection (3) must not be granted unless the consent authority is satisfied that, in relation to the disturbance of native vegetation caused by the clearing – (a) there is no reasonable alternative available to the disturbance of the native vegetation, and (b) any impact of the proposed clearing on biodiversity values is avoided or minimised, and (c) the disturbance of the native vegetation will not increase salinity, and (d) native vegetation inadvertently disturbed for the purposes of construction will be re-instated where possible on completion of construction, and (e) the loss of remnant native vegetation caused by the disturbance will be compensated by revegetation on or near the land to avoid a net loss of remnant native vegetation, and (f) the clearing of the vegetation is unlikely to cause or increase soil erosion, salination, land slip, flooding, pollution or other adverse land or water impacts. (5) Development for the following purposes is prohibited on land shown as "high biodiversity value" on the <u>High Biodiversity Value Areas Map</u> – | <ul style="list-style-type: none"> • Subject of merit assessment. • Bradfield City Centre contains areas shown as High Biodiversity Value Area (Existing Native Vegetation). • Future development applications across Bradfield City Centre will be assessed on their merits if they propose disturbance of any native vegetation. |

| SEPP Clause | Provision | Proposal |
|--|---|---|
| | <ul style="list-style-type: none"> (a) environmental facilities, (b) information and education facilities, (c) kiosks, (d) recreation areas, (e) recreation facilities (outdoor), (f) (Repealed) (g) water recreation structures. | |
| Chapter 4, 4.25A Clearing of native vegetation | (2) Development consent must not be granted to development on the land unless the consent authority is satisfied that the development will not result in clearing of native vegetation. | <ul style="list-style-type: none"> • Subject of merit assessment. • Bradfield City Centre contains areas shown as High Biodiversity Value Area (Existing Native Vegetation). • Future development applications across Bradfield City Centre will be assessed on their merits if they propose disturbance of any native vegetation. |
| Chapter 4, 4.26 Heritage conservation | <p>(2) Requirement for consent - Development consent is required for the following –</p> <ul style="list-style-type: none"> (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance) – <ul style="list-style-type: none"> (i) a heritage item, (ii) an Aboriginal object, (iii) a building, work, relic, or tree within a heritage conservation area, (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 2 in relation to the item, (c) disturbing or excavating an archaeological Master Plan Site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged, or destroyed, (d) disturbing or excavating an Aboriginal place of heritage significance, (e) erecting a building on land – <ul style="list-style-type: none"> (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance, (f) subdividing land – <ul style="list-style-type: none"> (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance. | <ul style="list-style-type: none"> • Subject of merit assessment. <p>Bradfield City Centre contains Aboriginal Sites and Heritage Sites are within the surrounding proximity. Future development consent and approvals will be required prior any alteration to these items.</p> <p>Refer to the Statement of Heritage Impact Appendix S, and the Aboriginal Cultural Heritage Assessment Report at Appendix U for a full assessment of this application against heritage matters.</p> |
| Chapter 4, 4.27 Transport Corridors | <p>(1) Development consent must not be granted to the following development unless the consent authority has obtained the concurrence of Transport for NSW –</p> <ul style="list-style-type: none"> (a) development on transport corridor land with a capital investment value of more than \$200,000, (b) development that involves the penetration of ground to a depth of at least 2 metres below ground | <ul style="list-style-type: none"> • Complies - The Master Plan application excludes the Major Infrastructure Corridor (MIC) from development land assessment. • A decision regarding future rail infrastructure in the corridor is the subject of review by Government. |

| SEPP Clause | Provision | Proposal |
|--|--|---|
| | level (existing) on land within 25 metres (measured horizontally) of transport corridor land. | • |
| Chapter 4, 4.28 Warragamba Pipelines | Development consent must not be granted to development on land shown as “Warragamba Pipeline” on the <u>Warragamba Pipelines Map</u> unless the consent authority— (a) has obtained the concurrence of Water NSW, and (b) is satisfied that the development will not adversely affect— (i) the quantity or quality of water in the Warragamba Pipelines controlled area (declared under the <u>Water NSW Act 2014</u>), or (ii) the operation and security of water supply pipelines from Warragamba Dam to Prospect Reservoir and associated infrastructure. | Not applicable - Bradfield City Centre is not located near or on land which is shown as Warragamba Pipeline. |

5.3.2 Other relevant State Environmental Planning Policies

Other relevant SEPPs and Environmental Planning Instruments (EPIs) are discussed in **Table 12**

Table 12 – Other State Environmental Planning Policies

| SEPP | Provision / Discussion |
|--|---|
| <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> | <p>Under Chapter 2, Part 2.2, Division 4. Section 2.20 and 2.21 provide the general requirements for exempt development which are applicable to Bradfield City Centre and for public authorities to complete exempt development within future development stages.</p> <p>Under Chapter 2, Part 2.3, Subdivision 2 there are requirements for development in or adjacent to road corridors and road reservations. Future development applications will need to make consideration of the relevant clauses prior to receipt of development consent.</p> <p>The purpose of the State Environmental Planning Policy (Transport and Infrastructure) 2021, Chapter 4 Major Infrastructure Corridors (formerly the Major Infrastructure Corridors SEPP) is:</p> <ul style="list-style-type: none"> (a) to identify land that is intended to be used in the future as an infrastructure corridor, (b) to establish appropriate planning controls for the land for the following purposes— <ul style="list-style-type: none"> (i) to allow the ongoing use and development of the land until it is needed for the future infrastructure corridor, (ii) to protect the land from development that would adversely impact on or prevent the land from |

| SEPP | Provision / Discussion |
|--|--|
| | <i>being used as an infrastructure corridor in the future.</i> |
| | The relevant sections of the Transport and Infrastructure SEPP Chapter 4 are discussed below. |
| | Under Chapter 4, Section 4.3 all land within a future infrastructure corridor and the adjacent land as referred to in section 4.9(1)(b)–(d). The Sydney Metro West infrastructure corridor traverses Bradfield City Centre north to south. This corridor includes a 400m referral zone for development with TfNSW. |
| | Under Chapter 4, Sections 4.7, 4.8 and 4.9 future development activities such as subdivision and excavation of land must meet the relevant criteria and requirements prior to a development consent can be granted by a consent authority. Future development applications for Bradfield City Centre will need to make detailed consideration. |
| | Under Chapter 4, Section 4.10 specifies TfNSW as the relevant acquisition authority for any land acquisitions under the <i>Just Terms Land Acquisition (Just Terms Compensation) Act 1991</i> . |
| | The Master Plan does not propose permanent development in the existing 60m wide Special Purposes 2 (SP2) Infrastructure Zone corridor. A decision regarding future rail infrastructure in the corridor is the subject of review by Government. |
| <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> | Under Chapter 4, Section 4.6 a consent authority must not grant consent to the carrying out of development on land unless it has considered whether the land is contaminated. If the land is considered contaminated and is unsuitable in its contaminated state and thus requires remediation to be made suitable for the proposed purpose. |
| | A Ground Conditions Report was undertaken by ERM Pty Ltd (Appendix Z). The key findings of the assessment found that the Bradfield City Centre is suitable for the for-land uses permitted under the National Environment Protection (Assessment of Site contamination) HIL-A criteria. The proposal will include mixed use and enterprise uses, this includes medium density to high density residential, commercial, light industrial, retail, hotel, childcare, community, and education all of which are permitted uses under the HIL-A. A Contamination Report was undertaken by JBS&G (Appendix AA) which includes a Site Audit Statement. |
| <i>State Environmental Planning Policy (Planning Systems) 2021, Chapter 2 State and Regional Development</i> | Under Schedule 1 and Schedule 2, Bradfield City Centre is not identified as a State Significant Precinct and the proposed Master Plan does not meet the thresholds for a State Significant Development. However, State Significant Development Applications can be lodged within Bradfield City Centre and these |

| SEPP | Provision / Discussion |
|--|--|
| | applications will be subject to separate development assessment processes. The State Significant Triggers are included within Schedule 1. |
| State Environmental Planning Policy (Biodiversity and Conservation) 2021 | <p>Under Chapter 2, Part 2.1, Section 2.3, Clause 1(a) outlines that the SEPP applies to Bradfield City Centre as it is within the Liverpool Local Government Area.</p> <p>Under Chapter 2, Parts 2.2, 2.3, 2.4 and 2.5 future development applications will need to make considerations of the relevant clauses if they propose to clear vegetation and have the appropriate permit and consent to do so. The Master Plan does not seek development consent for the clearing of any vegetation.</p> <p>The general aims of the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021, Chapter 6 Bushland in urban areas</i> (formerly the Bushland in urban areas SEPP) are provided below:</p> <p>(1) <i>The general aim of this Chapter is to protect and preserve bushland within the urban areas referred to in Schedule 5 because of—</i></p> <ul style="list-style-type: none"> (a) <i>its value to the community as part of the natural heritage,</i> (b) <i>its aesthetic value, and</i> (c) <i>its value as a recreational, educational, and scientific resource.</i> <p>Chapter 6, Section 6.2 outlines that the SEPP applies to Bradfield City Centre as it is within the Liverpool Local Government Area as per Schedule 5.</p> <p>Under Chapter 6, Section 6.5 future development applications require consent to disturb bushland. The Master Plan Application does not seek development consent for disturbing bushland. Future development applications will require development consent prior to disturbing any bushland.</p> |

5.4 Other Legislation

5.4.1 Biodiversity Conservation Act 2016

The purpose of the *Biodiversity Conservation Act 2016* (BC Act) is to:

'Maintain a healthy, productive, and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development'.

The BC Act is the key piece of legislation providing for the protection and conservation of biodiversity in NSW through the listing of threatened species and communities and Key Threatening Processes (KTPs). Impacts to threatened species are addressed under Section 7.3 of the BC Act that outlines the factors which must be considered in a Test of Significance (ToS). Where the ToS has determined that a proposal or development would result in a significant effect to threatened species a Biodiversity Offset Scheme (BOS) application is required.

Bradfield City Centre has been partially certified for development under the Growth Centres Biodiversity Certification Order. The proposed Master Plan is within the area that is nominated as a "Certified Area" under the Growth Centres Biodiversity Certification Order. As the proposed Master Plan (Bradfield City Centre) area is deemed as a "Certified Area" ToS is not required for BC Act Listed Species.

Part 6 of the BC Act establishes a Biodiversity Offset Scheme (BOS) that aims to ensure there is no net loss of biodiversity values. The BOS will be triggered if the biodiversity assessment under the EP&A Act and BC Act determines a project is either:

- Likely to result in a significant effect to any threatened species, or
- The clearance of native vegetation exceeds the minimum lot size, or
- The project will impact on area(s) mapped under the Biodiversity Values Map.

A Biodiversity Strategy and Impact Assessment (**Appendix M**) has been prepared by Biosis to accompany this Master Plan Application. An assessment of the likelihood of threatened entities occurring within the study area is provided within Appendix 1 (flora) and Appendix 2 (fauna) of **Appendix M**.

As the areas of impact have been granted Biodiversity Certification, the Biodiversity Offsets Scheme (BOS) is not triggered.

5.4.2 Contaminated Land Management Act 1997

The general object of the *Contaminated Land Management Act 1997* (CLM Act) is to:

establish a process for investigating and (where appropriate) remediating land that the EPA considers to be contaminated significantly enough to require regulation under Division 2 of Part 3.

A Ground Conditions Report and Detailed Site Investigation was prepared by ERM Pty Ltd (**Appendix T**). The assessment was undertaken in accordance with the Site Auditor approved ERM (2021) Sampling and Analysis Quality Plan which was describe the Data Quality Objectives and to inform the Field Investigations for the Detailed Site Investigation.

The key findings of the assessment found that Bradfield City Centre is suitable for the for-land uses permitted under the National Environment Protection (Assessment of Site contamination) HIL-A criteria. The proposal will include land uses such as mixed use and enterprise uses. This includes medium density to high density residential, commercial, light industrial, retail, hotel, childcare, community, and education. All uses are permitted under the HIL-A.

A Contamination Report was undertaken by JBS&G (**Appendix AA**) which includes a Site Audit Statement.

5.4.3 Heritage Act 1977

The purpose of the *Heritage Act 1977* is:

- (a) to promote an understanding of the State's heritage,*
- (b) to encourage the conservation of the State's heritage,*
- (c) to provide for the identification and registration of items of State heritage significance,*
- (d) to provide for the interim protection of items of State heritage significance,*
- (e) to encourage the adaptive reuse of items of State heritage significance,*
- (f) to constitute the Heritage Council of New South Wales and confer on it functions relating to the State's heritage,*
- (g) to assist owners with the conservation of items of State heritage significance.*

Under the *Heritage Act 1977* (and subsequent amendments) historical archaeological relics, buildings, structures, archaeological deposits, and features with State heritage significant sites are protected and may be identified on the State Heritage Register (SHR) or by an active Interim Heritage Order.

A Statement of Heritage Impact (**Appendix S**) was prepared by Extent Heritage Pty Ltd to accompany this Master Plan Application. This Statement of Heritage Impact has determined that the site is not identified as a heritage item on any statutory or non-statutory registers, nor does it meet the criteria for local or state significance.

The Statement of Heritage Impact has recommended mitigation measures in respect of the Kelvin Grove State Heritage Item which is not located on the site. Future development will need to consider the height, bulk, scale, and material of new buildings.

5.4.4 Rural Fires Act 1997

The purpose of the *Rural Fires Act 1997* is:

- (a) for the prevention, mitigation, and suppression of bush and other fires in local government areas (or parts of areas) and other parts of the State constituted as rural fire districts, and*
- (b) for the co-ordination of bush firefighting and bush fire prevention throughout the State, and*
- (c) for the protection of persons from injury or death, and property from damage, arising from fires, and*
- (c1) for the protection of infrastructure and environmental, economic, cultural, agricultural and community assets from damage arising from fires, and*
- (d) for the protection of the environment by requiring certain activities referred to in paragraphs (a)–(c1) to be carried out having regard to the principles of ecologically sustainable development described in section 6 (2) of the Protection of the Environment Administration Act 1991.*

Section 4.46 of the EP&A Act and Section 100B of Rural Fires Act 1997 require authorisation in respect of bush fire safety of subdivision of land that could lawfully be used for residential or rural residential purposes, or development of land for special fire protection purposes.

A Bushfire Assessment Report (**Appendix Y**) has been prepared in support of this application. The report assesses the capacity of the proposed Master Plan in providing minimum bushfire protection necessary to ensure safety of the future occupants. The report confirms the proposed Master Plan achieves the relevant performance criteria provided in Planning for Bushfire Protection 2019.

5.4.5 National Parks and Wildlife Act 1974

The purpose of the *National Parks and Wildlife Act 1974* is to ensure:

- (a) *the conservation of nature, including, but not limited to, the conservation of—*
 - (i) *habitat, ecosystems, and ecosystem processes, and*
 - (ii) *biological diversity at the community, species, and genetic levels, and*
 - (iii) *landforms of significance, including geological features and processes, and*
 - (iv) *landscapes and natural features of significance including wilderness and wild rivers,*
- (b) *the conservation of objects, places, or features (including biological diversity) of cultural value within the landscape, including, but not limited to—*
 - (i) *places, objects, and features of significance to Aboriginal people, and*
 - (ii) *places of social value to the people of New South Wales, and*
 - (iii) *places of historic, architectural, or scientific significance,*
- (c) *fostering public appreciation, understanding and enjoyment of nature and cultural heritage and their conservation,*
- (d) *providing for the management of land reserved under this Act in accordance with the management principles applicable for each type of reservation.*

The *National Parks and Wildlife Act 1974* (NPW Act) protects Aboriginal heritage (places, sites, and objects) within NSW. Protection of Aboriginal heritage is outlined in Section 86 of the NPW Act.

An Aboriginal Cultural Heritage Assessment Report (ACHAR) (**Appendix U**) has been prepared in support of this application. Refer to **Section 13.7** for a summary of the ACHAR.

5.5 Western Sydney Aerotropolis Precinct Plan

The Aerotropolis Precinct Plan provides the place-based objectives and requirements to guide development in the Aerotropolis in a consistent and sustainable manner over time. This Plan sets out the finer grain detail to support the land use zoning and other provisions of the Aerotropolis SEPP.

The provisions of this Aerotropolis Precinct Plan include objectives and requirements which must be addressed in the assessment of a development application. The consent authority will determine if a development application is consistent with the Aerotropolis Precinct Plan based on an assessment of compliance with the requirements, and with reference to the relevant objectives.

The Master Plan seeks amendments to the Aerotropolis Precinct Plan which provide for a superior urban design and planning outcome. These amendments are justified as they would achieve the superior outcome than what could have been achieved through strict compliance with Aerotropolis Precinct Plan.

Refer to **Appendix II** for an assessment of the Master Plan Application against the Western Sydney Aerotropolis Precinct Plan.

A detailed request to amend the Western Sydney Aerotropolis Precinct Plan is provided within the Discussion Paper at **Appendix HH**.

5.6 Western Sydney Aerotropolis Development Control Plan Phase 2

The Western Sydney Aerotropolis Development Control Plan – Phase 2 (Phase 2 DCP) was finalised on 10 November 2022. It supports the implementation of the Aerotropolis Precinct Plan by providing controls to guide development across the initial precincts in the Aerotropolis.

The Phase 2 DCP contains specific development controls to support healthy communities, high-quality building design, construction standards, stormwater management, vegetation and canopy cover, and heritage and environmental conservation.

The Master Plan seeks amendments to the Phase 2 DCP through a Site-Specific Development Controls document (referred to as the Bradfield Master Plan). It is envisaged that the Site-Specific Development Controls (**Appendix A**) will form part of the Phase 2 DCP through the form as a schedule amendment. The justification for the proposed amendments to the Phase 2 DCP are:

- The Bradfield Master Plan will complement and expand on the existing controls by providing place-based development controls to guide future development in Bradfield City Centre. This includes alternative benchmark solutions and additional controls to those in the Phase 2 DCP.
- The proposed amendments to the Phase 2 DCP will not set a precedent in the Aerotropolis as the outcome is restricted to Bradfield City Centre - which is identified within the Precinct Plan as the primary centre of the Aerotropolis and a core metropolitan centre.
- The proposed new controls are appropriate given the nature of the site. The site is the core of all Aerotropolis activities, and the proposed new controls respond to the vision of a new city centre development and encourage the delivery of high-density urban forms and land uses envisioned under the Precinct Plan.
- Overall, the new controls proposed align with the strategic intent of the Aerotropolis Precinct, achieve the original objectives of the Phase 2 DCP and are compatible with the context and future character of the site.

A detailed request to amend the Phase 2 DCP is provided within the Discussion Paper at **Appendix HH**.

Refer to **Appendix JJ** for an assessment of the Master Plan Application against the Phase 2 DCP.

6 Overview of what is proposed for approval under the Master Plan

The Master Plan seeks approval for the following elements, under the Western Parkland City SEPP, Clause 4.41:

- Master Plan including:
 - Objectives and Master Plan diagrams.
 - Designing with Country.
 - Master Plan Values being Green, Travel, Connect and Dream.
 - Development controls, land use and built form and building design including:
 - Floor space distribution.
 - Steet setbacks, activation and Steet wall heights.
 - Building footprints and Solar access.
 - Building materiality.
 - Movement including:
 - Pedestrian network and Cycling Network.
 - Public transport network.
 - Street types.
 - Public domain and public open space including:
 - Key City Spaces and Open space provision.
 - Parks and green walkways including Central Park, Ridge Park, City Walk West, City Walk East, Green loop, Local parks, City Parkland West, City Parkland East, and Parklands Waterfront Promenade.
- Design Excellence Strategy.
- Exempt and Complying provisions.

The Master Plan does not propose permanent development in the existing 60m wide Special Purposes 2 (SP2) Infrastructure Zone corridor. A decision regarding future rail infrastructure in the corridor is the subject of review by Government. These elements are provided in detail within the Master Plan Report at **Appendix A**, Design Excellence Strategy at **Appendix D** and the Exempt and Complying Development Code at **Appendix F**.

The Master Plan in addition seeks approval for the amendments to the following:

- State Environmental Planning Policy (Precincts- Western Parkland City) 2021 (Western Parkland City SEPP).
- Western Sydney Aerotropolis Precinct Plan
- Western Sydney Aerotropolis Development Control Plan Phase 2 (Phase 2 DCP)

These elements are provided in detail within the Master Plan Report at **Appendix A** and the detailed request to amend the Western Parkland City SEPP, Aerotropolis Precinct Plan and Phase 2 DCP which is provided within the Explanation of Intended Effect at **Appendix GG** and Discussion Paper at **Appendix HH**.

Section 7 provides a succinct summary of the Master Plan.

7 Intent of the Master Plan

7.1 Proposed Vision

The key vision of the Master Plan is:

Bradfield City Centre is a 24/7 ecosystem of culture, creativity, and innovation in a living landscape of inspiration and experience. Here, ambition and opportunity come together in new ways to dream and deliver an extraordinary future for the people of Western Sydney and beyond. A future defined by our rich Indigenous culture and shared Australian identity; by proud storytelling, respected heritage, and connection to country.

*A future of bolder ideas and innovation fuelled by free-flowing knowledge and collaboration. A future of net zero footprints and smarter ways for people, the environment, and business to thrive together. Underpinned by ideals of diversity and inclusivity, progress and reflection, prosperity and sustainability, Bradfield City Centre is a million futures waiting to be written (Urban Design Report, **Appendix B**).*

7.2 Purpose of Bradfield City Centre Master Plan

This Master Plan Application does not seek approval for any current or future development/works. Any future development will be subject to individual applications and do not form part of this Master Plan Application.

The Master Plan enhances the Aerotropolis Precinct Plan as it applies to Bradfield City Centre to deliver the vision and Master Plan objectives. The Master Plan provides a detailed framework and design guidance for future development applications within Bradfield City Centre.

It seeks to refine the Aerotropolis Precinct Plan by delivering approximately 10,000 residential dwellings and 24,000 jobs up to and beyond 2056, providing more open space and green space, improving connectivity and legibility, identifying, and retaining significant views and sustaining the importance of Connections with Country.

The Master Plan includes the following:

- Master Plan for key development parameters including indicative height of buildings, floorspace distribution, street layout, street wall height and setbacks.
- Design excellence strategy
- Exempt and complying development code provisions.
- Amendments to the following:
 - State Environmental Planning Policy (Precincts- Western Parkland City) 2021 (Western Parkland City SEPP).
 - Western Sydney Aerotropolis Precinct Plan
 - Western Sydney Aerotropolis Development Control Plan Phase 2.

The WPCA has prepared a Master Plan in accordance with the DPE Master Plan Requirements.

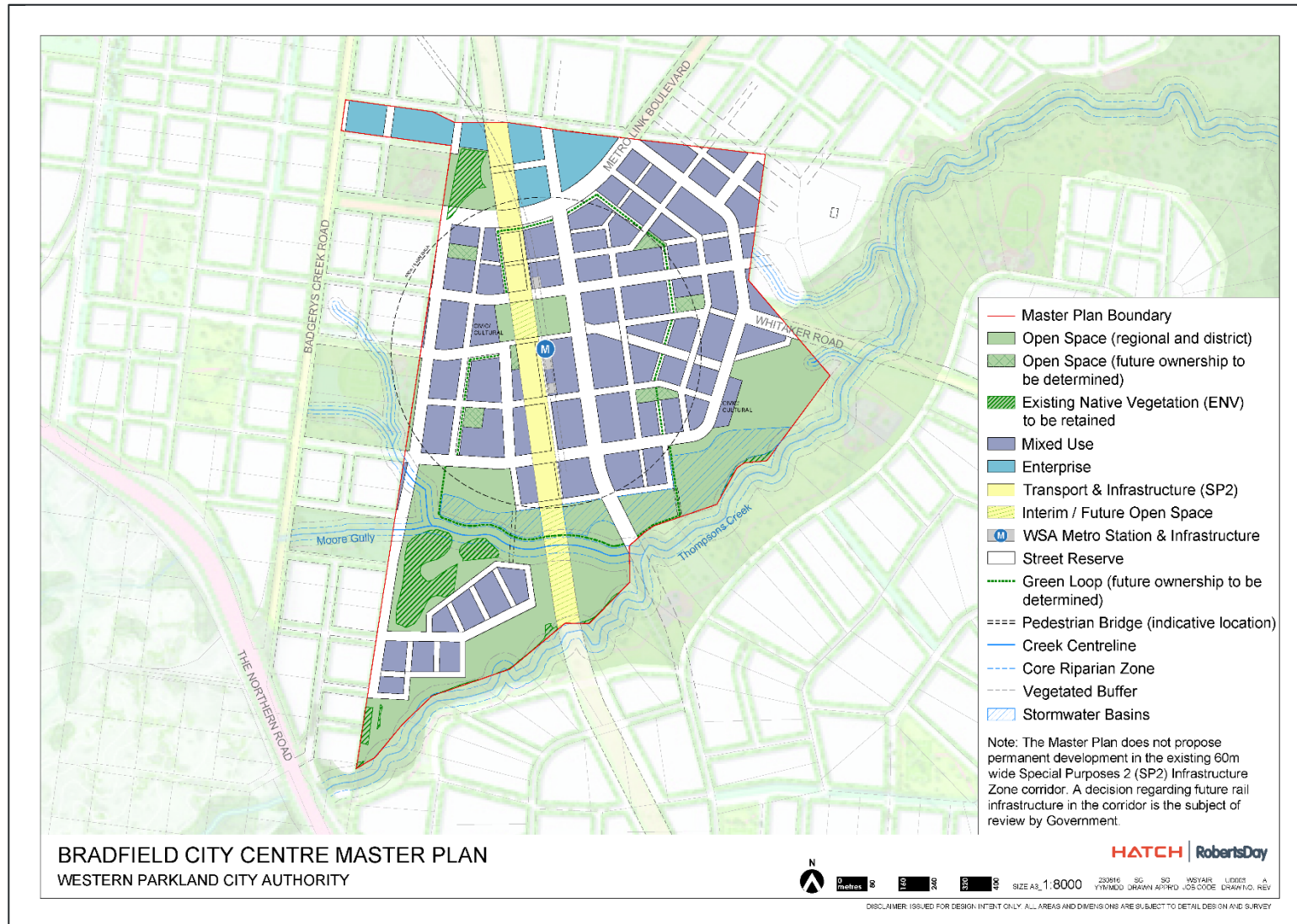
The Master Plan sets out a framework for future development within Bradfield City Centre which includes:

- Road network, key connectors to adjoining land and the regional road network (existing and future).
- Block structure.

- Indicative open space network.
- Sustainability strategy.
- Social and infrastructure strategy.
- Arts and culture strategy.
- Infrastructure servicing strategy.
- The Master Plan does not propose permanent development in the existing 60m wide Special Purposes 2 (SP2) Infrastructure Zone corridor. A decision regarding future rail infrastructure in the corridor is the subject of review by Government.

Figure 10 provides the Bradfield City Centre Master Plan.

Figure 10 Bradfield City Centre Master Plan



Source: Hatch Roberts Day – Bradfield City Centre – Master Plan Report

7.2.1 Planning & Development Horizons

The Master Plan is intended to facilitate the growth of the centre over time. The Master Plan has established the following three planning horizons for technical assessments which is provided in **Table 13**.

Table 13 - Planning & Development Horizons

| Phase | Indicative Timeframe | Estimated employment | Estimated residential population | Estimated Gross Floor Area (cumulative) |
|-------------|----------------------|----------------------|----------------------------------|---|
| Immediate | 2026 | 1,000 - 1,200 jobs | 0 residents | 48,500sqm |
| Medium-term | 2036 | 8,000 - 8,300 jobs | 3,000 - 3,100 residents | 341,000sqm |
| Long-term | 2056 | 20,000 – 24,000 jobs | 15,000 – 15,200 residents | 1,258,000 sqm |

Note: The table above is an estimate of the population and employment forecast used for the purposes of modelling only.

The Master Plan has the capacity to accommodate ~10,000 residential dwellings. In accordance with NSW Government policy a proportion of the residential dwellings will be affordable housing. The timing and delivery of residential dwellings will be subject to market demand and future Master Plan reviews that consider the impact of additional population on the scope and timing of social and physical infrastructure.

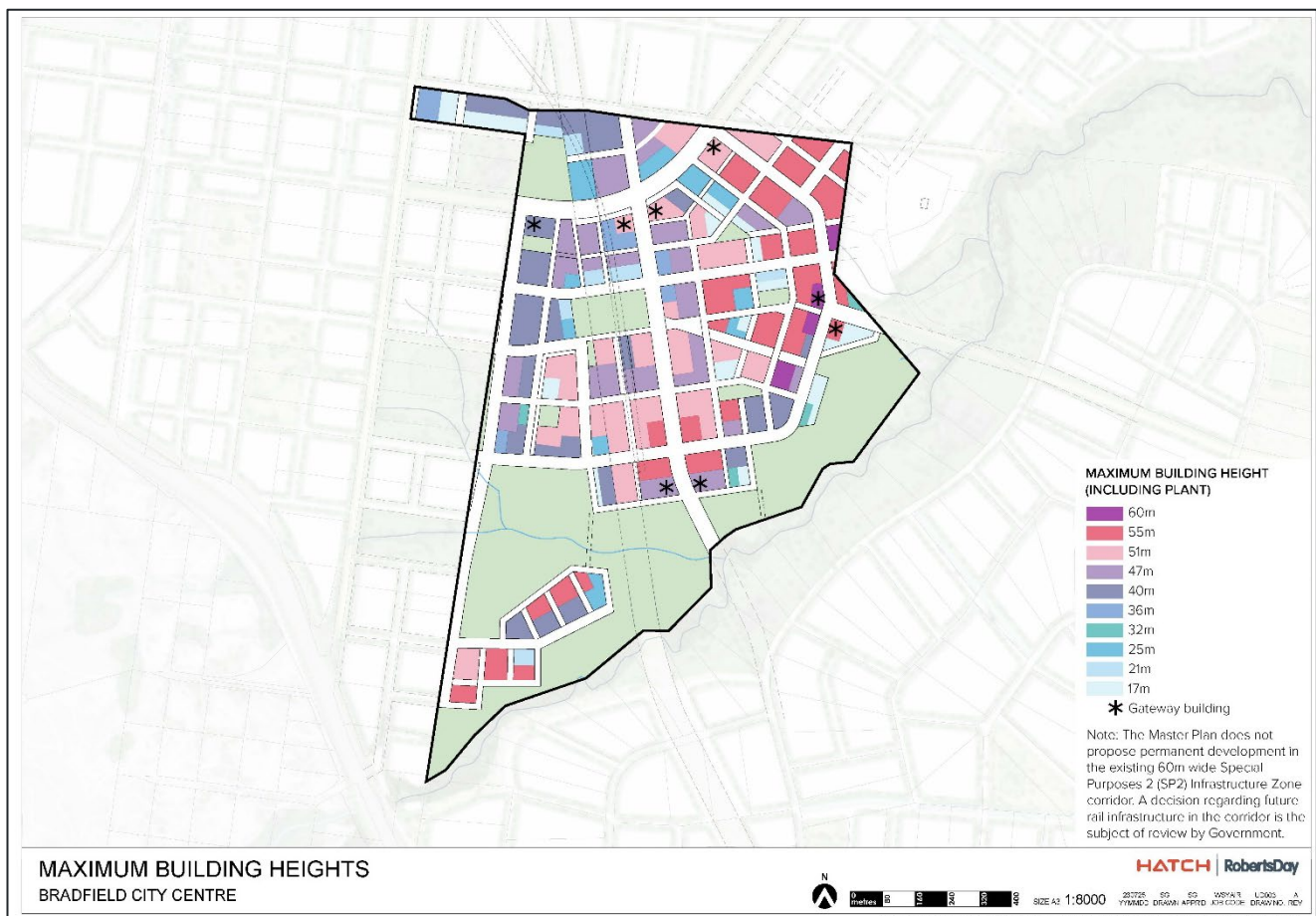
7.2.2 Indicative Height of Buildings

Under the Aerotropolis Precinct Plan a maximum height of buildings of 62m is established across Bradfield City Centre. The Master Plan has been developed using the following parameters:

- A maximum height based on RL 125.25 OLS.
- Providing a built form envelope that allows for a minimum 3 hours of direct sunlight between 9am and 3pm on the 21st of June. This also allows for direct sunlight to 70% area of open space to District & Regional Parks and 50% area to Local Parks.
- Providing a varied skyline that highlights key corners of Bradfield City Centre.

Indicative building heights above natural ground level are shown on **Figure 11** below. Variations to height may be justified subject to the maximum height in the Aerotropolis Precinct Plan, meeting the objectives of this Master Plan and compliance with the PANS-OPs.

Figure 11 Indicative Building Height Distribution



Source: Hatch Roberts Day – Bradfield City Centre Master Plan

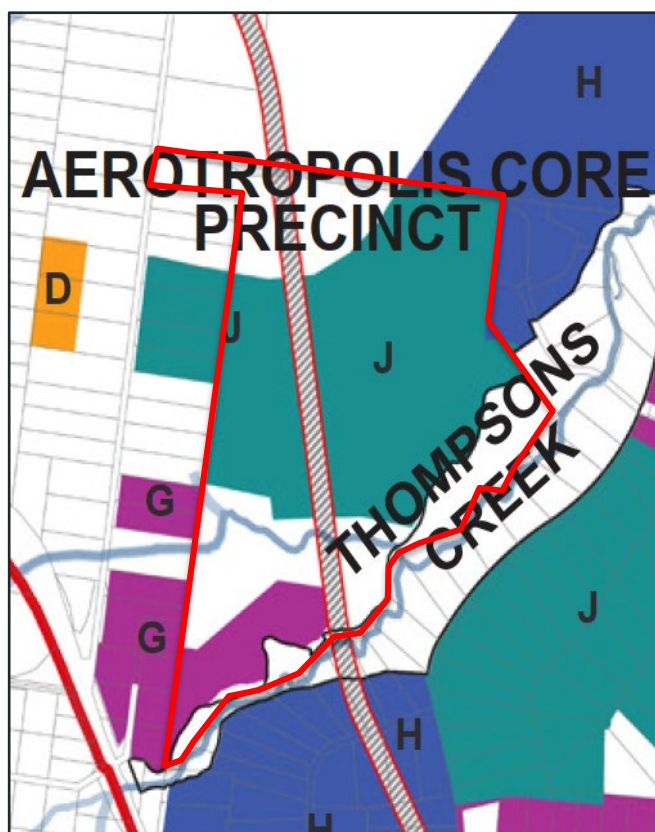
7.2.3 Maximum permissible Floor Space

Under the Aerotropolis Precinct Plan a maximum Floor Space Ratio (FSR) of 3.5:1, 3.0:1 and 2.5:1 applies to Bradfield City Centre. This is shown in **Figure 12** and **Table 14** below.

Table 14 – Floor Space Ratio

| Area | | Land Area within Bradfield City Centre | FSR in Precinct Plan | Maximum Permitted GFA |
|---|--------------------|--|----------------------|---|
| | Mixed Use (Area J) | 597,128 | 3.5:1 | 2,089,948 sqm |
| | Mixed Use (Area H) | 1,736 | 3.0:1 | 5,208 sqm |
| | Mixed Use (Area G) | 88,500 | 2.5:1 | 221,250 sqm |
| Total Maximum Permitted GFA in Mixed Use Zone | | | | 2,316,000 sqm (Approximately – Rounded to the nearest thousand) |

Figure 12 Precinct Plan Floor Space Ratio



Source: Aerotropolis Precinct Plan

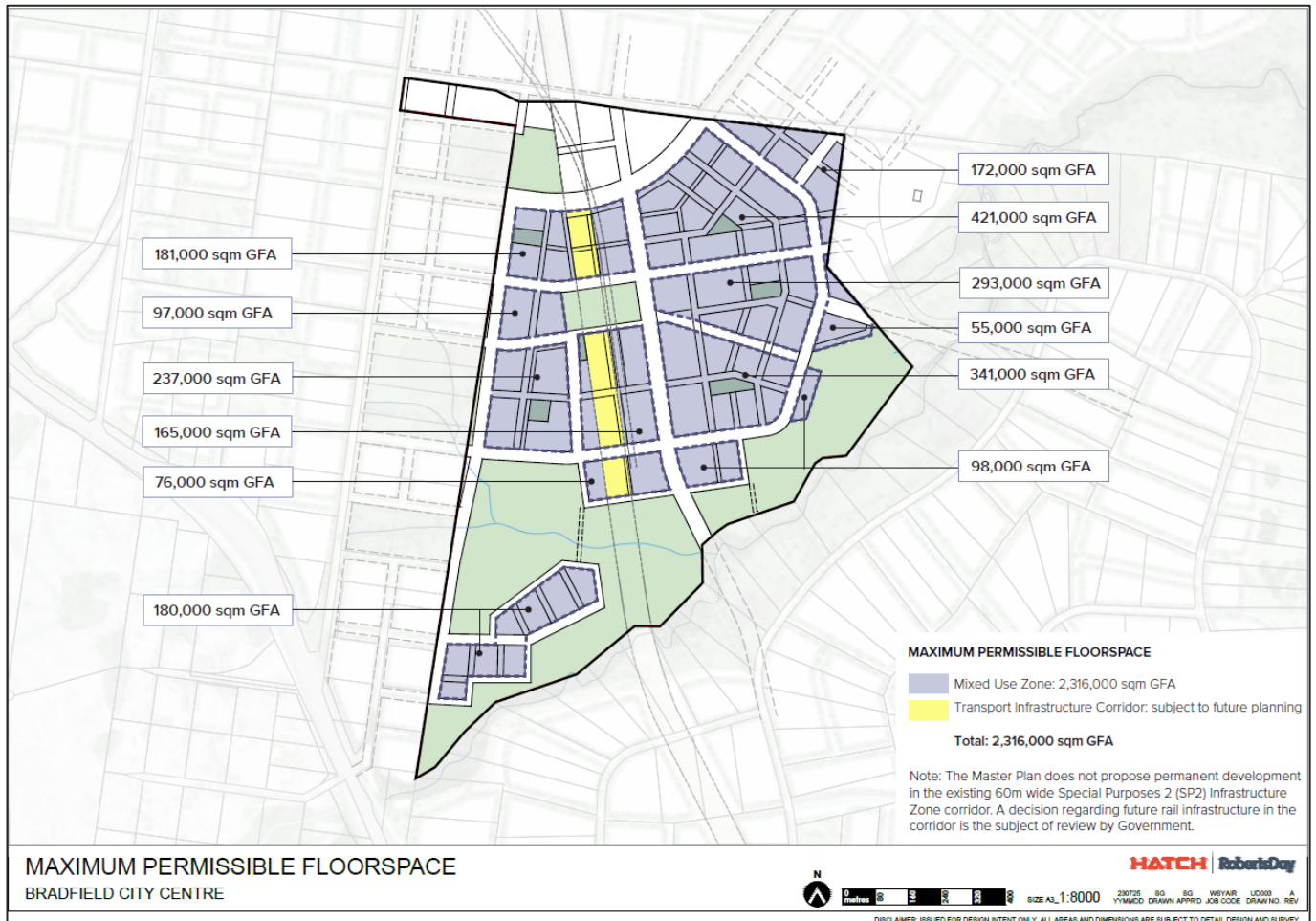
The Master Plan seeks to provide a more detailed allocation of permissible floor space across the city centre to guide future development. The objective of this control is to ensure an appropriate distribution of permissible floor space which aligns with the scale of built form envisaged under the Master Plan.

The Master Plan provides for the reallocation of gross floor area (GFA) permissible under the Precinct Plan FSR controls to future development blocks. This is necessary to ensure GFA is retained when non-developable land (i.e., roads and open space) are subdivided and dedicated and no longer form part of the site area for the purposes of calculating FSR.

Maximum permissible gross floor area of individual development sites is defined in **Figure 13** below.

Any future development application will be required to demonstrate how development is consistent with the GFA allocation. Where a development application applies to only part of a development site shown on the floor space allocation figure, the development application is to detail how floorspace will be allocated across the development site and demonstrate that the cumulative floor space allocation will not be exceeded.

Figure 13 Maximum Permissible Floorspace



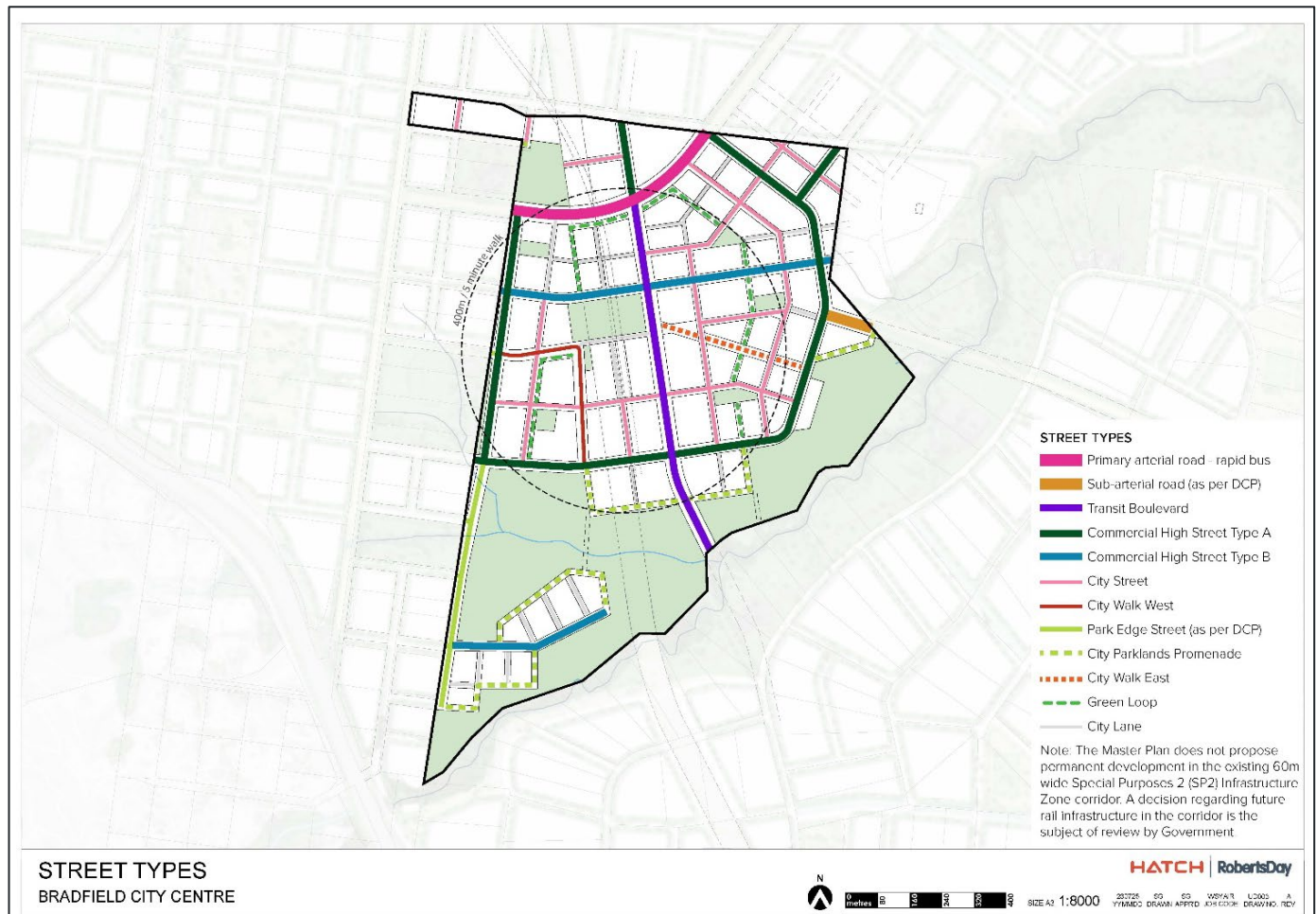
Source: Hatch Roberts Day – Bradfield City Centre Master Plan

7.2.4 Street Hierarchy

The Master Plan refines a number of street sections and has provided additional street types. The street types and street sections are detailed in the Master Plan Report at **Appendix A** and Urban Design Report at **Appendix B**.

The street hierarchy is shown on **Figure 14** below.

Figure 14 Street Hierarchy



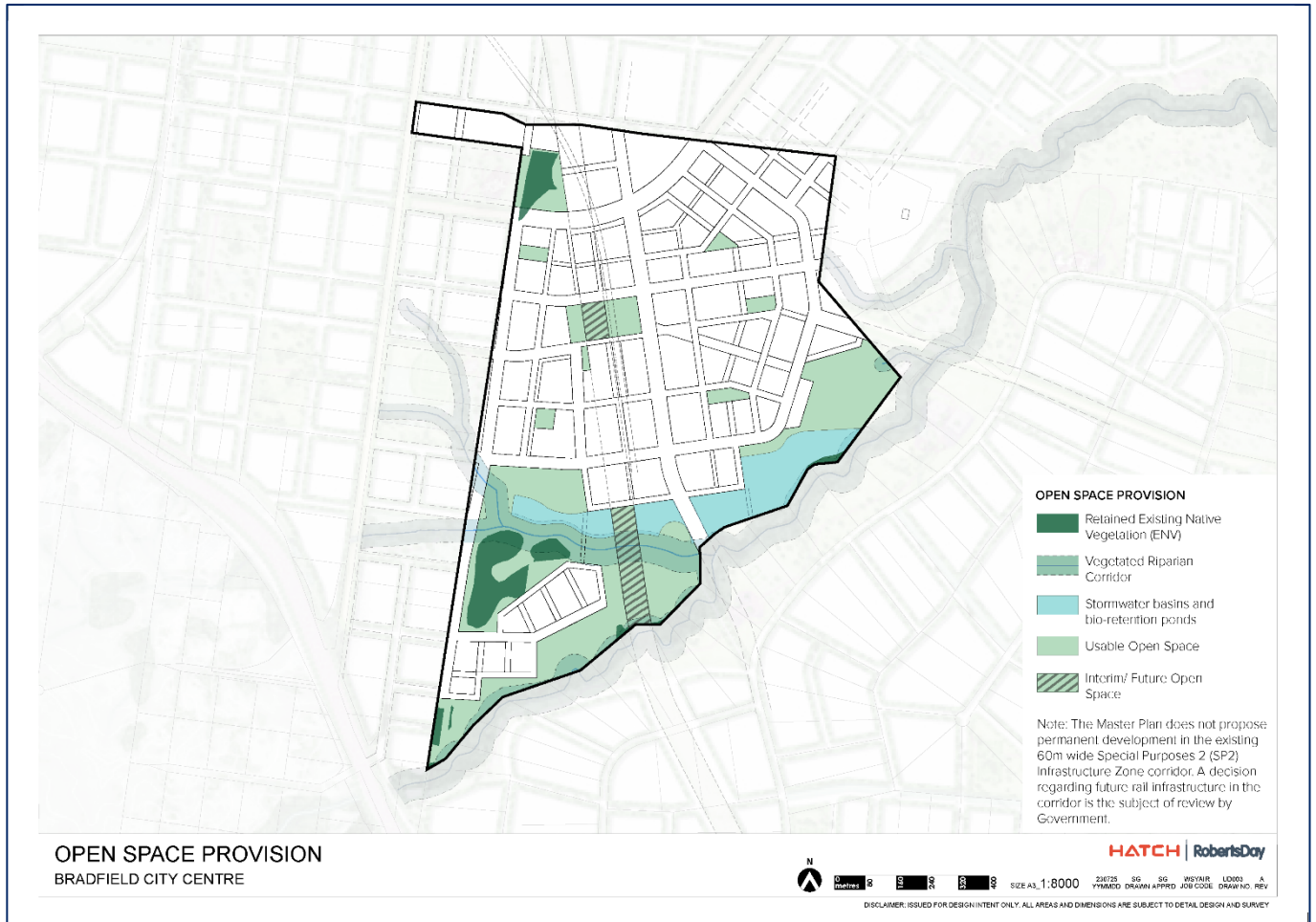
Source: Hatch Roberts Day – Bradfield City Centre Master Plan

7.2.5 Open Space Provision

The Master Plan provides 31% or 35.8 ha of open space area including *Environment and Recreation Zone (ENZ)*, *Existing Native Vegetation (ENV)*, Thompsons Creek riparian corridor, a new Central Park, Moore Gully and district and local parks. The Master Plan provides enhanced and new open space areas that results in a better outcome than was previously shown in the Aerotropolis Precinct Plan.

The Open Space provision is shown on **Figure 15** below.

Figure 15 Open Space provision



Source: Hatch Roberts Day – Bradfield City Centre Master Plan

8 Design Excellence

The Western Parkland City SEPP, Part 4.5 Design Excellence applies to Bradfield City Centre. The objective of Part 4.5 of the Western Parkland City SEPP is to ensure development in the Western Sydney Aerotropolis is consistent with the policy titled *Better Placed*, published by the Government Architect NSW in May 2017, and delivers the highest standard of architectural, urban and landscape design.

Pursuant to Clause 4.30 (2) of the Western Parkland City SEPP, Part 4.5 of the SEPP does not apply to development on land to which a Master Plan applies if the consent authority is satisfied that the Master Plan adequately provides for assessment of the design quality of the development. A Design Excellence Strategy (**Appendix D**) has been prepared and provides for the assessment of design quality for future development on the site.

The Design Excellence Strategy identifies objectives and controls, provides guidance, and outlines the principles that will be followed during each stage of the Master Plan delivery program. This will ensure that the architectural and urban design of future development achieves design excellence and positively contributes to the broader Aerotropolis Planning Framework.

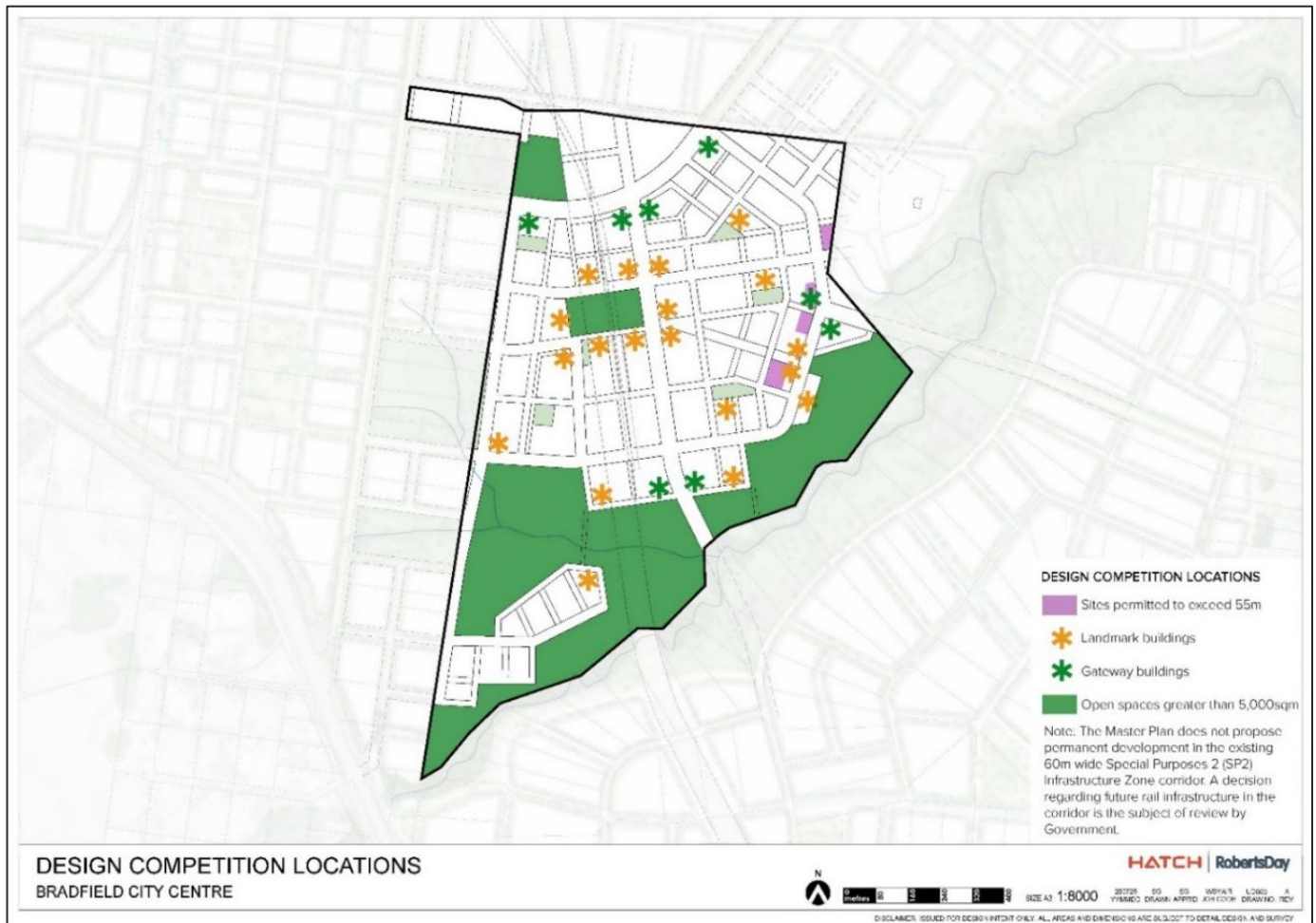
The Design Excellence Strategy sets out an alternative design excellence approach that is consistent with Parramatta CBD and the Sydney CBD. In addition, the strategy nominates key locations and Gateway and Landmark Sites that will be subject to a design competition (refer to **Figure 16** below).

A summary of the Design Excellence Strategy is provided below.

Table 15 – Design Excellence Approach

| Development Application Category | Design Excellence Approach |
|---|--|
| <ul style="list-style-type: none"> Development Applications with buildings over 55 metres; or Open spaces greater than 5,000sqm as defined on the Design Competition Locations Map; or Landmark buildings as defined on the Design Competition Locations Map; or Gateway buildings as defined on the Design Competition Locations Map over \$100 million capital investment value; or Public buildings (e.g., community and cultural facilities excluding minor development); or Where a design competition is chosen by the applicant. | <ul style="list-style-type: none"> Architectural Design Competition in accordance with the Draft Government Architect's Design Excellence Competition Guidelines, 2018. |
| <ul style="list-style-type: none"> Development not exceeding 55 metres and over \$30 million in capital investment value. Gateway buildings as defined on the Design Competition Locations Map between \$30 - \$100 million capital investment value. | <ul style="list-style-type: none"> Consideration by State Design Review Panel. |
| <ul style="list-style-type: none"> Development Applications below 55 metres and having: capital investment value \$30 million or less. a site area of at least 10,000sqm a height of 3 or more storeys above ground level. | <ul style="list-style-type: none"> Consideration by Design Review Panel. |

Figure 16 Design Competition Location



Source: WPCA –Design Excellence Strategy

This proposed strategy addresses Clause 4.30 (2) of the Western Parkland City SEPP and provides an alternative approach that will ensure the highest standard of architectural, urban and landscape design is achieved.

9 Exempt and Complying Development

Bradfield City Centre Exempt and Complying Development Strategy (**Appendix E**) sets out the proposed approach to exempt and complying development within Bradfield City Centre. It addresses Master Plan Requirements issued by DPE which requires preparation of an exempt and complying code.

Exempt and complying development controls are currently set out in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP). The State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Western Parkland City SEPP) currently establishes which provisions of the Codes SEPP apply to the Western Sydney Aerotropolis.

Section 41 of the Western Parkland City SEPP allows the Minister for Planning to approve a Master Plan that applies to land within the Aerotropolis. It also sets out that a Master Plan must specify the particular development that may be carried out as complying development on the land to which the Master Plan applies. Accordingly, this document has been prepared to support the Bradfield City Centre Master Plan.

Under the Bradfield Master Plan, it is proposed to allow change for use for a specified purposes in relation to an existing approved building on land in the MU1 Mixed Use Zone or the ENT Enterprise Zone in Bradfield City Centre as complying development subject to the development standards set out in the Bradfield City Centre Master Plan document.

Additionally, changes are proposed to the exempt development provisions which apply to Bradfield City Centre to provide for greater flexibility for early activation of the centre and enable special events and the use of the land for ongoing community and cultural events / activities. The amended exempt development provisions are proposed to be included in the Western Parklands City SEPP including for:

- Temporary events signs
- Tents, marquees, or booths for community events or used for filming purposes and private functions
- Stages or platforms for private functions or used for community events.
- Additional temporary development for Major Events sites in land identified as Regional Park in the Bradfield City Centre.

These exempt development provisions would apply to ‘relevant land’ within Bradfield City Centre as defined under the Western Parkland City SEPP being land shown in the Western Sydney Aerotropolis Land Application Map with the exclusion of areas shown as ‘high biodiversity value’ on the [High Biodiversity Value Areas Map](#). This is consistent with the approach which currently applies to other exempt development in the Aerotropolis.

A summary of the justification for the proposed amendments is included within **Section 10** of this report.

Overall, the proposed amendments achieve a better planning outcome and will allow for the activation and development of Bradfield City Centre in its early stages of development through holding public and private functions and commercial and entertainment events.

10 Justification for proposed amendments to the Western Parkland City SEPP

The Master Plan seeks amendments to the statutory planning context including:

- Western Parkland City SEPP:
 - Chapter 4, Part 4.6, Division 2 Exempt development
 - Land Reservation Acquisition Map – Sheet LRA_001.

The proposed exempt development changes will simplify WPCA’s ability to activate the Bradfield City Centre in its early stages of development through holding public and private functions and commercial and entertainment events.

The mapping amendments are sought to reflect the changes proposed within the Bradfield City Centre Master Plan to the location of open space and stormwater management infrastructure.

10.1 Justification for proposed amendments to the Western Parkland City SEPP mapping changes

During the preparation of the Master Plan, proposed changes to the Western Parkland City SEPP were discussed and refined as part of the TAP process.

Section 4.50 of the Western Parkland City SEPP identifies the relevant authorities to acquire land reserved for certain public purposes (including local open space, regional parkland and stormwater infrastructure), if the land is required to be acquired under Part 2, Division 3 of the *Land Acquisition (Just Terms Compensation) Act 1991*. Land reserved for these purposes is shown on the Western Parkland City SEPP Land Reservation Acquisition Map – Sheet LRA_001.

It is proposed to amend the map to reflect the proposed locations of open space and stormwater management infrastructure as set out in the Bradfield City Centre Master Plan.

The proposed amendments redistribute the areas for reservation across Bradfield City Centre. There will be no net addition or reduction in total area of land reserved for public purposes however there will be a slight decrease in land reserved for regional park and a slight increase in land reserved for stormwater infrastructure and local open space and drainage.

No changes are proposed to the relevant authorities listed in section 4.50.

A summary of the changes include:

- Ridge Park is proposed to be connected to the open space identified adjoining the western boundary to create a larger contiguous park.

- Stormwater basins are required on the northern side of Moore Gully to capture, treat, and manage stormwater from the catchment prior to entering Moore Gully and Thompsons Creek.
- The proposed stormwater area is the same size as shown in the Aerotropolis Precinct Plan and has been designed and tested to meet technical requirements.
- The proposed stormwater management system integrates considerations for recreation, ecology, waterway health and flooding in line with the Parkland City vision set out in the Aerotropolis Precinct Plan.
- The total areas for acquisition of local open space, stormwater and regional park are the same as the existing Western Parkland City SEPP areas.
- Ensures that the open space in Bradfield City Centre and high biodiversity value land is protected.
- There is no total net addition or reduction that results in less or more land being identified for acquisition.

Overall, the proposed amendments allow for a superior planning outcome to be provided across Bradfield City Centre. The changes will facilitate a larger Ridge Park; improve stormwater management across the site and will not result in any additions or reductions in land area for acquisition. Therefore, there will be no additional responsibility or cost attributed to the respective acquisition authority.

The proposed amendments to the Western Parkland City SEPP Land Reservation Acquisition Map are set out at **Figure 17** below. **Figure 18** shows the current existing SEPP Land Reservation Acquisition Map and **Figure 19** shows what the Land Reservation Acquisition Map for Aerotropolis will look like once the amendment is made.

Figure 17 Summary Plan of Proposed Changes to Western Parkland City SEPP Land Reservation Acquisition Map

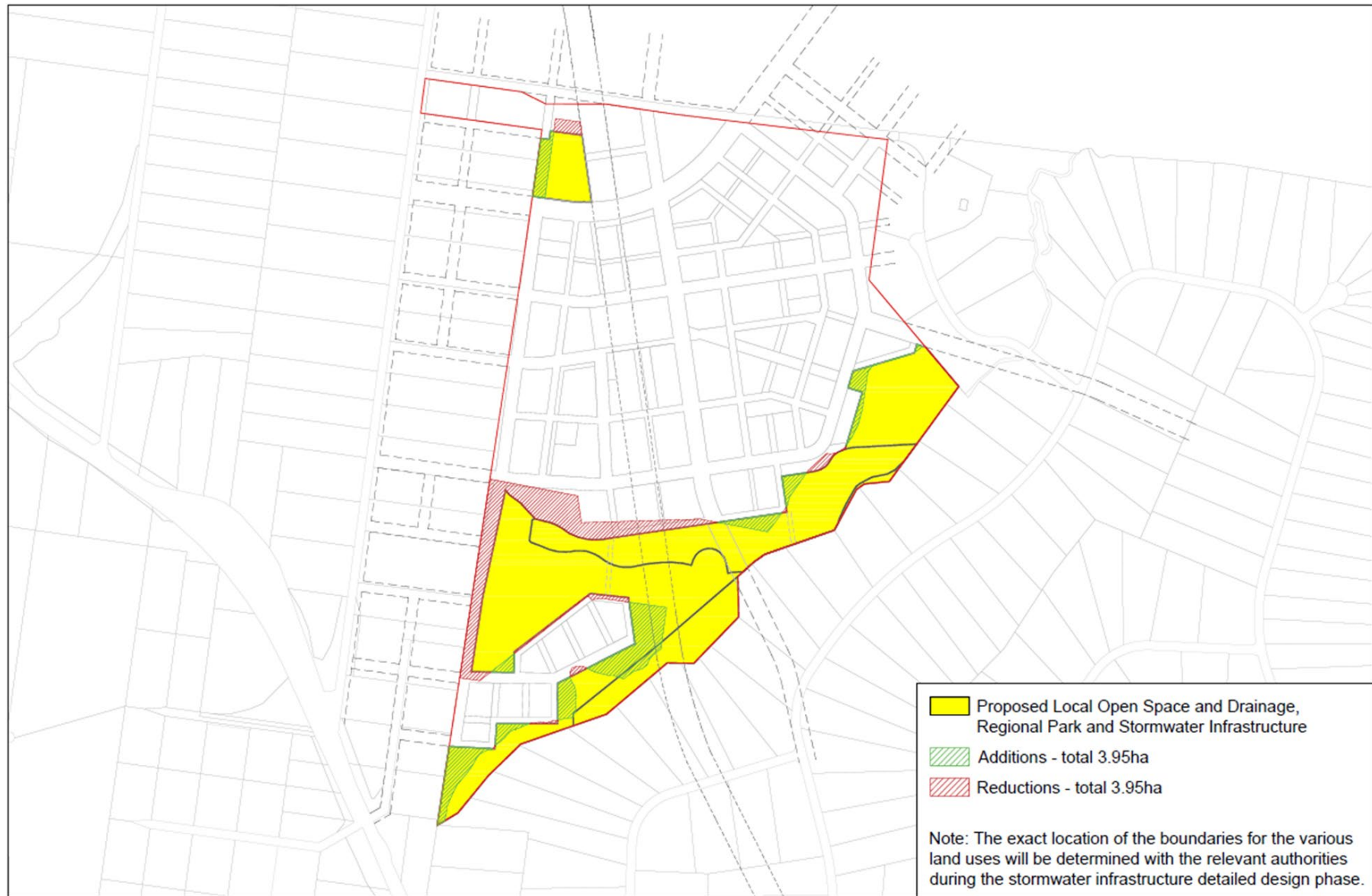


Figure 18 Current Western Parkland City SEPP Land Reservation Acquisition Map

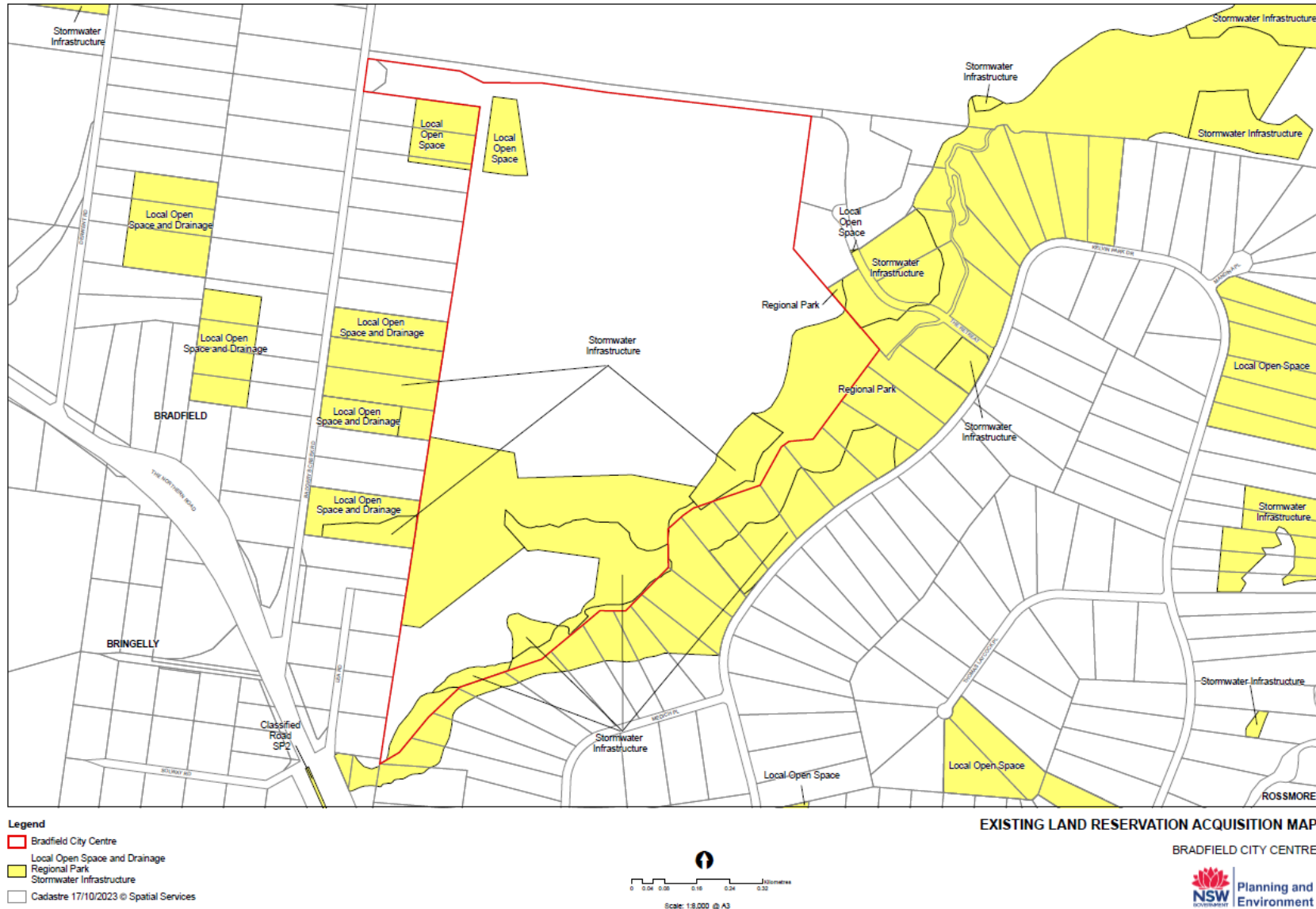
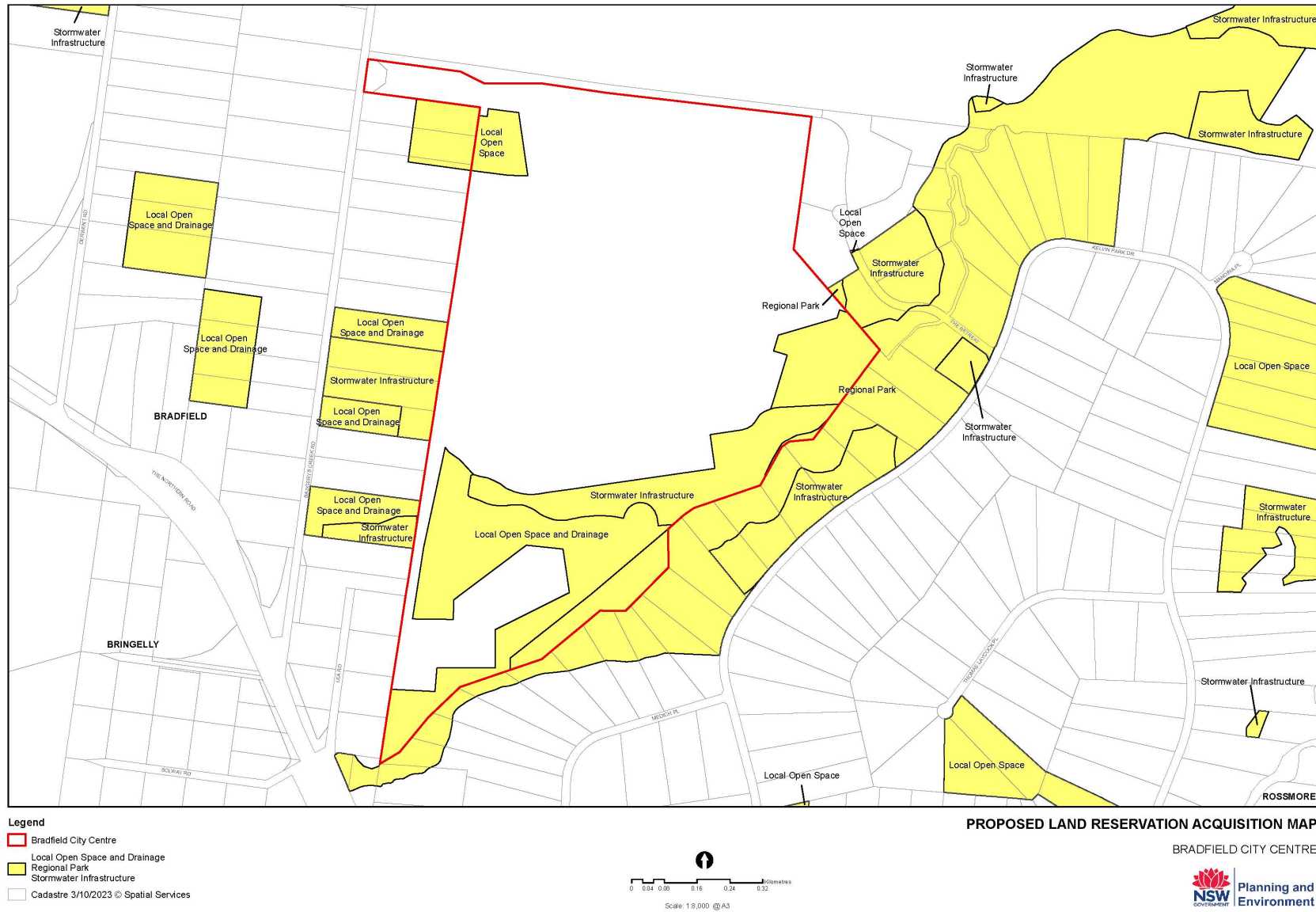


Figure 19 Proposed Western Parkland City SEPP Land Reservation Acquisition Map



10.1.1 Justification for proposed amendments to Western Parkland City SEPP- Exempt Development

Amendments are proposed to Part 4.6 of the Western Parkland City SEPP to make changes to the development standards for the following types of exempt development within Bradfield City Centre:

- temporary events signs
- tents, marquees, or booths for community events or used for filming purposes and private functions
- stages or platforms for private functions or used for community events.

The development types listed above are currently listed as exempt development under sections 4.36 and 4.37 of the Western Parkland City SEPP (if carried out on “relevant land” as defined in the SEPP) as they are specified in Part 2, Division 2 (Advertising and Signage Exempt Development Code) and Part 2, Division 3 (Temporary Uses and Structures Exempt Development Code) of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP).

The proposed amendments to the exempt development provisions will only apply to “relevant land” (as defined in section 4.34 of the Western Parkland City SEPP) within the Bradfield City Centre.

Minor variations are proposed to the existing development standards for these types of development within Bradfield City Centre. The proposed changes involve:

- increasing the number, surface area and display time of temporary event signs;
- extending hours of operations for private functions and community events;
- increasing the number of days in a calendar year private function may take place;
- temporary uses and structures not obstructing pedestrian access and circulation to the Bradfield City Centre Metro Station; and
- temporary uses and structures not obscuring or interfering with traffic or wayfinding signs erected by the relevant road authority or Sydney Metro.

In addition to the above, it is proposed to make amendments to allow major events uses in the Bradfield City Centre mirroring the exempt development set out in Part 2, Division 3 Subdivision 10 of the Codes SEPP. This would allow temporary major events to be held on land marked “Regional Park” (refer to **Figure 19** above) on the proposed Land Reservation Acquisition Map, in the Bradfield City Centre as exempt development in a similar way to events currently held at Darling Harbour, The Rocks, Sydney Olympic Park or Barangaroo.

A summary of the proposed changes to the exempt development provisions is provided in **Table 16** below.

Refer to **Appendix 1** of the Exempt and Complying Development Strategy in **Appendix E** for proposed wording changes to the Exempt Development Provisions.

Table 16 – Summary of proposed changes to exempt development provisions

| Relevant Codes SEPP Provision | Proposed amendment to Western Parkland City SEPP |
|--|--|
| Part 2, Division 2 – Advertising and Signage Subdivision 11 Temporary event signs Subdivision 11 of Division 2 of Part 2 currently specifies that only one banner and one other type of temporary sign can be displayed. | The amendment seeks to increase the number of temporary signs, surface area and extend the timeframes associated with display and removal of the proposed signs. <ul style="list-style-type: none"> - Increase the number of banners and other types of temporary signs fronting any road |

| Relevant Codes SEPP Provision | Proposed amendment to Western Parkland City SEPP |
|---|--|
| | <p>frontage from one banner and one temporary sign to two banners and two other types of temporary signs.</p> <ul style="list-style-type: none"> - Increase the surface area to not more than 12m². - Increase the display time from 14 days to 21 days before the event. - Increase the time for signs to be removed from two days to five days after the event. - Ensure the temporary use of event signs does not obstruct or interfere with any traffic or wayfinding signs that are erected by the relevant road authority or Sydney Metro. - Ensure the temporary use of banners and temporary signs, when erected, provides at least 4 metres radius of unobstructed pedestrian access to any entrance to the Bradfield City Metro Station. <p>Increasing the number of signs and timeframes will assist in the successful promotion of future events and activation of the future City Centre.</p> |
| <p>Part 2, Division 3 – Temporary Uses and Structures</p> <p>Subdivision 6 Tents or marquees used for filming purposes and private functions</p> <p>Subdivision 6 of Division 3 of Part 2 currently specifies that weddings, private parties or other private functions must only take place during the following hours:</p> <ul style="list-style-type: none"> - from 7.30 am to 11.00 pm on Monday, Tuesday, Wednesday or Thursday; - from 7.30 am to 12.00 am on Friday or Saturday; and - from 8.00 am to 8.00 pm on Sunday. <p>It is also specified in Subdivision 6 of Division 3 of Part 2 that the cumulative number of days for which a tent or marquee may be erected on the land for private functions must not exceed 30 days in a calendar year.</p> | <p>The amendment seeks to increase the number of calendar days and timeframes for tents and marquees to be used for private functions.</p> <ul style="list-style-type: none"> - Increase the timeframes permitted for any wedding, private party or other private function to be as follows: <ul style="list-style-type: none"> • 7.00 am to 12.00 am on Monday to Thursday, • 7.00 am to 2.00 am on Friday or Saturday, • 7.00 am to 12.00 am on Sunday, - Increase the cumulative number of days for which a tent or marquee is erected on the land for private functions from 30 days to 200 days in the same calendar year. However, noting that tents or marquees for the purposes of weddings, private parties or other private functions may still only be erected on the land for up to 7 days each time. - Ensure the temporary use of tents or marquees does not obstruct or interfere |

| Relevant Codes SEPP Provision | Proposed amendment to Western Parkland City SEPP |
|--|--|
| | <p>with any traffic or wayfinding signs erected by the relevant road authority or Sydney Metro.</p> <ul style="list-style-type: none"> - Ensure each tent or marquee, when erected, provides at least 4 metres radius of unobstructed pedestrian access to any entrance to the Bradfield City Metro Station. <p>In the early stages of the development of Bradfield City Centre, the amenity of the locality and future City Centre will be strongly influenced by the activation of key precincts and the carrying out of private functions. Extending these timeframes will provide flexibility to use the land for these functions.</p> |
| <p>Part 2, Division 3 – Temporary Uses and Structures</p> <p>Subdivision 7 Tents, marquees, or booths for community events</p> <p>Subdivision 7 of Division 3 of Part 2 currently specifies community events must only take place during the following hours:</p> <ul style="list-style-type: none"> - from 7.30 am to 11.00 pm on Monday, Tuesday, Wednesday or Thursday; - from 7.30 am to 12.00 am on Friday or Saturday; and - from 8.00 am to 8.00 pm on Sunday. | <p>The amendment seeks to increase the number of calendar days and timeframes for tents, marquees or booths to be used for community events.</p> <ul style="list-style-type: none"> - Increase the timeframes permitted for any community events to be as follows: <ul style="list-style-type: none"> • 7.00 am to 12.00 am on Monday to Thursday, • 7.00 am to 2.00 am on Friday or Saturday, • 7.00 am to 12.00 am on Sunday, - Ensure the temporary use of tents, marquees or booths does not obstruct or interfere with any traffic or wayfinding signs erected by the relevant road authority or Sydney Metro. - Ensure each tent, marquee or booth when erected, provides at least 4 metres radius of unobstructed pedestrian access to any entrance to the Bradfield City Metro Station. <p>In the early stages of the development of Bradfield City Centre, the amenity of the locality and future City Centre will be strongly influenced by the activation of key precincts and the carrying out of community events. Extending these timeframes will provide flexibility to use the land for these events.</p> |

| Relevant Codes SEPP Provision | Proposed amendment to Western Parkland City SEPP |
|---|---|
| <p>Part 2, Division 3 – Temporary Uses and Structures</p> <p>Subdivision 8 Stages or platforms for private functions</p> <p>Subdivision 9 Stages or platforms for community events</p> <p>Subdivisions 8 and 9 of Division 3 of Part 2 currently specify that private functions and community events must only take place during the following hours:</p> <ul style="list-style-type: none"> - from 7.30 am to 11.00 pm on Monday, Tuesday, Wednesday or Thursday; - from 7.30 am to 12.00 am on Friday or Saturday; and - from 8.00 am to 8.00 pm on Sunday. | <p>The amendments seek to increase the timeframes permitted for any private function or community event to be as follows:</p> <ul style="list-style-type: none"> • 7.00 am to 12.00 am on Monday to Thursday, • 7.00 am to 2.00 am on Friday or Saturday, • 7.00 am to 12.00 am on Sunday, <ul style="list-style-type: none"> - Ensure the temporary use of stages and platforms does not obstruct or interfere with any traffic or wayfinding signs erected by the relevant road authority or Sydney Metro. - Ensure each platform or stage when erected, provides at least 4 metres radius of unobstructed pedestrian access to any access to any entrance to the Bradfield City Metro Station. <p>The early stages of the development of the Bradfield City Centre rely on early activation of key precincts. Flexibility with stage/platform timeframes will attract people to visit the precinct.</p> |
| <p>Part 2, Division 3 – Temporary Uses and Structures</p> <p>Subdivision 10 Major events sites— additional temporary development</p> | <p>The amendment seeks to adapt the provisions relating to additional temporary development for Major Events sites for Bradfield City Centre.</p> <p>The proposed changes will enable temporary uses to be carried out on land marked “Regional Park” on the proposed Land Reservation Acquisition Map (refer to Figure 5), in Bradfield City Centre.</p> <p>The temporary uses would include:</p> <ul style="list-style-type: none"> • community events, • commercial events (such as a product launch and sampling), • trading for retail or other commercial purposes (such as providing a temporary dining and drinking area), • associated storage areas and truck lay-by areas and the like. <p>The development standards proposed for the temporary uses are as set out in Subdivision 10 and are as follows –</p> |

| Relevant Codes SEPP Provision | Proposed amendment to Western Parkland City SEPP |
|-------------------------------|---|
| | <ul style="list-style-type: none"> - if the use is a community or commercial event <ul style="list-style-type: none"> • the period of the use must be for not more than 60 consecutive days, from the start of set-up to the completion of clean-up for the use, and • a location must not be used for more than 200 days, inclusive of set-up and clean-up time, in any calendar year - if the use is for the operation of a street market carried out, coordinated or managed by a public authority – the use must be for not more than 3 consecutive days and a location must not be used for more than 120 days in any calendar year, - there must be no permanent physical change to the fabric of the location where the use occurs, - emergency vehicle access must be maintained to and around the location at all times, - pedestrian access must be maintained along existing footpaths at the location or barriers must be erected between alternative pedestrian pathways and traffic on any adjoining road, - the use must not occur before 6.00 am or after midnight on any day, except New Year's Eve (when the use may occur until 2.00 am the following day), - set-up time for the use must not start earlier than 6.00 am, or end later than midnight, on any day, - clean up time for the use must end no later than 2 hours after the use was to stop occurring (i.e. no later than 2am (or 4am on 1 January)), - temporary flags relating to the use: <ul style="list-style-type: none"> • must not be attached to existing flagpoles, and • must not be displayed for more than 14 days before the use starts, and • must be removed within 7 days after the use ends, - other temporary signs (including freestanding banners) – |

| Relevant Codes SEPP Provision | Proposed amendment to Western Parkland City SEPP |
|-------------------------------|---|
| | <ul style="list-style-type: none"> • must not be more than 2.5m in height, and • must not be larger than 1.2m by 2.4m, and • must not be displayed for more than 7 days before the use starts, and • must be removed within 2 days after the use ends. <p>- any mobile structures or equipment installed as part of the event, such as video screens, communications equipment and mobile phone towers are to be erected or installed on level ground with secure footings and are to be located so as not to obstruct pedestrian paths of travel.</p> <p>The holding of major events will be key to activating Bradfield City Centre as it develops.</p> |

11 Justification for proposed amendments to the Western Sydney Aerotropolis Precinct Plan and Phase 2 DCP

The Master Plan proposes amendments to the Western Sydney Aerotropolis Precinct Plan and Western Sydney Aerotropolis Development Control Plan Phase 2.

The proposed amendments are as follows:

- Western Sydney Aerotropolis Precinct Plan March 2022
 - Land Use and Structure Plan (Figure 3)
 - Blue – Green Infrastructure Framework (Figure 5)
 - Total Water Cycle Management (Figure 6)
 - Transport Network (Figure 8)
 - Active Transport Network (Figure 9)
 - Street Hierarchy Map (Figure 10)
- Western Sydney Aerotropolis Development Control Plan Phase 2 (Phase 2 DCP)
 - Amendment to include Bradfield City Centre Master Plan – Site Specific Development Controls as part of the Aerotropolis DCP.

A summary of the proposed amendments is included in **Table 17** below.

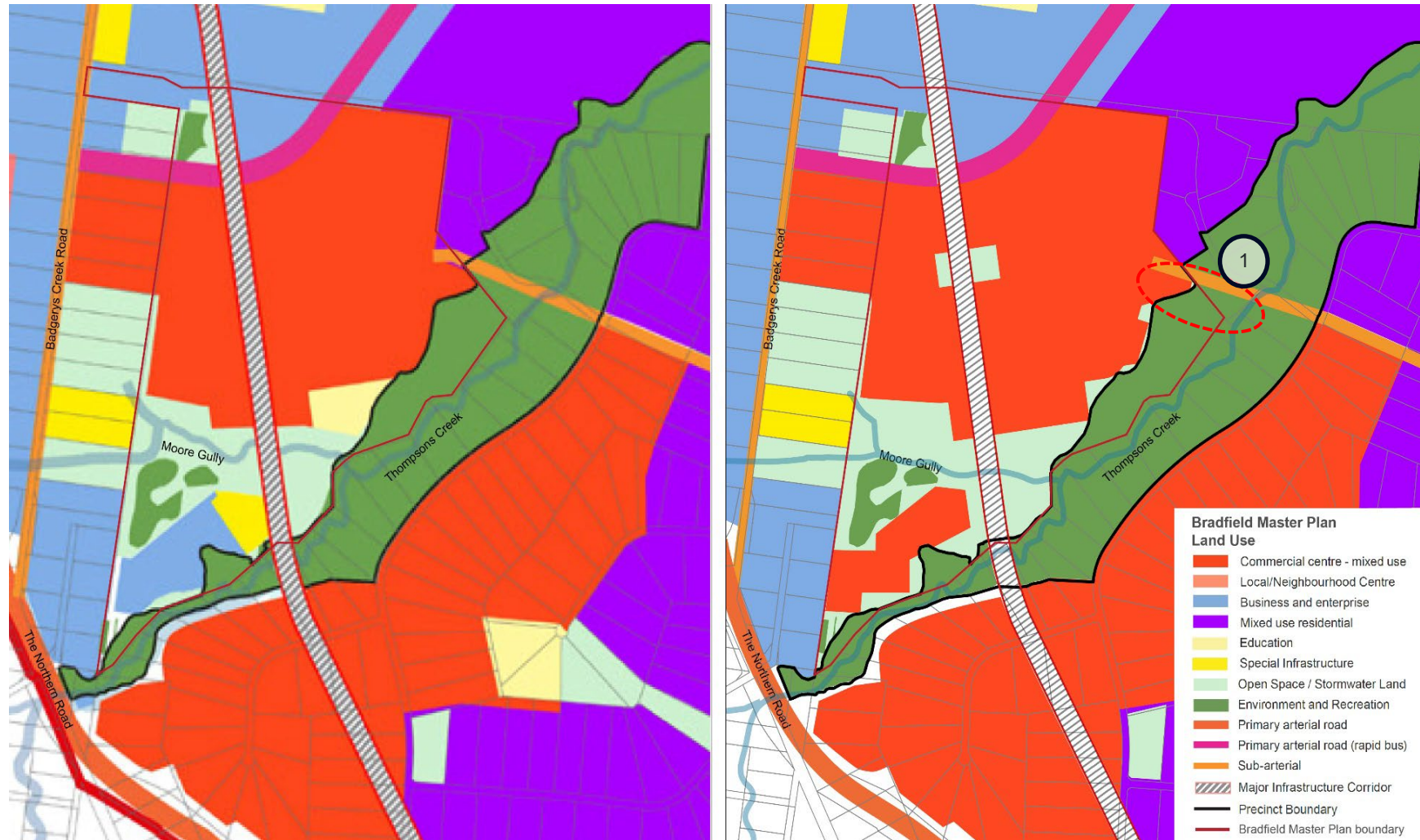
Table 17 - Proposed Western Sydney Aerotropolis Precinct Plan Amendments

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Land Use and Structure Plan (Figure 3)

Current Precinct Plan

Proposed Amendment



Internal Changes

The Master Plan seeks to amend the Land Use and Structure Plan. These amendments will:

- Allow for the introduction of a new Central Park in the city centre.
- Amend the land use boundaries at the Thompsons Creek and Moore Gully interface to reflect the Master Plan Design for these areas.
- Amend the land uses in the southern area from 'Business and Enterprise' to 'Commercial Centre - Mixed use' and land uses in the eastern area (Whittaker Road intersection) from Mixed use residential to Commercial Centre. The proposed changes ensures that the entirety of the site has a commercial centre -mixed use land use which is consistent with the overall land use nominated for the site.
- Removes the specific location and size for the future school site within the 'Education' land use area. This provides greater flexibility in the future as the locations and timing of educational facilities are under investigation and subject to further review and due diligence by School Infrastructure NSW.
- The area that is denoted as 'Special Infrastructure' in the Aerotropolis Precinct Plan has been incorporated within the Mixed Use (MU) under the Western Parkland City SEPP and has been amended to reflect the 'Commercial Centre - Mixed use' which is included within the DPE LEP Practice Note.

External Changes

1. Whitaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes. As a result of the movement, there is currently no land use that applies to the site. It is recommended that the existing residential lot adopt a mixed-use residential land use. This is consistent with the existing land use

Justification

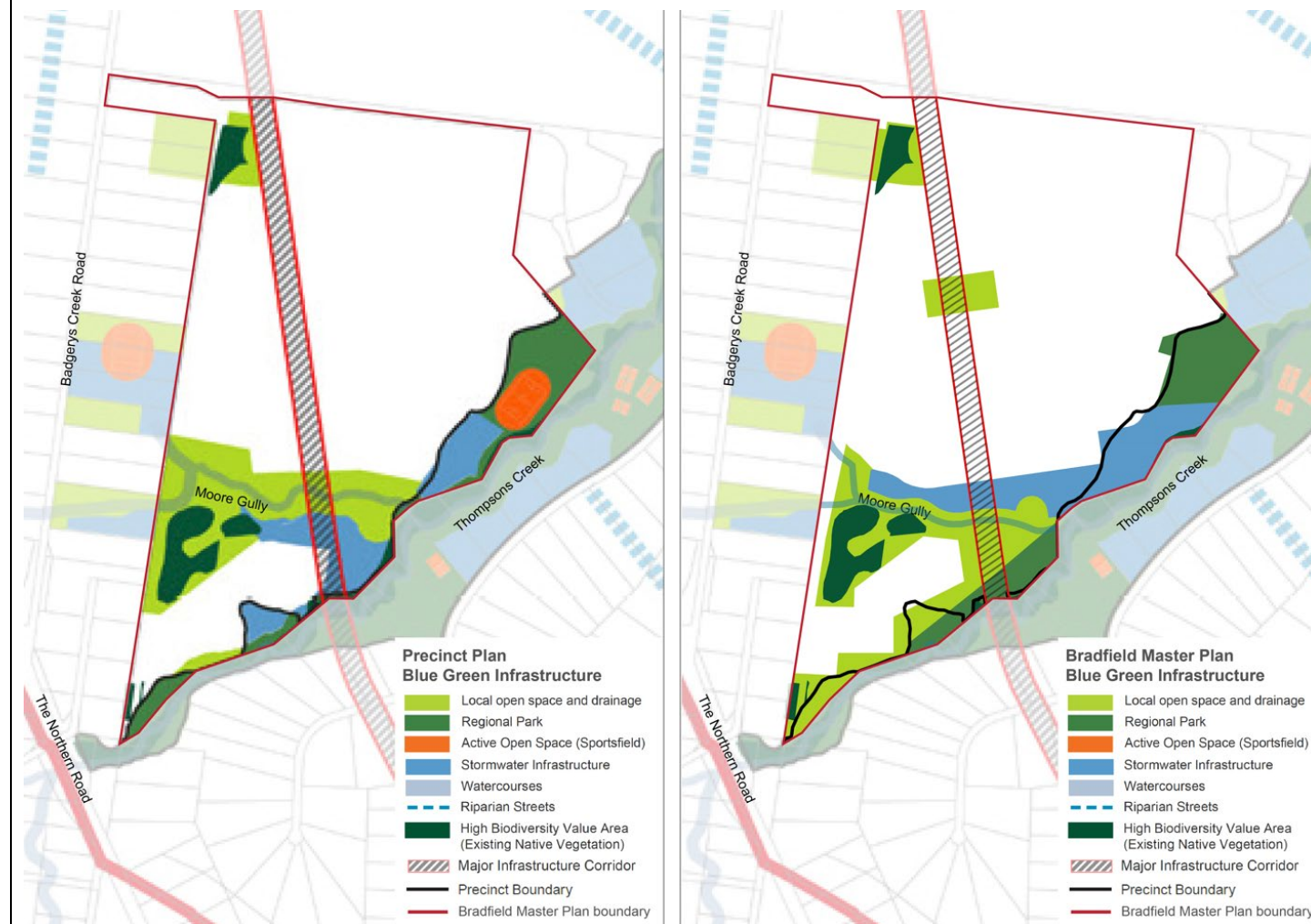
Due to the realignment of Whitaker Road slightly south at the boundary, it is recommended that the small portion of land which is currently identified as sub – arterial road, be amended to adopt mixed-use residential land use. The recommended land use is entirely consistent with the land use nominated for the site and will not result in any negative impacts to the affected landowner.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Blue – Green Infrastructure Framework (Figure 5)

Current Precinct Plan

Proposed Amendment



Internal Changes

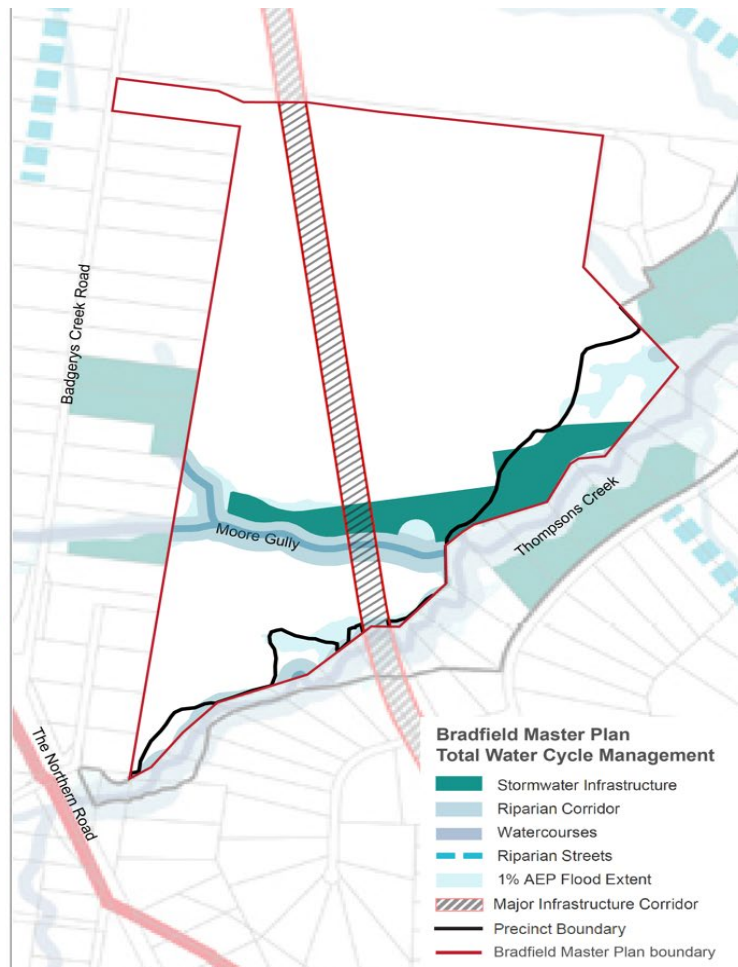
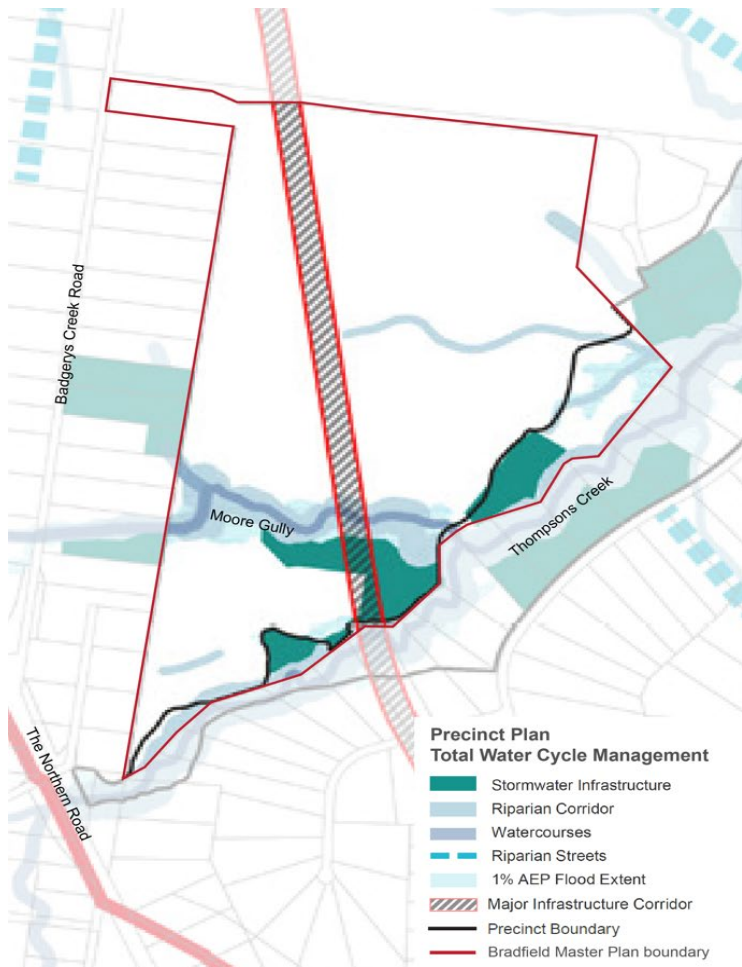
The Master Plan seeks to amend the Blue – Green Infrastructure Framework Plan. The amendments are required to reflect the Moore Gully realignment, stormwater areas and additional open space areas proposed in the Master Plan design.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Total Water Cycle Management (Figure 6)

Current Precinct Plan

Proposed Amendment



Internal Changes

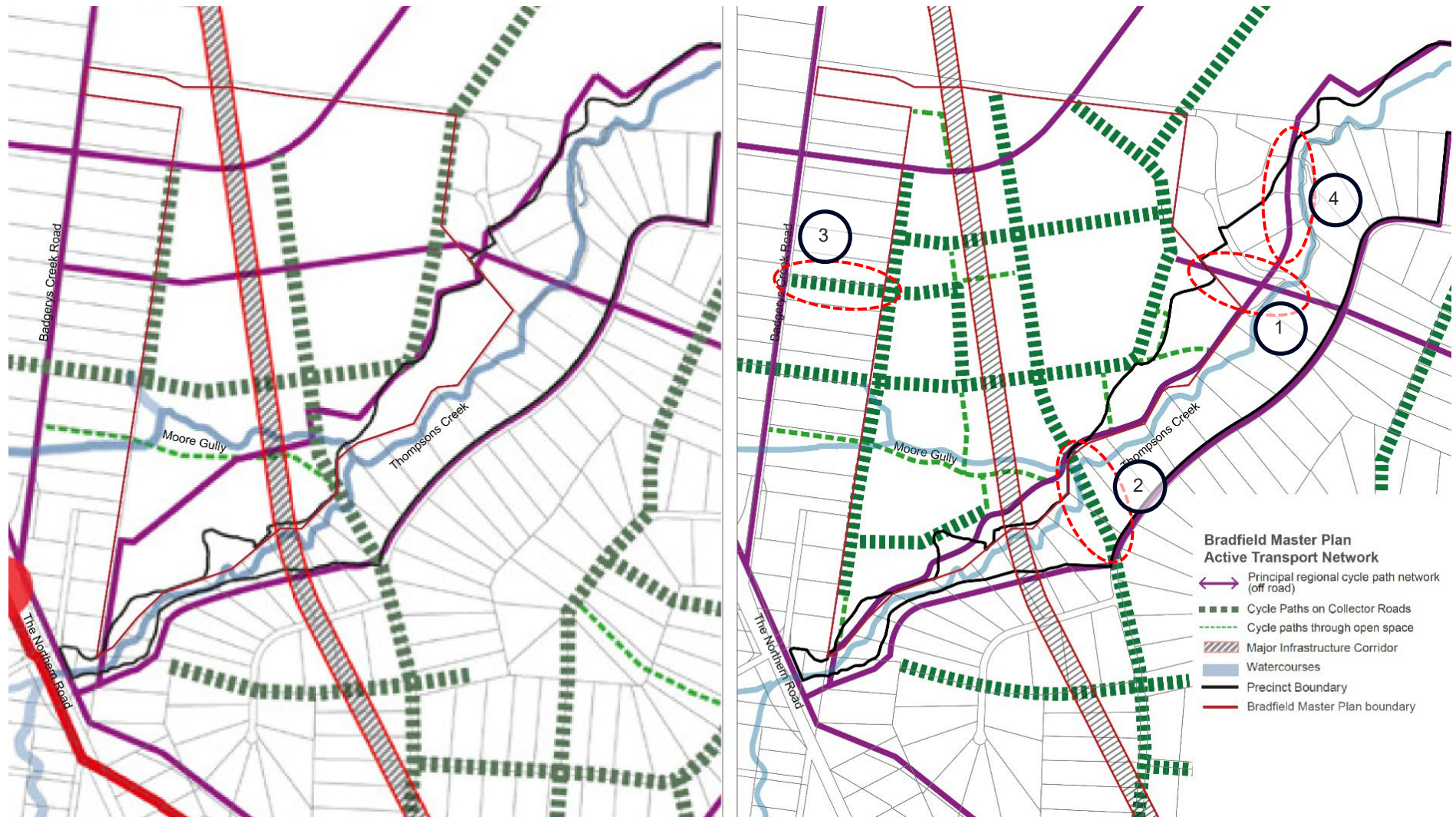
The Master Plan seeks to amend the Total Water Cycle Management Plan. The amendments are required to reflect the Moore Gully realignment and stormwater areas proposed in the Master Plan design.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Active Transport Network (Figure 9)

Current Precinct Plan

Proposed Amendment



Internal Changes

The Master Plan seeks to amend the Active Transport Network Plan. These amendments will ensure there is consistency with the proposed street and block network in the Bradfield City Centre.

The amendments propose to re-align the cycle paths within the proposed Master Plan street layout and open space configuration; create additional cycle path connections through the Bradfield City Centre and re-align the principal cycle path along Thompsons Creek.

External Changes

1. Whitaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes.
2. The Rapid Bus Corridor has moved east slightly at the boundary to reduce bridge span over one creek rather than two which will reduce impacts and costs.
3. Park Edge Street moved slightly south into land identified for acquisition purposes. The street is proposed to be reclassified from principal regional cycle path network (off road) to a proposed to on – road cycle road within a Collector Road.
4. Principal regional cycle networks (PRCN) have been realigned along Whittaker Road, Thompsons Creek, and the site boundary to reflect the proposed changes in the Whittaker Road.

Justification

The proposed re-alignment of Whittaker Road is not considered to have any negative impacts on the adjoining landowners. Whittaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

The proposed re-alignment of the Rapid Bus Corridor is not considered to have any negative impacts on adjoining landowners and will result in a better outcome as it will reduce the bridge span over one creek instead of two. The Rapid Bus Corridor is contained within land identified for acquisition purposes in the SEPP.

The proposed re-alignment of the Park Edge Street is not considered to have any negative impacts on the adjoining landowners. On the contrary it will increase the amount of developable area available for the private landowner. The Park Edge Street is proposed to be reclassified from principal regional cycle path network (off road) to a proposed to on – road cycle road within a Collector Road. The future road is contained within land identified for acquisition purposes in the SEPP.

The proposed re-alignment of the principal regional cycle networks (PRCN) along Whittaker Road is not considered to have any negative impacts on the adjoining landowners. On the contrary it will result in a better planning and development outcome for Lot 273 as it increases the amount of developable area. In addition, the re-alignment will provide a comprehensive network of future cycle paths around the future event space within the Bradfield City Centre and along Thompsons Creek which is consistent with vision of integrating active transport within the blue green infrastructure framework. The proposed PRCN that runs through Lots 274, 275, 276, 52, 2712 is all contained within land identified for acquisition purposes in the SEPP and land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Transport Network (Figure 8)

Current Precinct Plan

Proposed Amendment



Internal Changes

The Master Plan seeks to amend the Transport Network Plan. These amendments will ensure there is consistency with the proposed road realignments in the Bradfield City Centre.

The amendments propose to re-locate the Collector Road in the northeast portion of the site, re-align the Rapid Bus Corridor and local bus network for more direct connection between Whitaker Road and Metro Link Boulevard; re-align the bridge over Thompsons Creek to the east slightly and re-aligned Whitaker Road slightly south.

External Changes

1. Whitaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes.
2. The Rapid Bus Corridor has moved east slightly at the boundary to reduce bridge span over one creek rather than two which will reduce impacts and costs.

Justification

The proposed re-alignment of Whittaker Road is not considered to have any negative impacts on the adjoining landowners. Whittaker Road has been moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

The proposed re-alignment of the Rapid Bus Corridor is not considered to have any negative impacts on adjoining landowners and will result in a better outcome as it will reduce the bridge span over one creek instead of two. The Rapid Bus Corridor is contained within land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Street Hierarchy Plan (Figure 10)

Current Precinct Plan

Proposed Amendment



Internal Changes

The Master Plan seeks to amend the Street Hierarchy Plan. The amendments propose the following changes:

- Amend the street network in line with the Master Plan design including re-alignment of Whittaker Road slightly south.
- Identify pedestrian-only and shared zone street types (City Lanes and Parklands Promenade).
- Provide direct connections from Central Park to Moore Gully and Thompsons Creek activity nodes.
- Amend the collector roads more direct connection between Whitaker Road and Metro Link Boulevard.
- Identify pedestrian connections across Moore Gully and Thompsons Creek regional park.
- Realigned the bridge over Thompsons Creek to the east slightly.

External Changes

1. Whitaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes.
2. The Rapid Bus Corridor has moved east slightly at the boundary to reduce bridge span over one creek rather than two which will reduce impacts and costs.
3. Park Edge Street moved south slightly into land identified for acquisition purposes.
4. Indicative Local Streets identified as grey on the Plan have been slightly realigned to match the proposed road network in the Master Plan. The slight realignments ensure that regular blocks and intersections are provided.

Justification

The proposed re-alignment of Whittaker Road is not considered to have any negative impacts on the adjoining landowners. Whittaker Road has been moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

The proposed re-alignment of the Rapid Bus Corridor is not considered to have any negative impacts on adjoining landowners and will result in a better outcome as it will reduce the bridge span over one creek instead of two. The Rapid Bus Corridor is contained within land identified for acquisition purposes in the SEPP.

The proposed re-alignment of the Park Edge Street is not considered to have any negative impacts on the adjoining landowners. On the contrary it will increase the amount of developable area for the private landowner. The Park Edge Street has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP.

The proposed re-alignment of indicative Local Streets is not considered to have any negative impacts on the adjoining landowners. Whilst the realignments ensure that regular blocks, intersections, and future access to and from the site is provided, the future location of Local Streets are indicative and subject to future development applications.

11.1 Proposed changes to the Western Sydney Aerotropolis Development Control Plan Phase 2

The Bradfield City Centre Site-Specific Development Controls document (referred to as the Bradfield Master Plan) has been prepared as part of the Master Planning application.

It is envisaged that the Site-Specific Development Controls will form part of the Western Sydney Aerotropolis Development Control Plan Phase 2 (Aerotropolis DCP).

11.1.1 Bradfield Master Plan

The Bradfield Master Plan provides a place-based vision, objectives, and development controls to guide future development in Bradfield City Centre. This includes alternative benchmark solutions and additional controls to those in the wider Aerotropolis DCP.

Table 18 below provides justification for the alternative benchmark solutions and additional controls in relation to each section of the Aerotropolis DCP.

Table 18 - Schedule and Justification for Aerotropolis DCP Variations

| Existing Aerotropolis DCP Controls | Master Plan Variations | Justification for proposed amendment |
|--|---|---|
| 2.1 Recognise Country | The Master Plan includes additional provisions relating to Recognise Country at Section 4 of the Master Plan. | <p>Additional controls are proposed to supplement Recognise Country.</p> <p>The four key values provide the foundation for the Master Plan and collectively form the Connecting with Country framework to ensure country underpins all aspects of city making. These values have been developed in collaboration with the Aboriginal community.</p> |
| 2.12 Sustainability | The Master Plan includes additional controls relating to Sustainability at Section 8.5 of the Master Plan. | An additional control is proposed to improve sustainability outcomes for the site. |
| 2.19 Public Art | The Master Plan includes additional provisions relating to Public Art at Section 8.3. | An additional control is proposed to improve the existing public art controls and will provide a coordinated approach to Public Art within the Bradfield City Centre. |
| 2.5.2 Mitigating Urban Heat Island Effect | The Master Plan includes additional controls relating to Mitigating Urban Heat Island Effect at Section 8.6 of the Master Plan. | The Master Plan proposes additional controls relating to green cover on buildings. The additional controls seek to improve the mitigation of Urban Heat Island within the Bradfield City Centre. |
| 6.1 Social and Cultural Infrastructure | This section sets out additional controls relating to social and cultural infrastructure requirements for Bradfield. | An additional control is proposed and will provide a coordinated approach to Social and cultural infrastructure within the Bradfield City Centre. |

| Alternative Benchmark Solutions | | |
|--|--|---|
| Stormwater, Water Sensitive Urban Design, and Integrated Water Management | | |
| 2.3.1 Waterway Health and Riparian Corridors 2.3.2 Stormwater Management and Water Sensitive Urban Design | Benchmark solutions relating to Strahler Order 1 watercourses at Section 2.3.1(PO1)(b) and 2.3.2(PO1)(2),(3) (4) and (7) are replaced by Section 8.2 of the Master Plan. | <p>The Master Plan sets out alternative benchmark solutions to those set out in Section 2.3.1(PO1)(b) of the Aerotropolis DCP relating to Strahler Order 1 watercourses.</p> <p>Bradfield City Centre has been designed as a parkland city and incorporates extensive stormwater wetlands and basins along Moore Gully and Thompsons Creek to achieve the blue-green loop vision set out in the Western Sydney Aerotropolis Precinct Plan.</p> <p>Clause 2.3.1(PO1)(b) requires naturalised trunk drainage paths are to be provided when the catchment exceeds 15 hectares or when 1% AEP overland flows cannot be safely conveyed overland.</p> <p>The preliminary stormwater catchment strategy submitted in support of the Master Plan currently indicates that there are no catchments >15ha, however there is potential that some catchments may slightly exceed the 15ha threshold before the need for naturalised drainage channels. The strategy also demonstrates that the runoff up to the 1% AEP can be conveyed between the kerbs along streets in accordance with the standard requirements of the Australian Rainfall and Runoff Guidelines.</p> <p>The Master Plan sets out an alternative benchmark solution as follows: Within Bradfield City Centre all Strahler Order 1 watercourses can be re-constructed and /or piped, providing stormwater modelling demonstrates the pipe and street network is capable of accommodating flows up to and including the 100-year AEP storm event.</p> <p>The use of naturalised drainage channels in a high density, urban area such as the Bradfield City Centre is not appropriate due to the volume of pedestrian and active transport movements across the City Centre and the likely number of access/egress points from buildings.</p> <p>Overall, the proposed benchmark controls are appropriate given the nature of the site and still achieve Stormwater, Water Sensitive Urban Design, and Integrated Water Management objectives contained within the Aerotropolis DCP. Overall, the new controls proposed align with the strategic intent of the Aerotropolis Precinct and are compatible with the context and future character of the site.</p> |
| | | <p>Clause 2.3.2 (8) requires development in a mixed-use centre with an FSR over 2:1 is required to achieve 30% perviousness.</p> <p>Bradfield City Centre will facilitate a new city centre comprising of a variety of mixed use-built forms. Whilst the entirety of the site can achieve 30% perviousness, feedback is that 30% perviousness on each individual development lot is unachievable.</p> |

The Master Plan sets out alternative benchmark solutions to the lot perviousness control referenced in Clause 2.3.2 (PO8) with an alternative benchmark control that applies to individual development lots. The new control requires that each individual development lot achieve at least 16% perviousness.

The proposed new control is appropriate given the nature of the site and still achieves the objectives of the Clause 2.3.2 of the DCP which are to manage indirect and ongoing impacts of development on waterways, utilise stormwater for passive irrigation and to protect, maintain and restore the ecological condition, hydrology, and hydrogeology of aquatic ecosystems.

Overall, the alternative controls proposed align with the strategic intent of the Aerotropolis Precinct and are compatible with the context and future character of the site.

Vegetation and Biodiversity

2.4 Vegetation and Biodiversity 2.4.1 Deep Soil and Tree Canopy

Benchmark solutions for canopy cover and deep soil targets at Section 2.4.1(PO1) are replaced with Section 8.1 of the Master Plan.

The Master Plan for Bradfield City Centre provides a different composition of lots, streets, and open space to the urban typologies outlined within the Aerotropolis DCP. The Master Plan sets out alternative benchmark solutions to the current deep soil and tree canopy controls that apply to the site and establishes alternative controls for individual lots, street types and open space areas.

The Master Plan proposes that all individual development sites are to achieve canopy cover of at least 15% of the site area and deep soil of at least 10% of the site area. The proposed control is more appropriate for an urban city centre and is consistent with City of Sydney DCP control.

The alternative controls proposed can achieve an average canopy cover of 42% across the entirety of the site which exceeds the 40% target under the Aerotropolis Precinct Plan, additionally, each open space is able to achieve a canopy cover of at least 45%, consistent with the Aerotropolis DCP.

The proposed controls are appropriate given the nature of the site and still achieve the objectives of the Clause 2.4.1 which is to provide sufficient space for sustainable tree growth to increase the canopy cover across the Aerotropolis precinct.

Setbacks and Solar Access

3.3.2 Building Setbacks, 3.3.3 Landscape Setbacks

The street setbacks referenced in 3.3.2 and 3.3.3 (PO1) are replaced by the street setbacks at

The table below, contained in Clause 3.3.2, 3.3.3, 4.2.3 and 5.2.3 sets out the current building and landscape setbacks and separation controls that apply to the site.

4.2.3 Building Setbacks and Separation
5.2.3 Building Setbacks

Section 7.3 of the Master Plan.

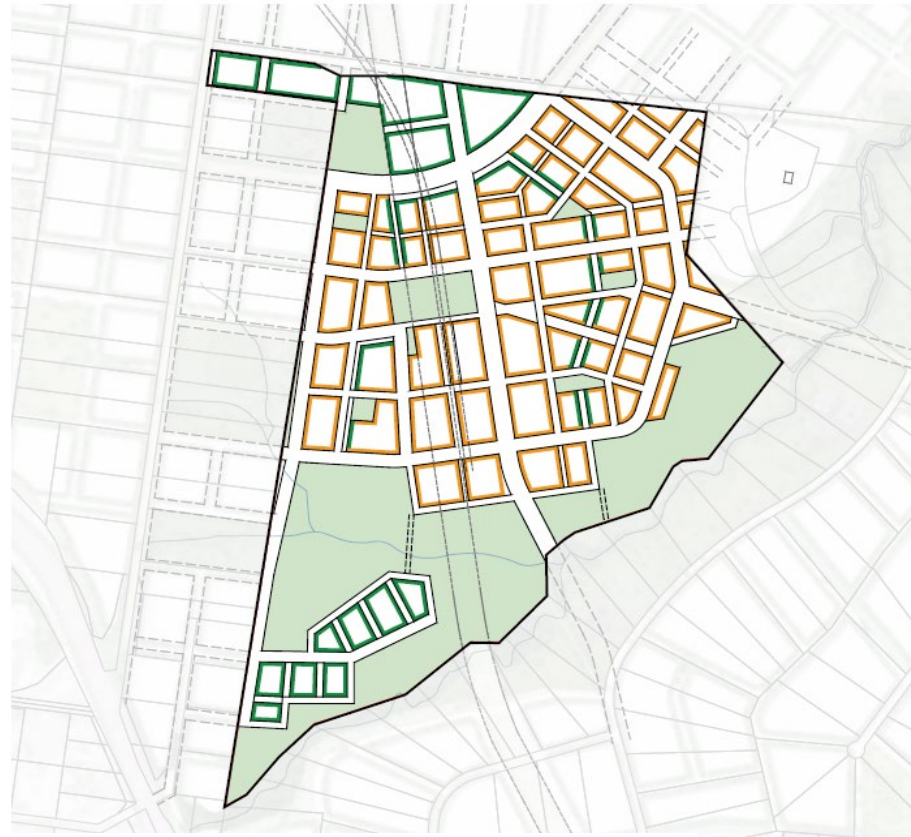
The street setbacks referenced in 4.2.3 (PO1) are replaced by the street setbacks at Section 7.3 of the Master Plan.

The solar access benchmark solutions referenced in 4.2.3 (PO2) are replaced by the solar access requirements of Section 7.7 of the Master Plan.

The front / street setbacks referenced in 5.2.3 (PO1) are replaced by the street setbacks at Section 7.3 of the Master Plan.

| Location | Building Setback (from site boundary) | Landscape minimum width (from the site boundary) |
|---|--|---|
| Lots fronting primary arterial and sub-arterial roads | 20m | 10m |
| Lots fronting collector streets | 12m | 6m |
| Lots fronting local streets | 7.5m | 4m |
| Secondary road frontages (corner lots) | 5m | 3m |
| Rear and side boundaries | 5m | 2.5m No minimum requirement for side boundaries |
| Lots adjoining land zoned Environment and Recreation | 10m boundary adjoining Environment and Recreation land, unless separated by a road (streets setbacks above apply). | 5m landscape setback from the edge of the E&R zoned land, unless separated by a road. |
| Development within defined building setbacks | | |
| Lots fronting a public road with a setback containing loading dock manoeuvring areas and associated hardstand | As per relevant setback for each public road above | Minimum 6m |
| Lots fronting a public road with a setback containing off street car parking areas | Minimum 13m | Minimum 6m |

The Master Plan sets out alternative benchmark solutions to building and landscape setbacks and separation controls with more detailed site-specific setbacks for the Bradfield City Centre (refer to image below).



Building setbacks within Bradfield City Centre are to be consistent with the controls outlined in the diagrams on this page.

Setbacks

- 0m setbacks required (3m setback permitted to accommodate outdoor dining and 3m setback required for any ground floor residential)
- 3m setbacks required to green loop, residential and enterprise areas

The building and ground level street setbacks proposed to the street hierarchy and urban context of the site and make allowances for the provision of tree canopy, deep soil, and landscape zones. Complementary to this, building envelopes have been established and provide appropriate building separation that responds to the site context, building use, orientation, and street network.

It is considered that the alternative setback controls provide the necessary setbacks to maximise efficient use of land where amenity in the public domain is not reduced.

Solar

Clause 4.2.3 (P02) sets out the solar access provisions that apply to the site, The Master Plan proposes to amend the current solar controls that apply to the site and introduces an additional control which applies to local parks. Presently, the DCP requires in mid-winter a minimum of 3 hrs solar access between 9am and 3pm on the 21st of June to 70% area of open space. This is not achievable for local parks and will significantly restrict density and positive built form outcomes.

For this reason, the Master Plan proposes an alternative control for local parks specific to the Bradfield City Centre. The additional control for local parks proposes that they achieve a minimum of 3 hours direct sunlight between 9am and 3pm on the 21st of June to a moving 50% area of open space.



Built Form – Maximum Gross Footprint

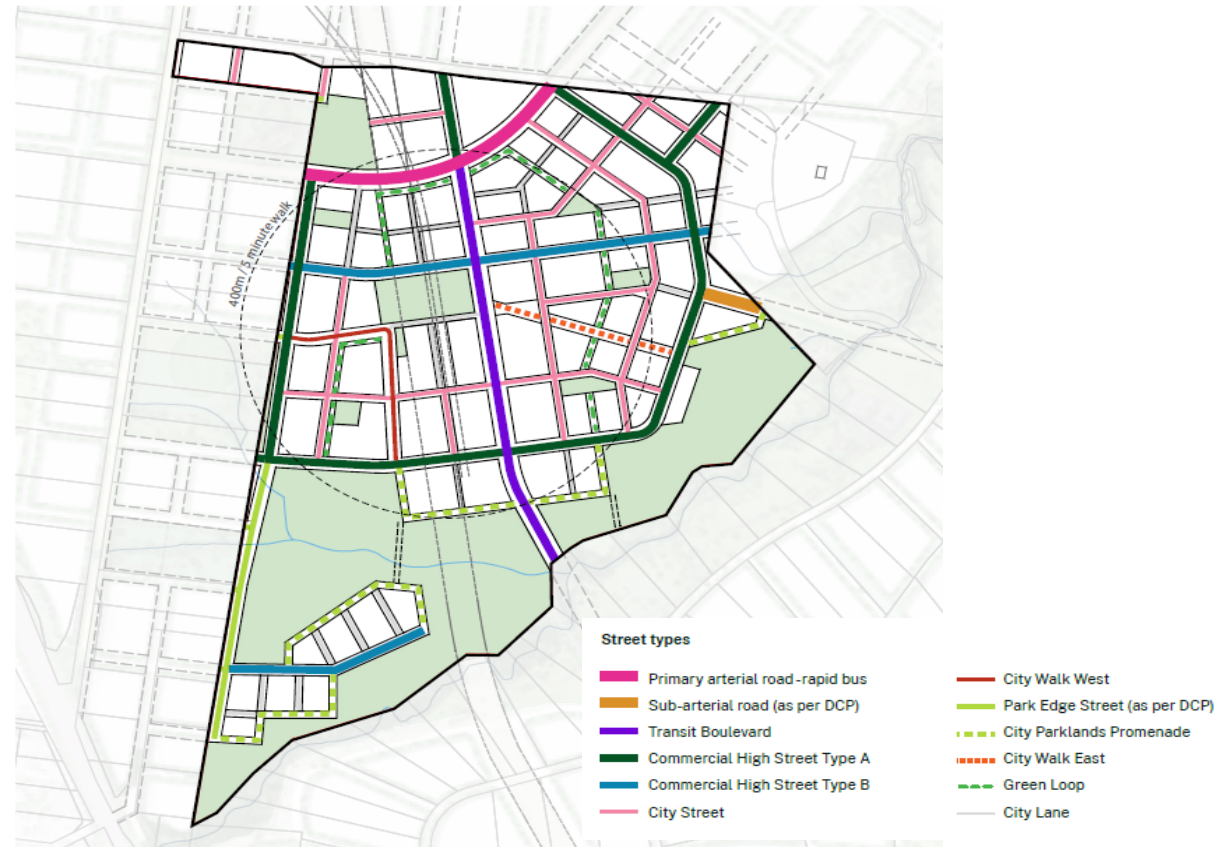
| | | |
|---|--|---|
| <p>4.2.2 Amenity and Sustainability</p> <p>5.2.2 Amenity and Sustainability</p> | <p>The benchmark solution for gross building footprint at Section 4.2.2 (PO2) (5) is replaced with Section 7.6 of the Master Plan.</p> | <p>Clause 4.2.2 (PO2) (5) specifies that the maximum gross footprint for a commercial tower is 1,500 sqm.</p> <p>The Master Plan proposes that an alternative control be introduced where commercial towers above five storeys have a maximum gross footprint of 1,500sqm.</p> <p>The minor variation to the existing building footprints is appropriate given Bradfield City Centre will facilitate a new city centre comprising of a variety of mixed use-built forms. The revised building footprints allow for the articulation and modulation of building forms which can facilitate good design</p> |
|---|--|---|

| | | |
|---|--|--|
| | <p>The benchmark solution for gross building footprint at Section 5.2.2 (PO2) is replaced with Section 7.6 of the Master Plan.</p> | <p>outcomes; achieve amenity outcomes including solar access and cross ventilation and support green strategies focused around reducing energy consumption.</p> <p>It is considered that the alternative control proposed provides flexibility for commercial uses and will promote the orderly and feasible development of each individual development lot.</p> <p>Clause 5.2.2 (PO2) specifies that the maximum gross footprint for a residential tower above 5 storeys is 650 sqm.</p> <p>The Master Plan seeks to increase the residential gross footprint and proposes an alternative control that increases the maximum gross footprint of residential towers, five storeys and above to 750 sqm.</p> <p>The proposed amendment to the existing gross footprint is appropriate given Bradfield City Centre will facilitate a new city centre comprising of a variety of mixed use-built forms, including residential flat buildings.</p> <p>The revised building footprints for future residential towers five storeys and above allow for the articulation and modulation of building forms which can facilitate good design outcomes; achieve amenity outcomes including solar access and cross ventilation and support green strategies focused around reducing energy consumption.</p> |
| Road Network and Design | | |
| <p>2.6 Road design for Arterial and Sub-Arterial Roads</p> | <p>The arterial and sub-arterial road cross sections referenced in 2.6(PO1) are replaced by the</p> | <p>Clause 2.6, 3.1, 4.1 and 5.1 outlines the typical street network arrangement for roads identified on the Street Network and Hierarchy map in the Aerotropolis Precinct Plan.</p> |
| <p>3.1 Local Road Network and Design</p> | <p>cross sections at Section 10 in the Master Plan</p> | <p>The Master Plan proposes amendments to the Street Hierarchy Map in the Aerotropolis Precinct Plan (refer to image below).</p> |
| <p>4.1 Road Network and Design</p> | <p>The local road cross sections</p> | <p>Several street sections have been further refined and additional street types have been provided to offer greater diversity and achieve the vision of a pedestrian - focussed, safe and sustainable movement network within the Bradfield City Centre.</p> |
| <p>5.1 Road Network and Design</p> | <p>referenced in 3.1.1(PO1) are replaced by the cross sections in</p> | |

Section 10 of the Master Plan.

The local road cross sections referenced in 4.1.1 (PO1) are replaced by the cross sections at Section 10 in the Master Plan.

The local road cross sections referenced in 5.1.1 (PO1) are replaced by the cross sections in Section 10 of the Master Plan.



The revised cross sections reflect the changes to the Precinct Plan and ensure consistency across the Planning Framework.

In summary the proposed amendments to the Street Hierarchy Map include:

- Amendments to the street network in line with the Master Plan design.
- Identify pedestrian-only and shared zone street types (City Lanes and Parklands Promenade).
- Provide direct connections from Central Park to Moore Gully and Thompsons Creek activity nodes.

-
- Amend the collector roads more direct connection between Whitaker Road and Metro Link Boulevard.
 - Identify pedestrian connections across Moore Gully and Thompsons Creek regional park.
 - Realigned the bridge over Thompsons Creek to the east slightly.
 - Realigned Whitaker Road slightly.

Overall, the amendments allow for a finer grain structure that prioritises pedestrian movement and promotes more sustainable and healthy transport choices. In addition, the amendments enable more direct convenient access between key destinations and activity nodes and facilitate the improved delivery of transport infrastructure by providing a more connected transport network.

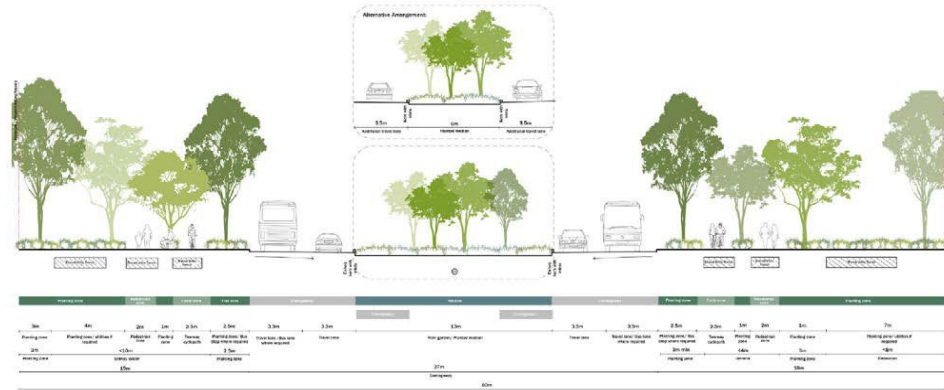
As a result of these amendments, the cross sections contained within the Aerotropolis DCP will not apply to the Bradfield City Centre site and are replaced by the cross sections detailed below.

Table 19 below shows the existing and proposed new street sections.

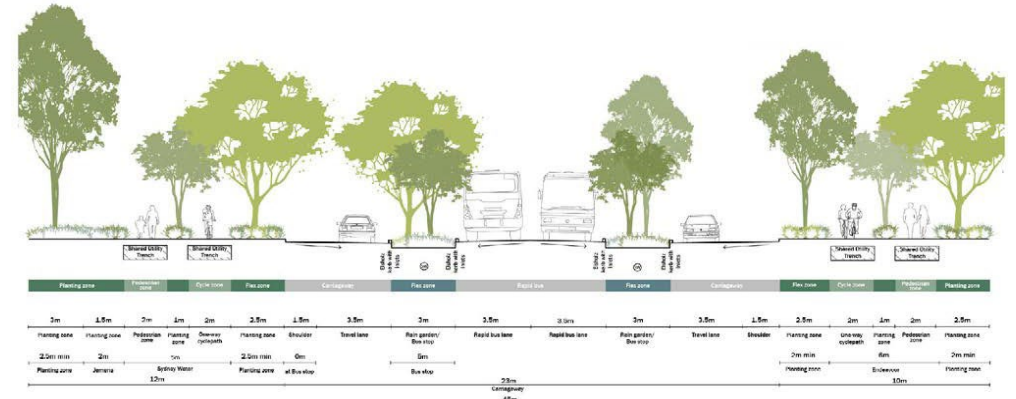
Table 19 - Existing Cross - Sections

Cross sections contained within the Aerotropolis DCP

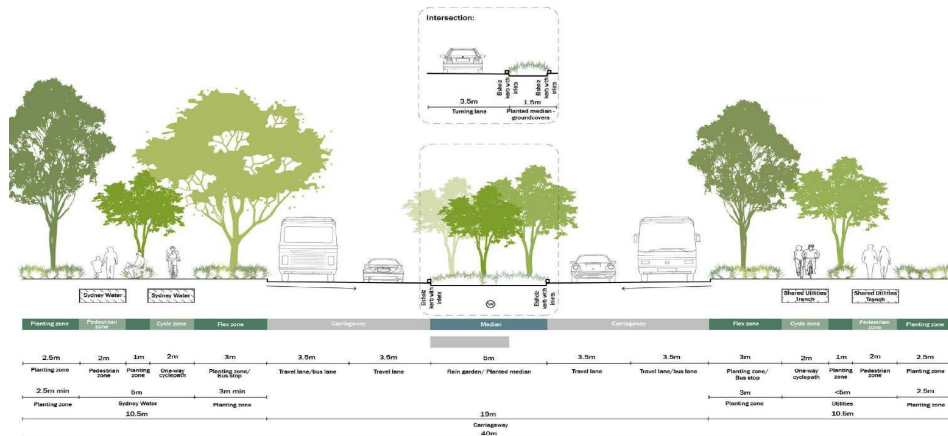
Primary Arterial Road – Typical arrangement



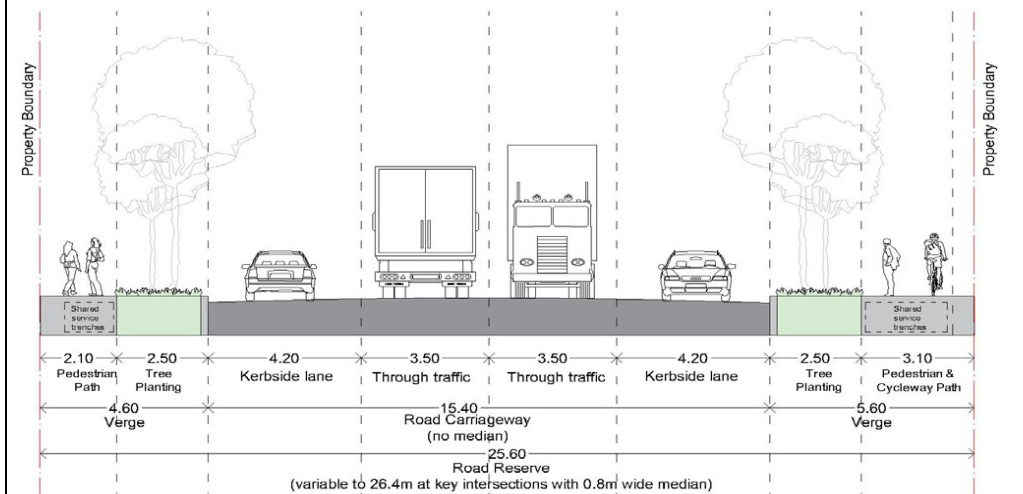
Primary Arterial Road (Rapid Bus) – Typical arrangement



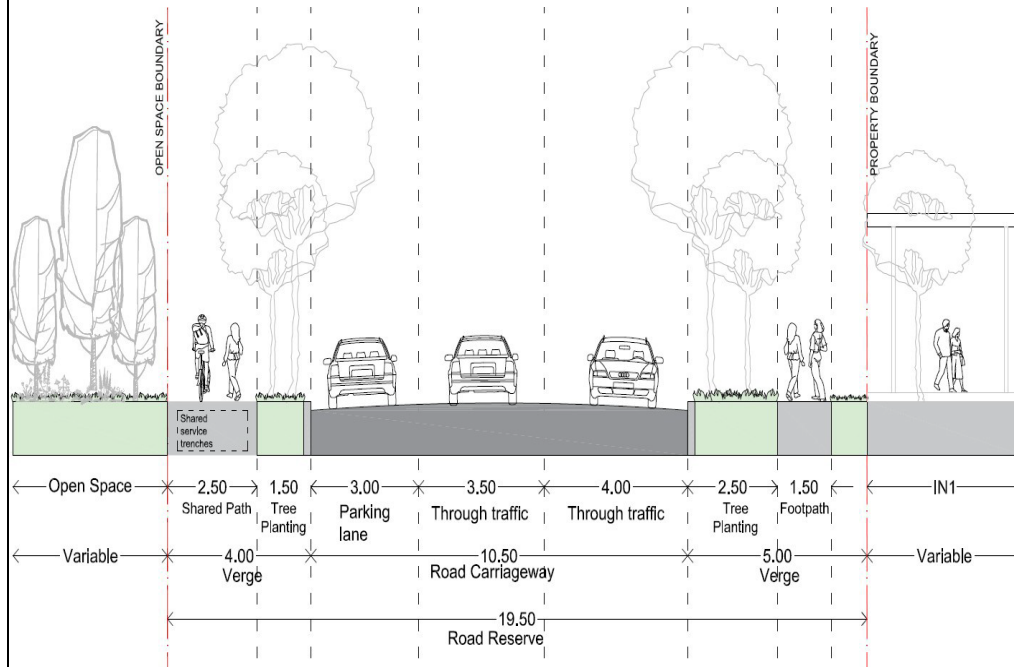
Sub-Arterial Road – Typical arrangement



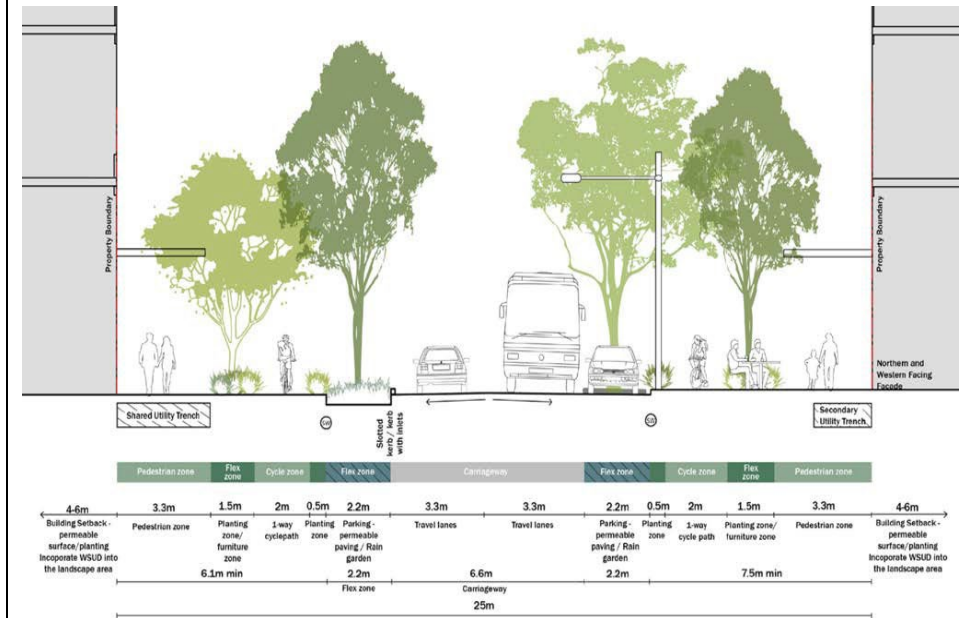
Typical Collector Road



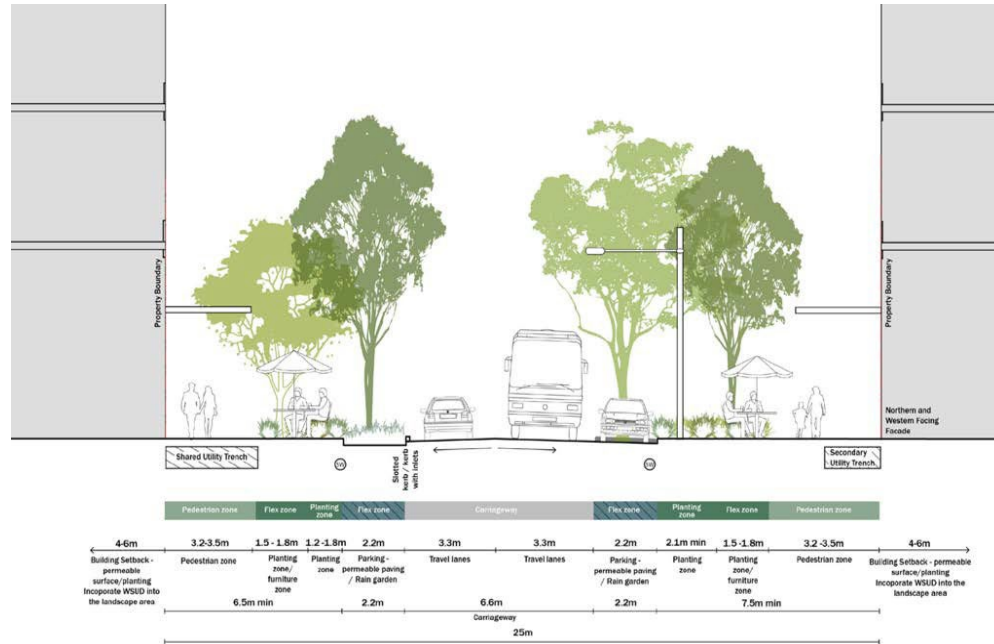
Typical Open Space Edge Road



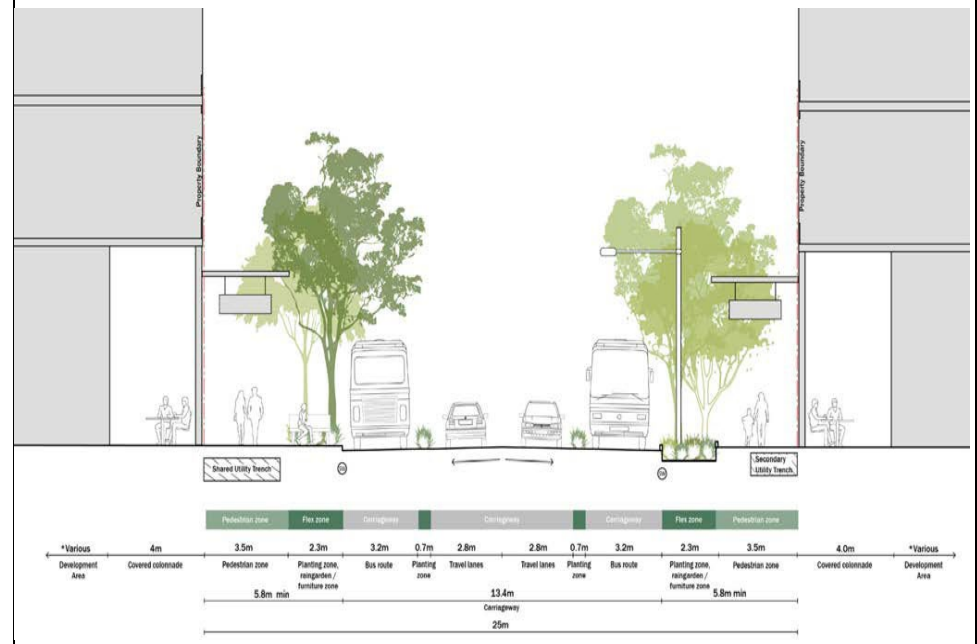
Local street (high street - commercial centre)

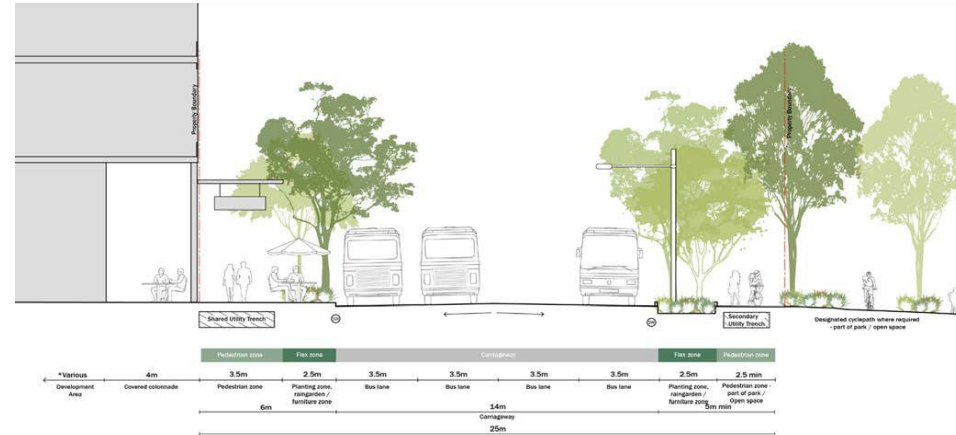


Local street (high street with cycle paths - commercial centre)

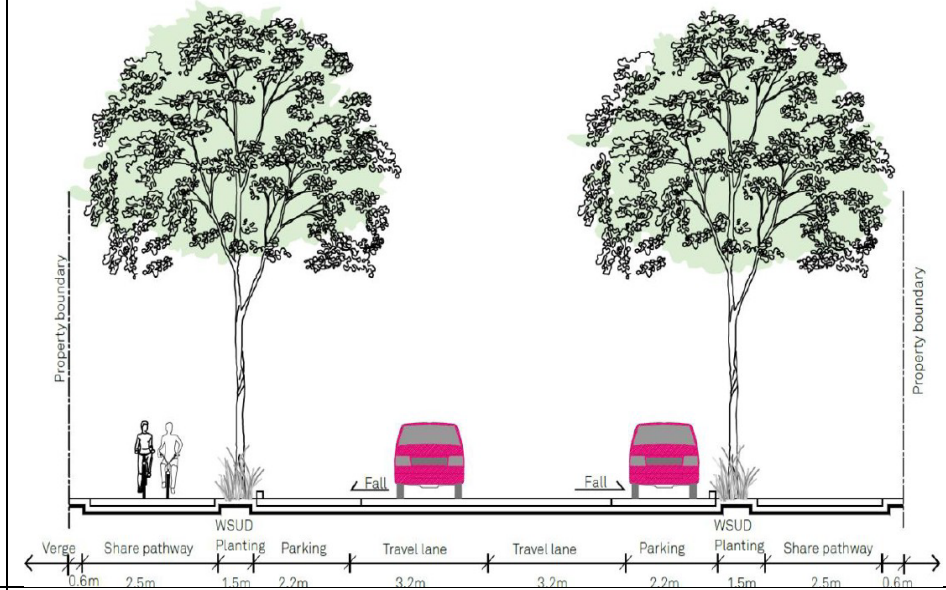


25 metre local street (high street - commercial centre) Bus Lane

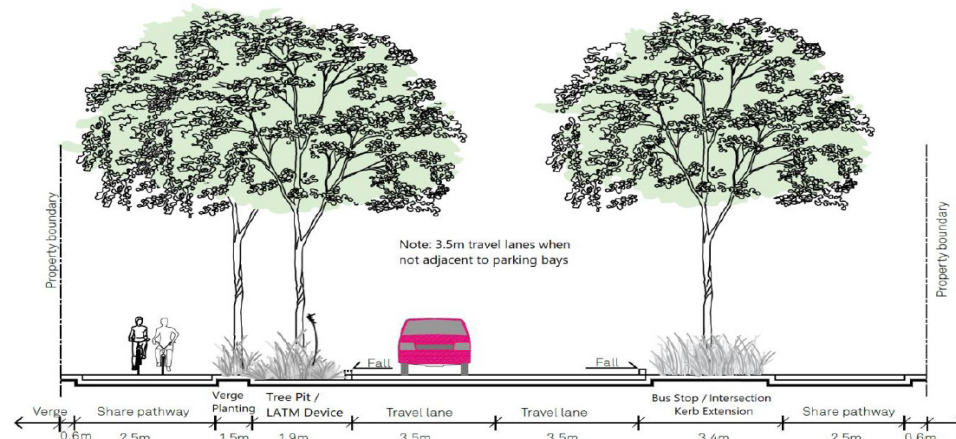




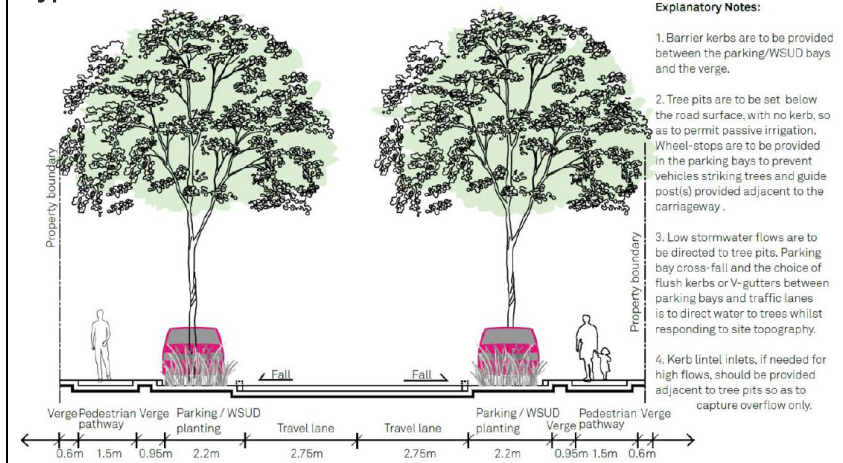
Typical collector road



Collector Road LATM, Tree Pit, Bus Stop or Kerb Extension Details



Typical local street



Explanatory Notes:

1. Barrier kerbs are to be provided between the parking/WSUD bays and the verge.
2. Tree pits are to be set below the road surface, with no kerb, so as to permit passive irrigation. Wheel-stop are to be provided in the parking bays to prevent vehicles striking trees and guide post(s) provided adjacent to the carriageway.
3. Low stormwater flows are to be directed to tree pits. Parking bay cross-fall and the choice of flush kerbs or V-gutters between parking bays and traffic lanes is to direct water to trees whilst responding to site topography.
4. Kerb lintel inlets, if needed for high flows, should be provided adjacent to tree pits so as to capture overflow only.

Typical laneway

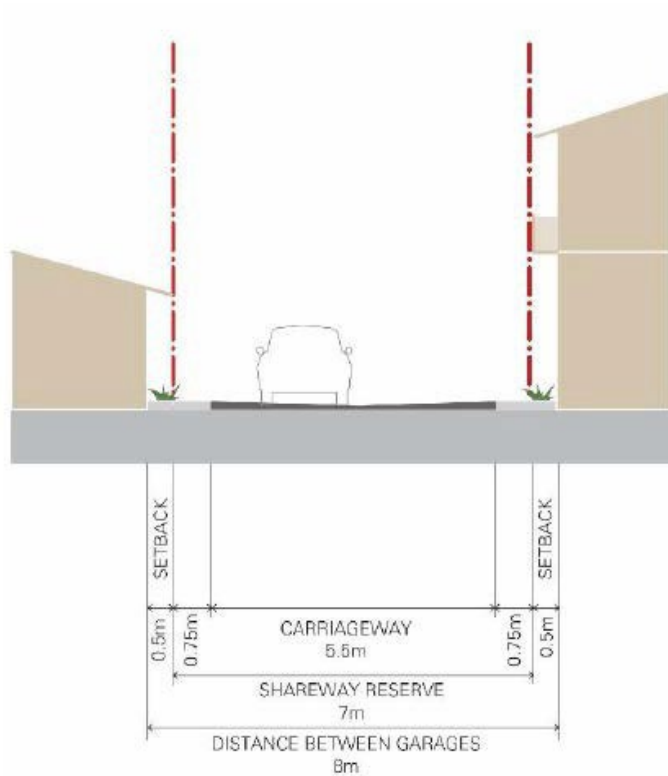
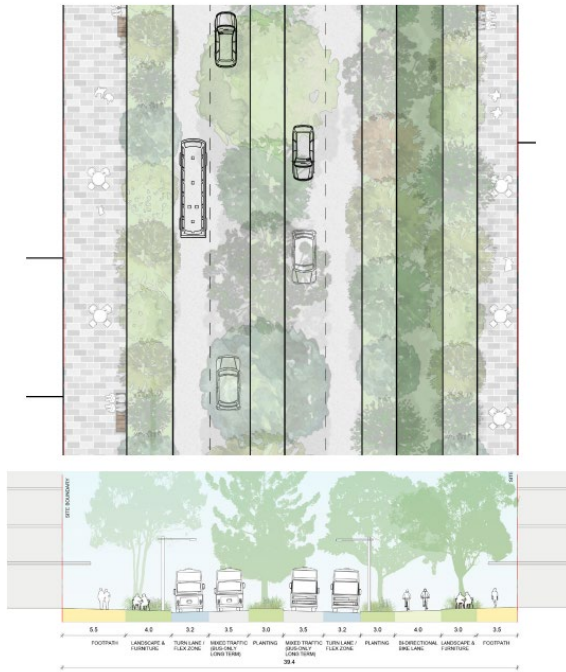


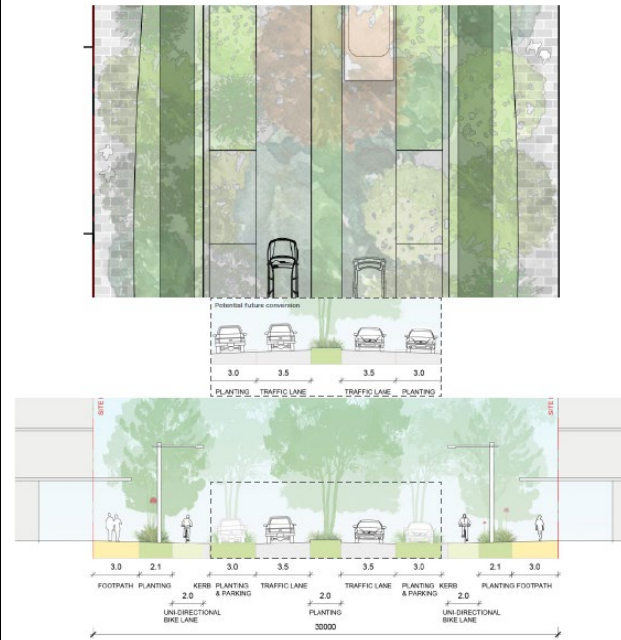
Table 20 - Proposed Bradfield City Centre Road Cross - Sections

| Cross sections contained within the Aerotropolis DCP | | |
|---|---|---|
| <p>Metro link boulevard Typical plan and section</p> | <p>Sub-arterial Typical plan and section</p> | <p>Transit boulevard (bus zone) Typical plan and section</p> |

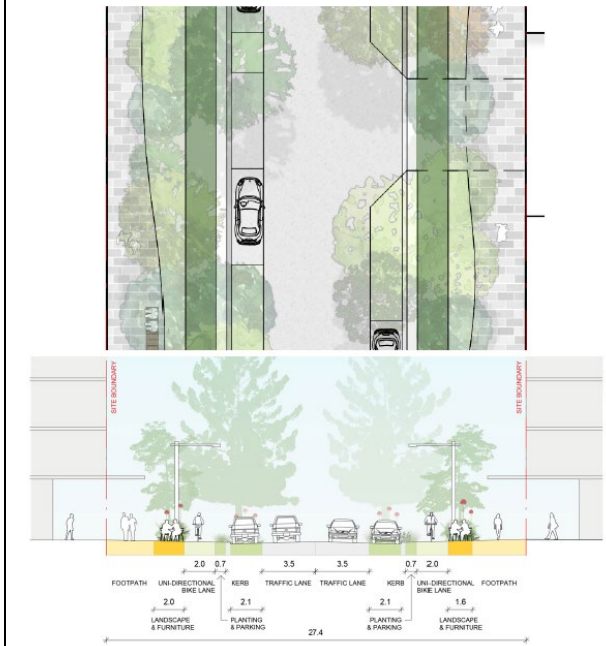
Transit boulevard (outside bus zone) Typical plan and section



Commercial high street type A Typical plan and section

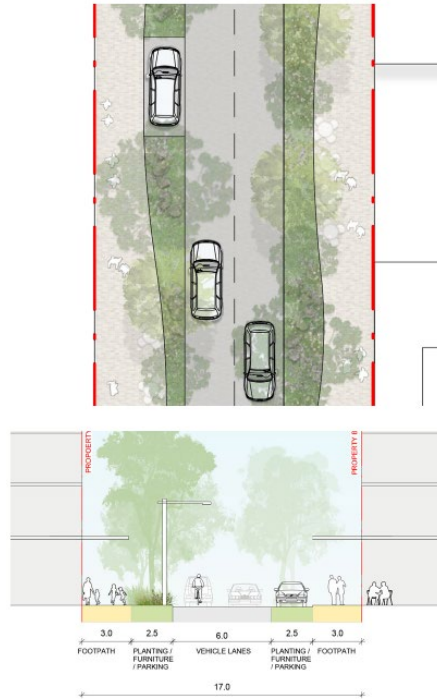


Commercial high street type B Typical plan and section



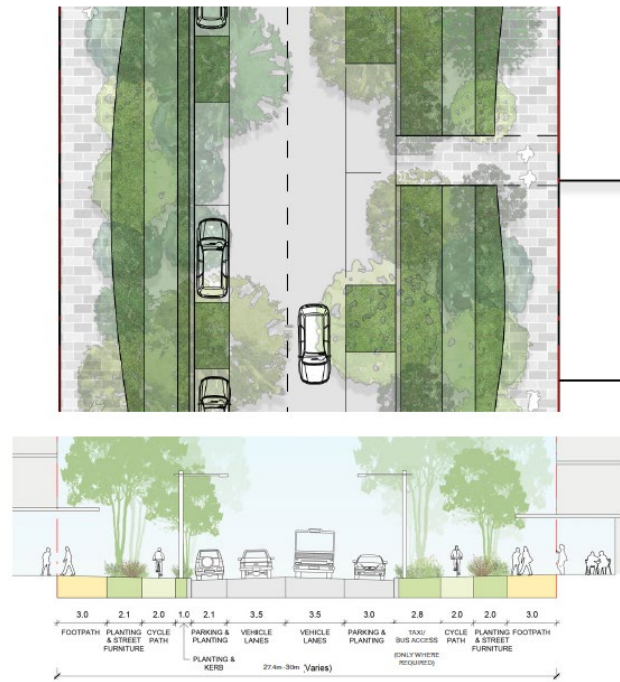
City street

Typical plan and section



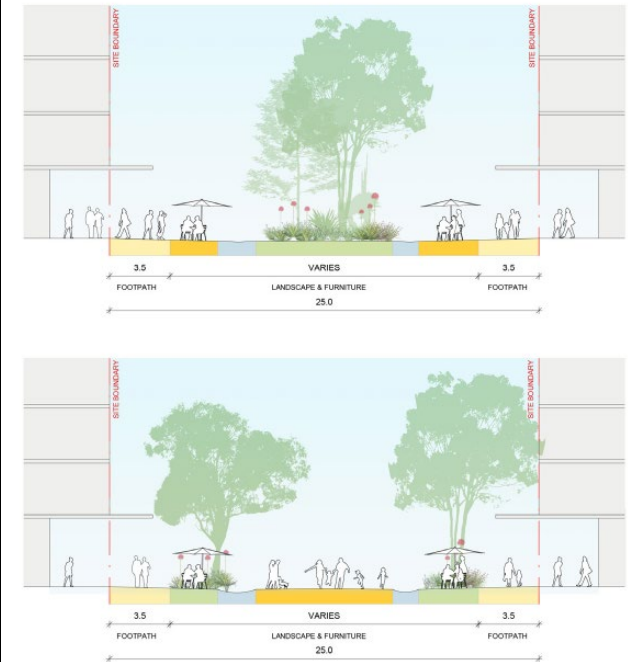
City Walk West street

Typical plan and section



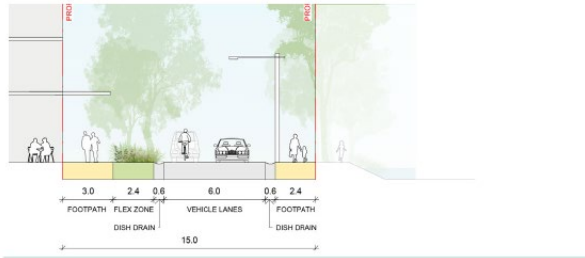
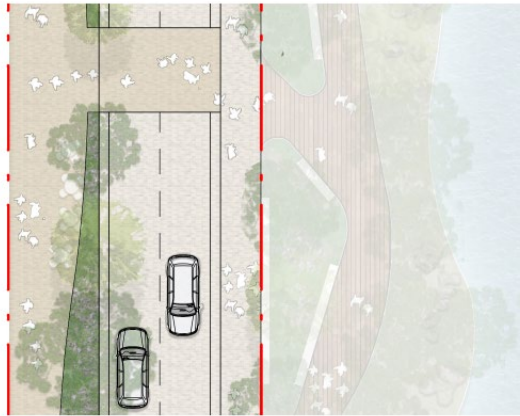
City Walk East

Typical plan and section



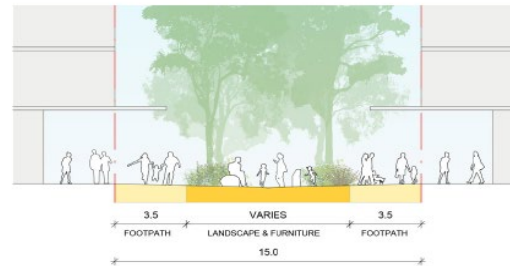
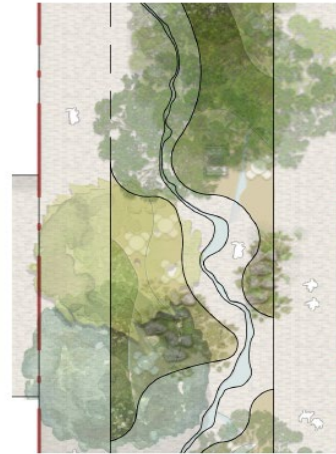
Parklands promenade street

Typical plan and section



Green Loop

Typical plan and section



11.1.2 Justification for proposed additions to Phase 2 DCP

Under the Land Use and Structure Plan of the Precinct Plan, the Bradfield City Centre is identified as Commercial Core – Mixed Use and is strategically located in the heart of the Aerotropolis.

The site has been identified as a metropolitan centre, that is framed around the Metro Station and promotes high density-built forms, located within a 400m walking radius within the mixed-use zone; and has been designed to prioritise high pedestrian movement and active transport within the Aerotropolis Core through infrastructure provision and amenity in the street network and the blue- green grid.

To deliver on the vision and objectives set out in the Aerotropolis Planning Framework, consideration has been given to prioritisation of the delivery of urban outcomes to ensure function and activation, whilst applying alternative solutions for the city to enable land uses to evolve and facilitate high density-built forms within the Bradfield City Centre.

The Bradfield Master Plan has been prepared as part of the Master Plan application. The Bradfield Master Plan provides a place-based vision, objectives, and development controls to guide future development in Bradfield City Centre. This includes alternative benchmark solutions and additional controls to those in the wider Aerotropolis DCP.

It is envisaged that the Bradfield Master Plan will form part of the Western Sydney Aerotropolis Development Control Plan Phase 2 (Aerotropolis DCP), Justification for the proposed addition to the Aerotropolis DCP is provided below.

- The Bradfield Master Plan will complement and expand on the existing controls by providing place-based development controls to guide future development in Bradfield City Centre. This includes alternative benchmark solutions and additional controls to those in the Phase 2 DCP.
- The proposed amendments to the Phase 2 DCP will not set a precedent in the Aerotropolis as the outcome is restricted to Bradfield City Centre which is identified within the Precinct Plan as the primary centre of the Aerotropolis and a core metropolitan centre.
- The proposed new controls are appropriate given the nature of the site. The site is the core of all Aerotropolis activities, and the proposed new controls respond to the vision of a new city centre development and encourage the delivery of high-density urban forms and land uses envisioned under the Precinct Plan.
- Overall, the new controls proposed align with the strategic intent of the Aerotropolis Precinct, achieve the original objectives of the Phase 2 DCP and are compatible with the context and future character of the site.

It is understood that these proposed additional controls will be inserted via a schedule into the Phase 2 DCP subject of assessment and approval. **Table 21** provides a summary of the additional controls and benchmark solutions sought for approval under the Master Plan.

Table 21 - Proposed Phase 2 DCP Amendments

| Provision | Justification, rationale, and relationship to Phase 2 DCP |
|-----------------------------------|---|
| Height / floor space distribution | <ul style="list-style-type: none"> • Additional controls to guide the distribution of height and built form within Bradfield City Centre and to supplement the controls in the Aerotropolis Precinct Plan. |
| Street Setbacks | <ul style="list-style-type: none"> • Alternative benchmark solutions to establish street setbacks specific to Bradfield City Centre. |
| Street Wall heights | <ul style="list-style-type: none"> • Additional controls to define the podium and upper-level setbacks within Bradfield City Centre. |
| Building Footprints | <ul style="list-style-type: none"> • Alternative benchmark solutions to establish suitable for residential and commercial footprints. |
| Activation | <ul style="list-style-type: none"> • Additional controls to encourage street activation in suitable locations. |

| Provision | Justification, rationale, and relationship to Phase 2 DCP |
|-------------------------------------|---|
| Solar Access | <ul style="list-style-type: none"> Alternative benchmark solutions for reduced solar access to pocket parks, whilst maintaining solar access benchmarks to district / regional open space. |
| Building Materiality | <ul style="list-style-type: none"> Additional controls to guide building design and materiality in Bradfield City Centre. |
| Canopy Cover / deep soil | <ul style="list-style-type: none"> Alternative benchmark solutions to allow for reduced canopy cover / deep soil within Bradfield City Centre whilst maintaining these controls across Bradfield City Centre through increased requirements within open space and streets. |
| Public art | <ul style="list-style-type: none"> Additional control requiring future development to demonstrate consistency with Bradfield City Centre Art and Cultural Strategy. |
| Sustainability | <ul style="list-style-type: none"> Additional sustainability controls including requirements for green roofs and facades. |
| Precinct initiatives | <ul style="list-style-type: none"> Additional controls to require consideration of innovation within Bradfield City Centre relating to Building innovation, Circular economy, Passive heating and cooling, Smart place, Wind impacts. |
| Movement | <ul style="list-style-type: none"> Alternative benchmark solutions for the design of the street network including alternative street cross sections. |
| Public domain and open space | <ul style="list-style-type: none"> Additional controls to guide the design and locations of the public domain and public open space network including concept plans for each space |
| Social and Cultural infrastructure | <ul style="list-style-type: none"> Alternative benchmark solution detailing social and cultural infrastructure to be delivered in Bradfield in place of reference to the benchmarks identified in the Western Sydney Aerotropolis Social Infrastructure Strategy (January 2022). |
| Staging and infrastructure delivery | <ul style="list-style-type: none"> Additional controls detail the proposed staging of development in Bradfield City Centre and how this aligns with infrastructure delivery |

12 Assessment against the relevant planning framework

This Master Plan Application has provided an assessment of the Master Plan against the relevant planning framework. In summary assessment has been undertaken in respect of:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2021
- Biodiversity Conservation Act 2016
- Contaminated Land Management Act 1997
- Heritage Act 1977
- National Parks and Wildlife Act 1974
- Rural Fires Act 1997
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- Greater Sydney Region Plan: A metropolis of Three Cities
- Western City District Plan
- Western Sydney Aerotropolis Plan
- Western Sydney Aerotropolis Precinct Plan
- Western Sydney Aerotropolis Development Control Plan – Phase 2.

This assessment has considered that the proposed Master Plan is generally compliant with the relevant planning framework, where non-compliances and amendments have arisen these have been justified within this Planning Report and the provided appendices.

The Master Plan does not propose permanent development in the existing 60m wide Special Purposes 2 (SP2) Infrastructure Zone corridor. A decision regarding future rail infrastructure in the corridor is the subject of review by Government.

A summary of the technical appendices and the Environmental Impact Assessment is provided within **Section 13**.

13 Environmental Impact Assessment

The Environmental Impact Assessment has been prepared in accordance with the Master Plan Requirements (WSA_MP02) Western Parkland City SEPP, Western Sydney Aerotropolis Precinct Plan, and the Western Sydney Aerotropolis Development Control Plan – Phase 2 and other relevant statutory requirements.

The Environmental Impact Assessments have informed the preparation of the Master Plan design and layout and have sought to minimise environmental impacts which would be associated with future development.

Future development within Bradfield City Centre will need to ensure its consistency with the Master Plan to ensure that any potential impacts are adequately addressed, avoided, minimised, and mitigated.

13.1 Aviation Impact Assessment

An Aviation Impact Assessment (**Appendix J**) was prepared by AECOM to accompany the Master Plan Application and to address the relevant Secretary's Master Plan Requirements.

The assessment considered the Western Sydney Aerotropolis and Bradfield City Centre Master Plan against the National Airports Safeguarding Framework (NASF) which addresses the protection and safeguarding guidelines and community amenity considerations for airports.

The Assessment outlined that due to the location of Bradfield City Centre in relation to the Western Sydney Airport (situated over 2 km away from the airport), the SW-NE orientation of the proposed parallel runways for the airport and the anticipated flightpaths it is not likely to be impacted by aircraft operations or noise, potential windshear, or lighting distractions to airport operations.

Under the Western Parkland City SEPP Obstacle Limitation Surface Map, Bradfield City Centre has a height of 125.5m. Any future developments above this height will require referral to the Western Sydney Airport to assess potential impacts on aviation operations.

An anticipated impact to be mitigated is the potential of aircraft wildlife strikes. mitigation options and recommendations have been developed to help manage wildlife hazards and through complying with processes embedded in the planning framework.

Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan and the NASF requirements are provided in the Aviation Impact Assessment.

13.2 Wind Impact Assessment

A Pedestrian Wind Environment Review (**Appendix R**) was prepared by Windtech to accompany the Master Plan Application and to address the relevant Secretary's Master Plan Requirements.

The assessment of the indicative built form for Bradfield City Centre Master Plan against the principal wind directions indicates that the predominant medium-rise buildings are expected to provide effective wind shielding to the direct winds from the prevailing directions.

The potential impacts can be summarised as:

- **Building Density** – It is expected that grouping of the building height would assist in mitigating the potential reattachment flows over the proposed buildings and thus minimising the impact of the downwash effect off the taller building façades. The down wash effect will be further mitigated through the tower component incorporated into the design of taller buildings. However, the southern perimeter of the central areas of Bradfield City Centre may be subject to potential wind impacts in these areas act as a barrier against the prevailing south-westerly winds, including direct and side-streaming wind effects along the building façade.
- **Road Alignment** - The provision of kinks, non-uniform layout, and misalignment with prevailing wind direction in the design of roads minimise the potential for wind channelling. The provision of wider transit roads on the northern boundary, the north-south corridor through the centre of the precinct and the east-west extension of the existing Whitaker Road, with medium-rise buildings and street trees will minimise the strength of funnelling events through built-up areas. Increased building density and narrower city and local streets will increase susceptibility to funnelling wind effects.
- **Open Spaces** - Due to the size of the open spaces, there is susceptibility for the south-westerly winds to reform strength as they travel towards the central and south-eastern areas of Bradfield City Centre Master Plan Area.

The results of this assessment indicate that Bradfield City Centre benefits from the shielding provided by the indicative built form within Bradfield City Centre Master Plan Area. However, there are some areas that are likely to be exposed to stronger winds that can have an impact on the local wind amenity.

It is expected that the wind effects can be mitigated, and local wind conditions further enhanced in these areas with the consideration of the mitigation measures and recommendations within the Pedestrian Wind Environment Review.

13.3 Air quality Impact Assessment

An Air Quality Impact Assessment (**Appendix Q**) was prepared by Todoroski Air Services to accompany the Master Plan application to investigate the potential air quality effects that may arise because of Bradfield City Centre Master Plan.

Road traffic emission is likely to be a source of air pollution in Bradfield City Centre in the future. The road network is structure to provide access to each area within Bradfield City Centre with a main transport corridor the north.

The access through the road network is expected to enable good traffic flows with reduced idling times to minimise the generation of traffic related air emissions. It is not expected to see a high proportion of heavy vehicles travelling through the city centre and past more sensitive areas such as the residential areas. The amount of vegetation and trees positioned along the road network in Bradfield City Centre Master Plan will result in an improvement of air quality as trees absorb some air pollution.

The building design and built form of Bradfield City Centre Master Plan provides variability and a discontinuous façade which would allow for cross wind flows around and between buildings. The layout permits the design of buildings so living and workspaces such as bedrooms and offices do not face air emission sources, such as roadways, with cleaner air from central areas of the building directed into the building rather than from the side of the air emission source side.

The initial development in Bradfield City Centre Master Plan will provide a range of uses including Advanced Manufacturing Research Facilities in the Enterprise zone. This development can have some potential for air emissions from various activity and would need to be considered on an individual basis, albeit this is not expected to be significant compared to other types of industry. Similarly, any future development in Bradfield City Centre need to consider their potential for air quality impacts to ensure that they can comply with the relevant regulatory requirements.

Greenspaces within Bradfield City Centre Master Plan would act as buffers between air emission sources and sensitive land uses. Greenspaces also promote good air quality as trees can absorb air pollution and green areas also reduce heat generation that can affect air pollutant transformation.

The Master Plan incorporates a layout which is designed to reduce effects of air emissions from road traffic through position of major transport corridors relative to sensitive uses, promotion of good air flow throughout Bradfield City Centre. The design of Bradfield City Centre Master Plan has considered the various air quality objectives in the development control plan for the Western Sydney Aerotropolis and would likely see these objectives being achieved.

Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan and the air quality impacts are provided in the Air Quality Impact Assessment (**Appendix Q**).

13.4 Biodiversity Strategy and Impact Assessment

A Biodiversity Strategy and Impact Assessment (Biodiversity assessment) (**Appendix M**) was prepared by Biosis to accompany the Master Plan application and to address the relevant Secretary's Master Plan Requirements.

Consistent with the Aerotropolis Precinct Plan and the Growth Centres Bio-certification, development within Bradfield City Centre will potentially result in removal of 23.51 ha of native vegetation which includes areas of potential threatened flora and fauna habitat. The impacts are detailed within the Biodiversity Strategy and Impact Assessment (Biodiversity assessment).

All impacts to native vegetation and threatened flora and fauna are restricted to areas which have been granted biodiversity certification. As such, further assessment in the form of Tests of Significance is not required. Impacts do not trigger the Biodiversity Offset Scheme (BOS) and subsequent assessment in the form of a Biodiversity Development Assessment Report (BDAR), or provision of Species Impact Statement (SIS). No referral for impacts to Matters of National Environmental Significance are required.

Impacts to Moore Gully and its associated key fish habitat buffer and the unnamed watercourses across the study area will require liaison with the fisheries division of the Department of Primary Industries (DPI) and the Natural Resources Access Regulator (NRAR). The VRZ of these watercourses will need to be observed and a controlled activity permit secured for any works within 40 m of these features.

Recommendations to aid with the avoidance and/or mitigation of impacts to ecological values and offsetting options for unavoidable impacts because of the proposed Master Plan are provide within the Biodiversity Strategy and Impact Assessment (Biodiversity assessment) (**Appendix M**).

13.5 Bushfire Strategy and Impact Assessment

A Strategic Bushfire Study (**Appendix Y**) was prepared by Eco Logical Australia Pty Ltd to accompany the Master Plan application and to address the relevant Secretary's Master Plan Requirements.

The Study Area is situated within a broader landscape comprised predominantly of grassland vegetation, with patches of woodland and narrow corridors of forested wetland vegetation present along the riparian corridors. However, it is expected that revegetation and modification is likely to occur throughout the Master Plan area to reflect proposed land uses.

As this assessment is in relation to a Master Plan application, a detailed assessment of proposed roads is not possible, however, it is anticipated that access roads will be compliant with the requirements of Planning for Bushfire Protection (PBP) at the relevant Development Application Stage.

The Master Plan provides opportunities for land use, there is opportunity to accommodate perimeter roads within the developable area adjacent to final bushfire hazards, or by adapting the current open space interface for the provision of perimeter roads. The proposed road network provides perimeter arterial and sub-arterial road access to the west, north and east along with a southern connection which would provide egress options for future occupants as well as ingress for emergency services and enable provision for APZs in these areas.

If off-site evacuation being necessary during varying stages of activation, it is expected that the existing and proposed arterial and sub-arterial roads will be available to provide multiple route options to nearby Neighbourhood Safer Places (NSPs), new NSPs or other evacuation points.

No key constraints associated with the ability of emergency services to carry out fire suppression in a bushfire emergency, because of the planned future development, are anticipated. The compliance of these aspects will be assessed for each future development against the requirements of PBP and the Master Plan is therefore not deemed to facilitate inappropriate development regarding the adequacy of emergency services.

Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan and the bush fire impacts are provided in the Strategic Bushfire Study.

13.6 Flooding Impact Assessment

A Flooding Impact Assessment (**Appendix K**) was prepared by Advisian to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The impact of the Master Plan was assessed by comparing the post-development model results against the model results derived for existing conditions. The comparison shows that the development as currently proposed will result in some off-site (in areas identified in the SEPP) increases to estimated peak 1% AEP flood levels and flow velocities for existing conditions. Though, these increases are limited to three areas; one along Moore Gully; along Thompsons Creek and a downstream location along the eastern edge of Bradfield City Centre (in areas identified in the SEPP).

The Master Plan contemplates development within the mixed use and enterprise zones which are above the 1% AEP flood Level.

Due to the limited extent of the impacts elsewhere along Moore Gully, it is anticipated that they can be mitigated through further refinement of the post-development land surface near the precinct boundaries as well as implementation of the stormwater drainage network that is proposed for future development across Bradfield City Centre.

Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan and the Flooding impacts are provided in the Flooding Impact Assessment.

13.7 Aboriginal Cultural Heritage Assessment Report

An Aboriginal Cultural Heritage Assessment Report (ACHAR) (**Appendix U**) has been prepared by Extent Heritage Pty Ltd to accompany the Master Plan Application and to the relevant requirements of the Master Plan Requirements.

The assessment found:

- A total of sixteen Aboriginal Sites were identified in the study area.
- The test excavation program investigated three PADs – ACIF01 (AHIMS ID 45-5-5480), Moore Gully (AHIMS 45-5-5492), and Thompsons Creek (AHIMS ID 45-5-5491) – and one comparative area expected to have low potential for Aboriginal archaeology.
- All areas in Bradfield City Centre were determined to have low significance overall, except for TP 114 in Moore Gully (AHIMS ID 45-5-5492) and TP 15 in Thompsons Creek (AHIMS ID 45-5-5491).
- In respect of the Master Plan, the archaeology located within ENV will be protected from harm. These comprise all of B 20 (AHIMS ID 45-5-2622), part of ACIF01 (AHIMS ID 45-5-5480), part of Moore Gully (AHIMS ID 45-5-5492), part of Thompsons Creek (AHIMS ID 45-5-5491).
- All surface artefacts identified within the study area during the surface survey and test excavation program have been determined to hold low scientific value.

- TP 114, located within Moore Gully (AHIMS ID 45-5-5492), would be harmed by future proposed development. As a result, salvage excavations would be required to fully investigate the archaeology associated with this test pit.
- TP 15, located within Thompsons Creek (AHIMS ID 45-5-5491), would be conserved based on the current Master Plan. If design changes result in any impact within a 50-metre buffer of TP 15 (located at 291321.887 easting and 6243816.007 northing), salvage excavations would be required.
- Aboriginal Sites impacted by the development within Bradfield City Centre which is envisaged by the Master Plan and consistent with the Aerotropolis Precinct Plan will require an Aboriginal Heritage Impact Permit.

Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan and Aboriginal Cultural Heritage Assessment Report (AHCAR) are provided in the ACHAR (**Appendix U**).

13.8 Statement of Heritage Impact

A Statement of Heritage Impact (SOHI) (**Appendix W**) was prepared by Extent Heritage Pty Ltd to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements. The SOHI addresses the impacts of the Master Plan to non-Aboriginal heritage.

The SOHI determined that the study area is not identified as a heritage item on any statutory or non-statutory registers. The statutory registers checked as part of this reporting include the World Heritage List, National Heritage List, Commonwealth Heritage List, State Heritage Register (SHR), relevant Local Environmental Plans and State Environmental Planning Policies, as well as non-statutory heritage registers including the Register of the National Trust (NSW). The study area does not meet the criteria for local or State significance.

The proposed works will not directly impact on any identified built heritage. An analysis of historical plans and historical aerial photographs demonstrates that Bradfield City Centre was located within a portion of the former estate referred to as "The Retreat" and subsequently Kevin and then Kelvin Grove. The estate operated primarily as a grazing property until the early 1950s at which time it was purchased by the Commonwealth and functioned as the RBF Bringelly Receiving Station. The assessed potential for the presence of archaeological material associated with all post 1788 occupational phases of Bradfield City Centre are low within the works footprint. It has been determined that any surviving remains are likely to have a low archaeological significance.

This SOHI also considered the potential impacts associated with the proposed Bradfield City Centre Master Plan in relation to the heritage in the vicinity. There are two local heritage items and two State heritage listed items in the vicinity of the proposed development: Kelvin, and the Church of the Holy Innocents. There will be no physical or visual change to the Church of the Holy Innocents or the two identified local heritage items due to the large distance of these items from the study area. Kelvin is located approximately 100 metres to the north-east of the study area. The impact on the views to and from this item is moderate given the significant change to setting that the Master Plan proposes. Nonetheless, any moderate impacts to the heritage significance of the SHR item Kelvin is considered acceptable in understanding the positive outcomes of the proposed development for the wider community.

The SOHI has recommended mitigation measures in respect of the Kelvin Grove State Heritage Item which is not located on Bradfield City Centre. Future development will need to consider the height, bulk, scale, and material of new buildings. Recessive colours, adequate setbacks, the use of open space and landscaping are ways which the impacts to this heritage item can be mitigated in future development.

Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan and European heritage impacts are provided in the SOHI (**Appendix W**).

13.9 Ground Conditions and Contamination Assessment

A Ground Conditions Report (Detailed Site Investigation) was prepared by Environmental Resources Management Australia Pty Ltd (ERM) (**Appendix T**) to accompany the Master Plan Application and to address the Secretary's Master Plan Requirements.

In June 2021, a Preliminary Site Investigation (PSI) was conducted to identify the historical uses and potential contamination within and surrounding the land area proposed to be the future Bradfield City Centre. The PSI recommended that a Detailed Site Investigation (DSI) be conducted to further assess the potential presence of contaminated soil or groundwater.

In summary of the DIS assessment, field observations and the results of the collected soil, groundwater, surface water and sediment samples it has been deemed that Bradfield City Centre is suitable for the land uses permitted under the National Environment Protection Assessment of Site Contamination HIL-A criteria. This includes mixed use, medium to high density residential, commercial, light industrial, retail, hotel, childcare, community, and education which are all permitted under the HIL-A criteria.

A Contamination Report (Site Audit Report and Site Audit Statement) (**Appendix AA**) has been prepared by JBS&G and including inputs by the NSW EPA. The Contamination Report provides the following:

- The site investigation works are considered to have met the requirements of the Contaminated Sites: Guidelines for the NSW Site Auditor Scheme (3rd Edition) (EPA 2017).
- The AMP (ERM 2022b) prepared for Bradfield City Centre addresses the identified contamination issue.
- The auditor notes that the site management and validation procedures outlined in the AMP are considered appropriate to make Bradfield City Centre suitable for the proposed uses.

13.10 Sustainability Assessment

A Sustainability Report (**Appendix L**) was prepared by Flux to accompany the Master Plan Application and to address the relevant Secretary's Master Plan Requirements and provide a sustainability framework.

- The sustainability framework includes the following considerations:
- Address Climate Change.
- Finite Water Resources.
- Managing Waste to avoid landfill.
- A health environment.
- Resilience.
- Social Outcomes.

The sustainability framework includes the following commitments to mitigate potential future impacts:

- Targeting net-zero carbon emissions by 2030.
- Provide an unrestricted supply of water that is resilient to drought and floods and enables unrestricted use to activate blue/green connections and reduce reliance on potable water supplies.
- Minimise waste to landfill and promote circular economy initiatives that creates a symbiotic relationship between residential, commercial, and industrial land uses within Bradfield.
- Create a healthy environment for people and the natural ecology.
- Design to mitigate climate impacts including urban heat.
- Generate sustainable social outcomes through placemaking and community building.

- These commitments will support Bradfield City Centre as a six-star Green Star community. Accreditation will be pursued throughout future design and delivery phases.
- Consideration will be given to the implementation of climate resilient infrastructure and technologies during detailed design and delivery stages.

A Corporate Sustainability and Resilience Strategy will be developed by WPCA to set out commitments to sustainability and resilience.

13.11 Integrated Water Cycle Management Report

An Integrated Water Cycle Management Report (**Appendix I**) was prepared by AECOM to accompany the Master Plan Application and to address the relevant Secretary's Master Plan Requirements.

There are six water bodies, small farm dams, within Bradfield City Centre and surrounding sites. Desktop assessment of these dams concluded that they were likely for private water storage of the respective properties and played no formal role in the dynamics of the local catchment.

Bradfield City Centre is a greenfield site with no existing formal drainage infrastructure present. Existing pipes and drainage infrastructure is present along the Northern Road to the south of the precinct and Badgerys Creek Road (being only culvert crossings) to the west. Currently, Badgerys Creek Road does not have kerb and gutter or a formal trunk drainage system. Presently there are culverts along Badgerys Creek Road. With the future upgrade of Badgerys Creek Road, it is expected that a formal drainage system will be installed and direct water into the watercourse, rather than having uncontrolled discharge enter the Bradfield City Centre. Coordination of stormwater and flooding conditions in these areas will be required in future stages of design to mitigate any overlap in discharge requirements in interim development stages.

Moore Gully is classified as Strahler 4th Order Creek, with Thompsons Creek a 5th Order creek both with a 40m Vegetated Riparian Offset from the top of the bank.

The proposed Master Plan approach utilises regional-based infrastructure in the form of above-ground grassed bioretention basins and wetlands integrated within the proposed waterfront area along Moore Gully. In modelling, this approach demonstrates capacity to adequately meet hydraulic and hydrological targets for Bradfield City Centre including pollutant reduction, peak flow discharges and water flow retention across the water cycle.

Future proposed drainage infrastructure can be constructed in a manner respecting the natural topography and existing catchment characteristics with minor deviations resulting from the presence of the Metro Station. The integration with existing Moore Gully and Thompsons Creek minimises ecological and riparian impact from overlapping requirements of water infrastructure but will require further design development to better adopt the future waterfront area and intended realignment of Moore Gully.

Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan and water cycle management are provided in the Integrated Water Cycle Management Report.

13.12 Utility Infrastructure and Servicing Strategy

A Utility Infrastructure and Servicing Report (**Appendix H**) was prepared by AECOM to accompany the Master Plan Application.

The report compares the last two years of available and relevant planning advice with the current data available around Bradfield, reviews the currently available services and evaluates expected future demand. The report also identifies expected demand and potential utility amplifications required for the proposed Master Plan for Bradfield City Centre and wider precinct development.

Bradfield City Centre has the following demand calculations which provide estimates based on a $\pm 15\%$ range in development yields:

- Potable water between 14,400 – 19,500 kL/day (total demand reduced by Recycled Water uptake).
- Recycled water between 7,530 – 10,200 kL/day.
- Wastewater between 230 – 310 L/s.
- Electrical load between 172.41 – 233.26 MVA; and.
- Gas demand between 910,293 – 1,231,573 GJ/hour.
- The following needs have been identified to support Bradfield City Centre:
- Lead-in infrastructure upgrades for water (potable and recycled), wastewater and electrical supply are required.
- Gas and telecommunication networks have adequate capacity to provide upgrades pending formal applications.
- Beyond 2026, advice received from utility authorities indicates that Bradfield City Centre can be fully serviced via business-as-usual processes, as the City Centre grows and evolves over the next 30 years.

13.13 Traffic Management Accessibility Plan Report

A Traffic Management Accessibility Plan Report (**Appendix G**) was prepared by AECOM to accompany the Master Plan Application and to address the relevant Secretary's Master Plan Requirements.

An implementation plan has been prepared for walking and cycling, public transport and the road network over the short, medium, and long term. Each implementation plan aims to define an impact, challenge or issue for walking and cycling, public transport and the road network in Bradfield City Centre.

In summary the Traffic Management Accessibility Plan Report provided analysis on the traffic projections for 2026, 2036 and 2056.

The adoption of maximum parking rates in the Phase 2 DCP have been applied. To ensure a future shift towards sustainable modes of travel is achieved, the minimum bicycle parking requirements within commercial areas, educational facilities as well as community, medical, recreational, and residential facilities need to be increased in quantity and be situated at easily accessible and safe locations.

Detailed impacts, mitigation measures and recommendations in relation to Bradfield City Centre Master Plan are provided in the Traffic Management Accessibility Plan Report (**Appendix G**)

13.14 Noise and Vibration Impact Assessment

A Noise and Vibration Impact Assessment (**Appendix R**) was prepared by WSP to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

A variety of noise and vibration legislation, standards, and guidelines exist to ensure that noise is kept in-balance with the social and economic value of industry to NSW, including the Western Parkland City SEPP.

In summary noise and vibration impacts related to aspects including Aircraft noise, Major Roads, Sydney Metro, and car parking has been assessed and anticipated impacts provided. This assessment includes detailed analysis of vibration impacts of the future transport corridor.

Detailed Mitigation measures and recommendations in relation to Bradfield City Centre Master Plan are provided in the Noise and Vibration Impact Assessment.

13.15 Earthworks

An Earthworks Report (**Appendix W**) was prepared by AECOM to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Earthworks Report provides the proposed earthworks design strategy for the Master Plan and demonstrate an option for conformance with performance outcomes. Various site investigations and studies by external parties were considered in the civil design of the Master Plan.

In summary the anticipated earthworks for Stages 1, 2a, 2b, 2c and 3 have been outlined within the Earthworks Report for Cut, Fill, and Balance and Import and Export.

Overall, the earthworks design has generally followed the existing contours on the site to minimise the cut and fill required. WPCA are targeting a cut to fill balance across Bradfield City Centre through the detailed design stages.

The earthworks design approach has based its design its design input on the new Sydney Metro station finished levels to provide consistency between designs. The earthworks strategy aligns with Recognising Country principals while also providing an interface to the new Sydney Metro station.

13.16 Circular Economy

A Circular Economy (Waste and Services) Report (**Appendix CC**) was prepared by WSP to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Circular Economy (Waste and Services) Report provides an overview of the circular economy approach in the global and local context to provide the strategy for Bradfield City Centre. It identifies circular economy opportunities and sets targets for waste generation reduction informed by best practice.

The Circular Economy (Waste and Services) Report outlines the following for Bradfield City Centre:

- Targets for waste generation reduction (operational and construction).
- Solutions to avoid waste generation for the outset.
- Dedicated food organics management solution.
- Minimising waste vehicles movements.
- Integration of community education through a circular economy hub.
- Circular sharing initiatives.
- Opportunities for last mile logistics and industrial symbiosis.

The long-term circular economy strategy for Bradfield City Centre will be refined and adapted as Bradfield City Centre is developed over time.

13.17 Infrastructure Delivery

An Infrastructure Delivery Strategy (**Appendix V**) was prepared by WPCA to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Infrastructure Delivery Strategy outlines the following for Bradfield City Centre:

- Identifies the infrastructure required to be delivered under the existing Western Sydney Aerotropolis contributions framework.

- Identifies mechanisms of delivery.
- Identifies who is likely to deliver the infrastructure.
- Identifies infrastructure priorities and staging.
- Outlines any changes in amount of infrastructure from the existing contributions framework relative to that proposed.
- Assists government and the community in understanding the infrastructure delivery task for Bradfield City Centre.
- The applicable Local Contributions Plan to Bradfield City Centre is the *Draft 7.12 – Liverpool Council Aerotropolis Precincts Contributions Plan*. The Local Contributions Plan proposes the acquisition of approximately 2.3ha of land within Bradfield City Centre. The proposed acquisition within Bradfield City Centre will be the subject of further discussions with Liverpool City Council within the context of the proposed Master Plan.

WPCA will deliver various elements of infrastructure as part of a works-in-kind agreement with Liverpool City Council.

The *Environmental Planning and Assessment (Special Infrastructure Contribution – Western Sydney Aerotropolis) Determination 2022* provides the state contributions framework that applies to Bradfield City Centre. Future development within Bradfield City Centre will be subject to the state contributions framework which will provide for various infrastructure to be provided within and outside of Bradfield City Centre

The Western Parkland City SEPP provides for acquisition of land within Bradfield City Centre for a variety of different purposes including Stormwater infrastructure, Local open space and drainage and the Regional Park (Thompsons Creek). These acquisition processes will be undertaken by the relevant authority in consultation with WPCA.

Detailed recommendations in relation to Bradfield City Centre Master Plan are provided in the Infrastructure Delivery Strategy.

13.18 Housing Strategy

A Housing Strategy Statement Report (**Appendix BB**) was prepared by MacroPlan to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Housing Strategy Statement Report outlines the following for Bradfield City Centre:

- Between 2021 and 2056, the population of the Western Parkland City is projected by DPE and TfNSW to rise by about 720,000 from 1.16 million to 1.88 million which will create the need for about an additional 300,000 dwellings.
- The Bradfield City Centre has the capacity to deliver 10,000 apartments making a significant contribution to total supply and to diversifying housing supply within the Aerotropolis. Consistent with Objective 9 of the Western Sydney Aerotropolis Plan, Bradfield City Centre optimises the opportunity to provide diverse, affordable housing that is well located near employment opportunities and transport.
- It is estimated that there will be demand for about 66,000 apartments, accounting for 22% of total dwelling demand in the Western Parkland City over the years between 2021 - 2056.
- It is estimated that the current potential supply of apartments in the Local Government Areas (LGAs) in Western Parkland City is 27,000-54,000, which may be adequate in the short term but not in the long term.

Overall, the Master Plan will play a significant role in the provision of housing (including affordable housing) to support the overall vision for the Aerotropolis relating to housing.

13.19 Arts and Culture Strategy Report

An Art and Culture Strategy Report (**Appendix X**) was prepared by Artificer Projects to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Art and Culture Strategy Report provides that a consistent approach to decision-making and activation is adopted throughout Bradfield City Centre across its development, construction, and management phases to achieve the desired place identity for visitor engagement regarding arts and cultural activities.

The Art and Culture Strategy Report provides an approach to develop high quality public art works and projects. WPCA will work with the relevant authorities to prepare funding models for arts and culture.

Future art works and installations will highlight the First Nations significance of Bradfield City Centre. These will be undertaken by Aboriginal and Torres Strait Islander artists and the local Aboriginal and Torres Strait Islander community to express and interpret a contemporary re-imagining of a Welcome to Country and First Nations living culture.

13.20 Smart Cities Assessment

The Smart Cities Implementation Plan prepared by AECOM (**Appendix F**), has been prepared to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Smart Cities Implementation Plan includes two key areas for focus for the long-term development of Bradfield City Centre:

- Planning for growth and changing technologies, "future-proofing" to the extent possible based on current knowledge and forecasts.
- Enabling innovation and choice – investing where there are market failures or drivers to remove inhibitions to, and encourage, smart cities and broader technologies to flourish in Bradfield through private market provision of choice and quality.

The Smart Cities Implementation Plan includes a Smart City technical Framework which covers the following key areas:

- Enabling Connectivity Chouse and Change
- Embedding Technology for Better City Function
- Harnessing Data Effectively and Responsibly.

The Smart Cities Implementation Plan sets out set of short-, medium- and long-term strategies that ensure the public domain and future users can comply with the Phase 2 DCP and the Aerotropolis Precinct Plan. Longer term strategies are provided to ensure that the continued target of a highly connected 22nd century city is realised.

13.21 Social Impacts

A Social Infrastructure Strategy (**Appendix N**) was prepared by GHD to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Social Infrastructure Strategy report outlines the future community and the needs of different users including residents, workers, and visitors, within Bradfield City Centre to inform social infrastructure provision recommendations and considerations to enhance social sustainability.

The recommendations for social infrastructure provision have been determined through a needs assessment covering existing need, identified needs, demographic need, and comparative need. It is anticipated that the needs of the community will change over time as Bradfield and the broader Aerotropolis is developed. The cumulative impact of this increasing population will need to be continuously monitored to enable infrastructure to respond to the changes in demand and be provided in a timely manner. **Table 22** provides an overview of the social infrastructure recommendations.

Table 22 - Overview of social infrastructure recommendations

| Facility | Recommended infrastructure (by 2056) | Justification of need |
|--------------------------------|---|---|
| Education | | |
| Education | Public Primary School, including spaces for specialised learning | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. Identified in the Place Based Infrastructure Compact (PIC). |
| | Public High School, including spaces for specialised learning | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. Identified in the Place Based Infrastructure Compact (PIC). |
| | Innovation outreach centre (consider co-location with public high school) | Consultation with NSW Department of Education identified opportunity to provide an Innovation outreach centre with a focus on aerospace and aeronautics to increase the learning opportunities for the wider Greater Sydney student population. |
| | 1 x Permanent TAFE/VET facility | Committed in the Western Sydney City Deal. |
| | 1x Multiversity Campus/ maker space facilities collocated with compatible industry and community facilities | Committed in the Western Sydney City Deal. |
| Community & Culture | | |
| Health | 1 x Community health centre / IHHub | Consultation with NSW Department of Health identified the opportunity to provide community health facilities in the Aerotropolis Core after the year 2031. |
| | 1 x Specialised Aboriginal community health facility | The Draft Western Sydney Aerotropolis Aboriginal Engagement Summary Report (GHD, 2020d) identified the need for specific health facilities for Aboriginal residents in the Aerotropolis and wider Western Parkland City. |
| Emergency services | 1 x Justice Precinct with a co-located police station and courthouse | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. Identified in the Place Based Infrastructure Compact (PIC). |
| Community facilities | 1 x Local community space | Required to accommodate Bradfield City Centre demographic needs. |

| Facility | Recommended infrastructure (by 2056) | Justification of need |
|---------------------------------|---|--|
| | 1 x District community centre (co-located with the District/State satellite library) | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. Consultation with Liverpool City Council and Create NSW indicated the aspiration for a multifunctional community centre. |
| Childcare | 1 x Public childcare centre (min 100 places) | Required to accommodate the Bradfield City Centre demographic needs. |
| | 1 x Specialised Aboriginal childcare centre | The Draft Western Sydney Aerotropolis Aboriginal Engagement Summary Report (GHD, 2020d) identified the need for specific childcare facilities for Aboriginal residents in the Aerotropolis. |
| | ~10 x Private childcare centres (total 499 places) | Required to accommodate Bradfield City Centre demographic needs. |
| | ~10 x Private childcare centres (total 499 places) | Required to accommodate Bradfield City Centre demographic needs. |
| | 2 x Private OSCH centres (total 198 places) | Required to accommodate Bradfield City Centre demographic needs. |
| Aged Care | Consider appropriate planning controls to allow future development of aged care facilities. | Required to accommodate Bradfield City Centre demographic needs. |
| | Provision of approximately 136 x Moderate to high care needs places, 163 x Low care needs places and 7 x short term restorative care places located near the IHHub. | |
| | Provision of approximately 68 x Community care packages delivered from the IHHub | Required to accommodate Bradfield City Centre demographic needs. |
| Cultural facilities | 1 x Local cultural facility (i.e., gallery, studio, or museum) | Required to accommodate Bradfield City Centre demographic needs. |
| | 1 x Aboriginal Cultural Centre | The Draft Western Sydney Aerotropolis Aboriginal Engagement Summary Report (GHD, 2020d) identified the need for a major cultural facility to support cultural practice for Aboriginal residents in the Aerotropolis and wider Western Parkland City. |
| | 1 x Cultural Performance Centre | Required to accommodate both Bradfield City Centre demographic needs and wider Western Parkland City. Identified in the Place Based Infrastructure Compact (PIC). |
| Civic Spaces | | |
| Sport and recreation facilities | 2 x Playing fields (i.e., hockey and athletics) | Required to accommodate Bradfield City Centre demographic needs. |
| | 3 x Multipurpose sport courts | Required to accommodate Bradfield City Centre demographic needs. |

| Facility | Recommended infrastructure (by 2056) | Justification of need |
|----------------------|---|--|
| | 1 x District sports field (2 x rectangles and 1 x oval) | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. |
| | 1 x Indoor sports facility | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. |
| | 1 x Indoor aquatic/swimming facility | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. |
| | 1 x Youth focused outdoor recreation facility | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. |
| Parks and open space | Up to 8 x Local parks | Required to accommodate Bradfield City Centre demographic needs. |
| | 2 x District parks | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. |
| | 1 x Regional Park (Moore Gully) | Required to accommodate both Bradfield City Centre and Aerotropolis Core precinct demographic needs. |

13.22 24 Hour Economy Strategy

A 24-Hour Economy Strategy Statement Report (**Appendix CC**) was prepared by MacroPlan to accompany the Master Plan Application.

The success of a 24-hour economy in Bradfield City Centre is an important consideration in attracting a residential population, firms, and their workforces, and (visitors in) short-term accommodation (hotels/serviced apartments) and students in educational institutions. The projected growth in Bradfield City Centre population, employment, visitor, and student numbers outlined in the Masterplan supports the development of a 24-hour economy and a vibrant night-time economy.

The Master Plan is consistent with the objectives to lead to a successful 24-hour economy, recommendations in relation to Bradfield City Centre Master Plan are provided in the 24-Hour Economy Strategy Statement Report.

13.23 Economic Impacts

An Economic Strategy Technical Report (**Appendix O**) was prepared by SGS Economics to accompany the Master Plan Application and to address the relevant requirements of the Secretary's Master Plan Requirements.

The Economic Strategy Technical Report outlines:

- Economic and market drivers that will influence the future land use context in the Aerotropolis are diverse, and while some land uses will be immediately viable some will require pre-requisite conditions before they can be delivered.

- Bradfield City Centre provides for capacity for between 20,000 +jobs in the long-term providing a key anchor centre for the development of Aerotropolis and broader Western Sydney.
- The Master Plan contributes approximately half of the jobs targeted for the Aerotropolis Core precinct with a focus on knowledge intensive jobs.

Overall, the Master Plan is intended to facilitate the growth of the centre over time. The Master Plan has established the following three planning horizons provided in **Table 23**.

Table 23 - Planning & Development Horizons

| Phase | Indicative Timeframe | Estimated employment | Estimated residential population | Estimated Gross Floor Area (cumulative) |
|-------------|----------------------|----------------------|----------------------------------|---|
| Immediate | 2026 | 1,000 - 1,200 jobs | 0 residents | 48,500sqm |
| Medium-term | 2036 | 8,000 - 8,300 jobs | 3,000 - 3,100 residents | 341,000sqm |
| Long-term | 2056 | 20,000 – 24,000 jobs | 15,000 – 15,200 residents | 1,258,000 sqm |

Note: The table above is an estimate of the population and employment forecast used for the purposes of modelling only.

The Master Plan has the capacity to accommodate ~10,000 residential dwellings. In accordance with NSW Government policy a proportion of the residential dwellings will be affordable housing. The timing and delivery of residential dwellings will be subject to market demand and future Master Plan reviews that consider the impact of additional population on the scope and timing of social and physical infrastructure.

Detailed recommendations in relation to Bradfield City Centre Master Plan are provided in the Economic Strategy Technical Report.

14 Consultation

14.1 Technical Assurance Panel

The Technical Assurance Panel (TAP) process has led to a refined and greatly improved Master Plan. The TAP process has allowed for the design evolution of the Master Plan, the Master Plan incorporates detailed feedback from the TAP membership which included State Agencies and Local Councils.

The TAP process has allowed for issues to be resolved and included within the Master Plan which has been lodged for Statutory assessment. WPCA and the project team have collaborated at length with the TAP as part of the TAP Milestone Agreements.

14.1.1 Milestones Agreements

Detailed consultation has been undertaken with the TAP during the preparation of the Master Plan Application. **Table 24** provides the Milestones Agreements and the meeting dates between WPCA and the TAP.

Table 24 - Milestones Agreements

| Aspect | Dates |
|---|------------|
| WPCA issue request to be Master Planner | 11/04/2022 |
| DPE provide approval for WPCA to be Master Planner and issue Master Plan requirements | 11/04/2022 |
| TAP Meeting 1 | 8/11/2022 |
| TAP Meeting 2 | 14/12/2022 |
| TAP Meeting 3 | 21/03/2023 |
| TAP Meeting 4 | 5/05/2023 |
| TAP Meeting 5 | 3/07/2023 |
| TAP Meeting 6 - Finalise Master Plan application - Master Plan Submission | 14/08/2023 |

14.2 Other Consultation

14.2.1 Aboriginal Engagement

An Aboriginal Engagement Outcomes Report (**Appendix U**) has been prepared by GHD and Zion Engagement and Planning. Detailed engagement and consultation activities were undertaken during the preparation of the Master Plan and to address the relevant requirements of the Secretary's Master Plan Requirements.

Consultation was undertaken with the following stakeholders:

- Dharug (Darug/Durug) and Dharawal Traditional Custodians.
- WPCA Koori Perspectives Circle.
- Government Architect NSW.
- Two phases of engagement were undertaken being Phase 1 and 2. Phase one engagement activities were undertaken between October 2022 and December 2022. The purpose of the Phase 1 engagement was to build relationships with Dharug Traditional Custodians and provide opportunity for Traditional Custodians to share their aspirations and interests in the project. A total of 27 Traditional Custodians participated during the engagement activities during phase 1.
- The Phase 2 engagement activities were undertaken with Dharug and Dharawal Traditional Custodians between March 2023 and May 2023. The purpose of the Phase 2 engagement was to build relationships with Dharug and Dharawal Traditional Custodians and establish guiding design with Country principles and to identify opportunities for ongoing engagement and collaboration with Traditional Custodians. A total of 16 Traditional Custodians participated during the engagement activities during Phase 2.
- The key matters that arose during the consultation can be summarised as follows:
- Master Plan documentation including use of terminology and use of language.
- Landscaping and urban design including, restore waterways and ecology, engaging with Country, protecting native flora and fauna, Bunya trees, connections for fauna, respect of water, Tree maintenance and tree canopy.
- Ridge Park including potential educational purposes of the park and privacy issues.
- Lighting and solar access including, Sky Country (night sky), light pollution, solar access, and overshadowing.
- Art Strategy including, prioritise local Dharug artists, planting treatments, use of language, sightlines, and navigation.
- Cultural space including, Space for cultural practice, privacy, operation, and management and establishing a network.

The Aboriginal Engagement Outcomes Report outlines that all matters raised by stakeholders were considered to have been adequately addressed within the Master Plan Application or in the accompanying appendices.

14.2.2 Community and Landowner Engagement

A Consultation Outcomes Report (**Appendix DD**) has been prepared by WPCA Communication and Engagement. Preliminary stakeholder and community consultation undertaken to inform the Master Plan Application. Outcomes of this consultation have been considered in the preparation of the Master Plan and respond to the Master Plan Requirements.

A wide-reaching information and promotion campaign focussed on targeting stakeholders, adjoining property owners and the local community to invite them to find more information about the Master Planning process and share their ideas. Information was also available to the public across Sydney through the project webpage.

A public facing web Bradfield City Centre was launched on 1 December 2022 to provide information and receive feedback about stakeholder and community ideas for Bradfield City Centre. There were 2049 total page views of the webpage from 1461 unique users when the page closed in March 2023.

Government and non-government stakeholders were contacted from Thursday 1 December 2022 via email and provided information, contact details for the project team and information about how to provide feedback.

Adjoining property owners were directly contacted via a letter on 16 November 2022 and offered a dedicated telephone line to a Neighbourhood Liaison Officer, where they could discuss the Master Planning process, arrange a one-on-one meeting, and provide feedback.

A newsletter was letterbox-dropped on 23 November 2022 to approximately 2,500 residences in the suburbs surrounding the new Bradfield City Centre, providing information about how to find more information and provide feedback.

A neighbourhood pop-up on Saturday 19 November 2022 to provide in-person discussion about the Master Planning process. The neighbourhood pop-up was part of the cross-agency engagement program and was held from 10am until 2pm at the Hubertus Country Club in Luddenham.

There was a total of 167 community members were directly engaged at community drop-in sessions in August and November 2022.

A total of 45 properties adjoining Bradfield City Centre were visited during a doorknock conducted by WPCA in July 2022.

- The key matters raised by these stakeholders have been addressed within the Master Plan and the relevant appendices.

15 Conclusion

This Planning Report has been prepared in accordance with the Western Parkland City SEPP and Master Plan Guidelines that establish the optional Master Planning process for land within the Aerotropolis. It sets out the justification for the proposed statutory amendments applicable to the site to allow for future development within Bradfield City Centre.

The justification of strategic and site – specific merit is demonstrated by the Master Plan as follows:

- The Master Plan is a direct result of several strategic plans, studies and documents undertaken by the New South Wales (NSW) Government including the Western Sydney Aerotropolis Plan and Western Sydney Aerotropolis Precinct Plan.
 - The objectives of the Master Plan align with the key vision, principles and priorities set out in these strategic documents. This responds to the Master Planning guidelines which requires all applications to align with the overarching vision and principles for the area.
- The Master Plan has undertaken a comprehensive evaluation of the sites physical and strategic attributes informing the proposed structure plan and development vision. This analysis has informed the structure plan and layout which is responsive to the surrounding context.
- The Master Plan identifies different character areas that are consistent with the current zoning for the site and complement the surrounding area without affecting the unique natural landscape.
 - Majority of developable area in Bradfield City Centre is zoned mixed use. This zoning allows for a wide range of commercial, civic, and residential uses that make up a thriving city centre and fosters opportunities for retail and commercial uses that will create local employment and a broader economic base for the future city centre.
 - The zoning enables residential development as part of a diverse mixed-use areas within proximity to Wianamatta-South Creek and Thompsons Creek.
- The Master Plan adopts a landscape led approach that contributes to the establishment of the blue-green infrastructure framework for the wider Aerotropolis region.
 - The Master Plan preserves, protects, and restores over 30 ha of new green space around Thompsons Creek consistent with the Precinct Plan. This will form part of a new regional parklands that retains and preserves ENZ and ENV, significant revegetation for biodiversity, creek restoration, integrated water management, recreation opportunities and cultural values.
- Connecting with Country principles and ongoing Aboriginal Engagement have informed the Master Plan.

The Master Plan will have positive economic impacts for the following reasons:

- The Master Plan is a visionary city that will evolve over time to become a renowned centre of excellence for innovation and city making that defines the Western Parkland City.
 - The site will provide a metropolitan centre that will seamlessly integrate with the Aerotropolis Core Metro Station and Western Sydney International Airport and become a future focus area for business, tourism, and social experiences.
 - Bradfield City Centre provides for capacity for approximately between 20,000-24,000 jobs by 2056 in the long-term providing a key anchor centre for the development of Aerotropolis and broader Western Sydney. This will aid in fast tracking economic prosperity across the Western Parkland City and complement the existing neighbouring centres, Greater Penrith, Liverpool, and Campbelltown-Macarthur centre.
 - The Master Plan contributes approximately half of the jobs targeted for the Aerotropolis Core precinct with a focus on knowledge intensive jobs.

- The site will become a metropolitan centre for choice, specialising in advanced manufacturing, high technology industries, services, creative industries and science, technology, engineering, and mathematics (STEM) focused educational facilities, and will facilitate the emerging aerospace and defence industries.

The Master Plan will have positive Social Impacts for the following reasons:

- The Master Plan considers the relationship between infrastructure and population growth. It directly responds to the additional capacity that will be offered through investment in Sydney Metro and includes assessment of the social infrastructure for which demand would be generated by the proposal.
- The Masterplan will drive investment, provide employment and housing opportunities at a range of scales, and create vibrant centres where people work, live, visit, and play.
 - Bradfield City Centre has the capacity to deliver 10,000 apartments making a significant contribution to total supply and to diversifying housing supply within the Aerotropolis.
 - Bradfield City Centre provides residential development yields for Bradfield indicating an approximate residential population of 15,000 – 23,000 residents up to and beyond 2056.
 - Bradfield City Centre provides job projections of an anticipated total worker population of approximately 24,000 by 2056.
- It is anticipated that the needs of the population will change over time as Bradfield and the broader Aerotropolis is developed, the cumulative impact of this increasing population will be continuously monitored every 5 years through the masterplan review process to enable infrastructure to respond to the changes in demand and be provided.

The Master Plan is within the Public Interest for the following reasons:

- The Master Plan is overall consistent with the relevant planning framework, where non-compliances, variations and amendments have arisen the Master Plan Application and support appendices have provided sufficient justification to warrant approval.
- The Master Plan has demonstrated specific and strategic merit.
- The Master Plan will have a positive economic impact through provision of jobs and contribution to the Aerotropolis and Western Parkland City job and employment targets.
- The Master Plan will have a positive social impact through contribution to residential yields and will support the existing and future population of the Aerotropolis and Western Parkland City.
- The Master Plan is within the public interest.

Appendix A - Master Plan Report

Appendices A – HH are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix B - Urban Design Report

Appendices A – HH are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix C - Response to Country

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix D - Design Excellence Strategy

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix E - Exempt and Complying Development Code

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix F - Smart Cities Implementation Plan and Assessment Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix G - Traffic Management Accessibility Plan Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix H - Utility Infrastructure and Servicing Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix I - Integrated Water Cycle Management Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix J - Aviation Impact Assessment Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix K - Flooding Impact Assessment

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix L - Sustainability Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix M - Biodiversity Strategy and Impact Assessment Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix N - Social Infrastructure Strategy Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix O - Economic Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix P - Air Quality Impact Assessment Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix Q - Noise and Vibration Impact Assessment Report v Appendix

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix R - Pedestrian Wind Environment Review Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix S – Statement of Heritage Impact

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix T – Aboriginal Engagement Outcomes Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix U – Aboriginal Cultural Heritage Assessment Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix V – Infrastructure Delivery Strategy

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix W – Earthworks Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix X – Art and Culture Strategy Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix Y – Bushfire Strategy and Impact Assessment Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix Z – Ground conditions Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix AA – Contamination Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix BB – Housing Strategy Statement Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix CC – Circular Economy (Waste and Services) Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix DD – Consultation Outcomes Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix EE – 24 Hour Economy Strategy Statement Report

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix FF – Survey Plan

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix GG – Explanation of Intended Effect

Appendices A – HH are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix HH –Discussion Paper for proposed Aerotropolis Precinct Plan and DCP amendments

Appendices A – GG are provided within separate documents which have been submitted as part of this Master Plan Application.

Appendix II – Western Sydney Aerotropolis Precinct Plan Compliance Table

15.1 Western Sydney Aerotropolis Precinct Plan

The Western Sydney Aerotropolis Precinct Plan (Aerotropolis Precinct Plan) March 2022 has been prepared and is in force under the provisions of *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*.

Table 25 provides an assessment of the Master Plan in consideration of the Aerotropolis Precinct Plan.

Table 25 - Aerotropolis Precinct Plan objectives

| Objective | Objective/Requirement description | Addressed by Master Plan |
|--|---|---|
| 2.1 Aerotropolis Precinct Plan objectives | | |
| 01 | <ul style="list-style-type: none"> 'Start with Country' by promoting access to Country and designing the Aerotropolis through a process that includes Aboriginal people. | <ul style="list-style-type: none"> The Western Parkland City Vision has three main components. One is "Connected" – which states the Bradfield City Centre will be designed to respect and connect with Country and our First Nations people. The Master Plan will celebrate our cultural diversity. The Recognise Country Report at Appendix C and the Urban Design Report at Appendix B shows how this concept has been adopted as a key consideration in the preparation of the Master Plan for Bradfield City Centre. The Master Plan has addressed the objective in the Recognise Country Report which has been prepared in consultation with the Aboriginal community to ensure that connecting with Country principles are imbedded in the Master Plan. See the Recognise Country Report at Appendix C and the Urban Design Report at Appendix B |
| 02 | <ul style="list-style-type: none"> Celebrate culture by reflecting the cultural landscape and continuous connection of Aboriginal people and Country through: <ul style="list-style-type: none"> the design of the public domain preservation and rehabilitation of the natural environment and systems | <ul style="list-style-type: none"> The Master Plan has addressed this objective in the Recognise Country Report at Appendix C and the Urban Design Report Appendix B. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
|-----------|--|--|
| | <ul style="list-style-type: none"> the alignment of movement networks with culturally significant spaces the design of buildings, and keeping language alive in the naming of places. | |
| 03 | <ul style="list-style-type: none"> Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment. | <ul style="list-style-type: none"> The infrastructure staging for the Master Plan has been designed to maximise the efficiency of infrastructure investment planning and land use development of Bradfield City Centre. The staging of Infrastructure and land use development have been addressed in the Urban Design Report at Appendix B and the Infrastructure Delivery Strategy at Appendix V. |
| 04 | <ul style="list-style-type: none"> Protect Airport operations, including 24-hour operations, and protect future communities from aircraft noise. | <ul style="list-style-type: none"> The potential impact of the Airport operations on Bradfield City Centre is considered low due to the large separation distance between the Airport and Bradfield City Centre. Potential acoustic and noise impacts of residential receivers is minimal. The Master Plan has addressed the airport's 24-hour operations and the protection of future communities from potential aircraft noise in the Aviation Impact Assessment and the Noise and Vibration Impact Assessment at Appendix J and Appendix R. |
| 05 | <ul style="list-style-type: none"> Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City. | <ul style="list-style-type: none"> The Bradfield City Centre will support a cluster of advanced and innovative industries by creating an urban framework in which they can operate, collaborate and scale-up. The proposed Master Plan will provide employment opportunities and diversify the economy of the Western Parkland City. The Master Plan has further addressed this objective and the desired outcomes of diversification of the Western Parkland Cities economy in the Economic Report in Appendix O. |
| 06 | <ul style="list-style-type: none"> Enable land use to evolve in line with changing economic drivers and facilitate development that will contribute to building the Western Parkland City. | <ul style="list-style-type: none"> The Master Plan allows Bradfield City Centre to evolve and develop overtime with suitable development staging which is provided for within the Urban Design Report in Appendix B. This allows for the city to evolve over time as the resident and worker population grows across the development horizons. There are long term economic drivers which will support the development of Bradfield City Centre and the building of the Western Parkland City. This is addressed the Economic Report in Appendix O. |
| 07 | <ul style="list-style-type: none"> Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements. | <ul style="list-style-type: none"> Bradfield City Centre has been designed from a landscape led approach including the retention of water elements, preservation, and provision of green within walking distances from the key city blocks, civic spaces, and transport corridors. For further details, refer to the Urban Design Report at Appendix B. |
| 08 | <ul style="list-style-type: none"> Provide for social infrastructure in strategic locations that support the | <ul style="list-style-type: none"> Bradfield City Centre includes parklands and open green spaces within 10-minute walking distance of |

| Objective | Objective/Requirement description | Addressed by Master Plan |
|------------|--|--|
| | residents, workers, and visitors to the Aerotropolis. | <p>residential and employment areas in accordance with the NSW Premiers Priorities. The Urban Design Report at Appendix B outlines the open space and landscaping strategy across Bradfield City Centre.</p> <ul style="list-style-type: none"> The Master Plan has been prepared in response to and by considering the recommendations of the Social Infrastructure Strategy Report at Appendix N. The study provides a breakdown of relevant facility requirements for Bradfield City Centre including health, education, arts, and creativity spaces. |
| 09 | <ul style="list-style-type: none"> Plan for a transport network that facilitates movement of freight and people and prioritises active and sustainable transport modes to improve community health and minimise the impacts of development and economic activity on climate change. | <ul style="list-style-type: none"> The Master Plan provides transport networks that facilitate the movement of people through walking and cycling across Bradfield City Centre, thus providing options for community health and minimisation of climate change impacts through sustainable modes of transport. For further information, refer to the Urban Design Report at Appendix B. The Master Plan has been designed by considering the location, alignment and arrangement of the existing major infrastructure corridors and planned transport linkages to ensure the efficiency of the future transport network and freight movement within Bradfield City Centre. For further information, refer to the Urban Design Report at Appendix B and Traffic Management Accessibility Plan Report at Appendix G. |
| 010 | <ul style="list-style-type: none"> Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle, and public transport movements. | <ul style="list-style-type: none"> The Master Plan has been informed by a landscape led approach and has provided a street network which prioritises walking, cycling and public transport within the street network. For further information, refer to the Urban Design Report at Appendix B and the Traffic Management Accessibility Plan Report at Appendix G. |
| 011 | <ul style="list-style-type: none"> Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat. | <ul style="list-style-type: none"> The Master Plan of Bradfield City Centre has been prepared to reduce embodied carbon associated with its construction and ongoing use. The Master Plan seeks to deliver a net-zero outcome certified under the national Climate Active program by 2030. The adoption of a multi-utility approach to the provision of water and energy in Bradfield City Centre and a circular economy approach for waste and resource management will enable the net-zero outcomes. For further information, refer to the Sustainability Report at Appendix L. The project will embed an integrated water cycle management system and use water as a key design feature that would support biophilic connection, create space for recreation and help mitigate urban heat effects. For further information, refer to the Sustainability Report at Appendix L and Integrated Water Cycle Management Report at Appendix I. |
| 012 | <ul style="list-style-type: none"> Manage water in the landscape to facilitate urban cooling, improve | <ul style="list-style-type: none"> An integrated water cycle management system has been proposed to ensure the provision of |

| Objective | Objective/Requirement description | Addressed by Master Plan |
|-----------|---|--|
| | waterway health and biodiversity and promote sustainable water use. | <p>appropriate water supply for landscaped areas. Also, to ensure runoff is harvested and treated using WSUD principles. Non-permeable surfaces will be minimised on Bradfield City Centre. For further information, refer to the Sustainability Report at Appendix L and the Integrated Water Cycle Management Report at Appendix I.</p> <ul style="list-style-type: none"> The Master Plan has been designed by adopting a landscape led approach that includes the retaining of water elements, preserving and providing green spaces within walking distances from the key city blocks, civic spaces, and transport corridors. For further information, refer to the Urban Design Report at Appendix B. |
| 013 | <ul style="list-style-type: none"> Plan for a resilient city through implementation of a risk-based approach to management of natural hazards including flooding, bushfire, drought, and heat. | <ul style="list-style-type: none"> The Master Plan has been designed to provide a regenerative outcome for the natural environment. Thus, the existing blue links will be restored new green links will be established, an integrated water cycle management system and a water sensitive urban design approach will be provided in Bradfield City Centre to mitigate the potential impacts of climate change. For further information, Refer to the Sustainability Report at Appendix L. The Master Plan has been prepared and designed to manage the impacts of flooding. For further information, refer to the Flooding Impact Assessment report at Appendix K and the Integrated Water Cycle Management Report at Appendix I. The Master Plan has been prepared in consideration of potential bushfires and the necessary impact mitigations. The Master Plan has been designed by providing perimeter roads adjacent to all hazard areas, incorporating capability for compliant APZs. For further information, refer to the Bushfire Strategy and Impact Assessment Report at Appendix Y. The Master Plan includes an integrated water cycle management system to ensure all rain and stormwater is captured and treated in Bradfield City Centre. The proposed water cycle management system will enhance downstream water quality and protect environmental flow in both storm and drought events. For further information, refer to the Integrated Water Cycle Management Report at Appendix I. The Master Plan embeds an integrated water cycle management system and use water as a key design feature to support biophilic connection, space for recreation and to help mitigate urban heat effects. For further information, refer to the Integrated Water Cycle Management Report at the Sustainability Report at Appendix L. |
| 015 | <ul style="list-style-type: none"> Facilitate the establishment of circular economy industries to | <ul style="list-style-type: none"> The Master Plan provides for the establishment of a circular economy at its core and provides |

| Objective | Objective/Requirement description | Addressed by Master Plan |
|------------------------------|--|---|
| | reduce waste, leverage synergies between industries and circulate resources within and beyond the industrial supply and materials chains of the Aerotropolis. | <p>opportunities for the reduction and recycling of waste and materials and delivering a low carbon precinct. For further information, refer to the Sustainability Report at Appendix L.</p> <ul style="list-style-type: none"> Bradfield City Centre will be designed to reduce embodied carbon associated with its construction. For further information, refer to the Sustainability Report at Appendix L and the Circular Economy (Waste and Services) Report at Appendix CC. |
| 2.2 Aerotropolis Core | | |
| 01 | <ul style="list-style-type: none"> Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a focus for business, tourism, and social experiences. | <ul style="list-style-type: none"> The Master Plan has been developed around the Aerotropolis Core Metro Station and its pedestrian interface and wayfinding linkages through the city centre. For further information, refer to the Urban Design Report at Appendix B. The Master Plan includes commercial areas, public spaces, and open spaces within a short walking distance of the Aerotropolis Core Metro Station to allow for place activation for business, tourism, and social experiences. For further information, refer to the Urban Design Report at Appendix B. |
| 02 | <ul style="list-style-type: none"> Be the location of choice for advanced manufacturing and high technology industries in Australia with accessible infrastructure, public transport and high design quality with fit-for purpose buildings and green spaces. | <ul style="list-style-type: none"> The Master Plan includes initial development activity in Stage 1 which is focused on the delivery of an Advanced Manufacturing Research Precinct that will include the Advanced Manufacturing Research Facility (AMRF). This will enable the earliest economic development activity within Bradfield City Centre and will establish a standard for future stages of development. For further information, refer to the Urban Design Report at Appendix B. The Master Plan will allow for desirable and suitable land uses to be provided in Bradfield City Centre including advanced manufacturing, aerospace, research and development activities, high technology industries, education, and professional services. For further information, refer to the Urban Design Report at Appendix B. The Master Plan has designed for this objective, using the Smart Cities Implementation Plan and Assessment Report, at Appendix F and Design Excellence Strategy at Appendix D. |
| 03 | <ul style="list-style-type: none"> Facilitate the establishment of an aerospace and defence industries sub-precinct through the provision of appropriate infrastructure, a variety of lot configurations and sizes and by enabling 24/7 operations of the Western Sydney Airport. | <ul style="list-style-type: none"> The proposed Master Plan scheme will allow for desirable and suitable land uses to be provided in Bradfield City Centre including advanced manufacturing, aerospace, research and development activities, high technology industries, education, and professional services. For further information, refer to the Urban Design Report at Appendix B and the Economic Report at Appendix O. |
| 04 | <ul style="list-style-type: none"> Facilitate the development of educational uses accessible by | <ul style="list-style-type: none"> Central to the success of social infrastructure provision across Bradfield will be the co-location of key education facilities and industry to create an |

| Objective | Objective/Requirement description | Addressed by Master Plan |
|------------------------------------|---|--|
| | public transport and active transport. | <p>innovation hub. For further information, refer to the Urban Design Report at Appendix B and the Social Infrastructure Strategy at Appendix N.</p> <ul style="list-style-type: none"> The Master Plan has been designed for walking and cycling and educational uses, and key commercial areas are walkable and accessible from public transport connections. For further information, refer to the Urban Design Report at Appendix B. |
| 05 | <ul style="list-style-type: none"> Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid. | <ul style="list-style-type: none"> The Master Plan has provided a walking and cycling infrastructure network which will cover all roads and streets enabling ease of movement and facilitate pedestrian accessibility and permeability through the Aerotropolis Core in both the street network and the blue-green grid. A hierarchy of safe cycleways will include a Principal Bicycle Network (PBN), a local bicycle network and quiet local streets. PBNs will be bike-only routes connecting major destinations while smaller, local routes will connect priority corridors. Cycle infrastructure will be used to increase the catchment of Metro stations and bus stops, connect businesses and residents with centres and provide a genuine alternative to private vehicle travel. For further information, refer to the Urban Design Report at Appendix B and the Traffic Management Accessibility Plan Report Appendix G. |
| 06 | <ul style="list-style-type: none"> Enable residential development as part of a diverse mixed use sub-precinct in areas that are not impacted by airport noise and that benefit from proximity to Wianamatta-South Creek and Thompsons Creek. | <ul style="list-style-type: none"> The Master Plan provides for mixed use zones around the Aerotropolis Core Metro station which will enable the delivery of employment and higher density residential uses and the inclusion of a mix of commercial and retail uses like offices, medical centres, social services, and places of entertainment. For further information, refer to the Urban Design Report at Appendix B. The operation of the airport will have minimal impact due to large separation distances between residential receivers. For further information, refer to the Noise and Vibration Impact Assessment at Appendix Q and the Aviation Assessment Report at Appendix J. |
| 3.1 Infrastructure Delivery | | |
| 11 | <ul style="list-style-type: none"> Prior to granting development consent, the consent authority must be satisfied that essential services and infrastructure are available or will be available when required for the development. Essential services and infrastructure are road access, water supply, sewer, electricity, and stormwater infrastructure. | <ul style="list-style-type: none"> Provision of these services are generally subject to the relevant Development Application stage for detailed development/design considerations and subsequent assessment and development consent. However, the Master Plan has included major infrastructure staging including road access and Aerotropolis Core Metro Station interface. For further information, refer to the Urban Design Report at Appendix B. The Master Plan has considered the provision of future infrastructure including utilities. For further information, refer to the Utility Infrastructure and Servicing Strategy at Appendix H and Infrastructure Delivery Strategy at Appendix V. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
|-----------------------------------|---|---|
| | | <ul style="list-style-type: none"> The Master Plan has considered the provision of water supply, sewer, and stormwater infrastructure. For further information, refer to the Civil and Water Cycle Management Report at Appendix I. |
| <i>12</i> | <ul style="list-style-type: none"> Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements. | <ul style="list-style-type: none"> Future development applications will consider the relevant service guidelines and requirements where development is proposed near utility infrastructure. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>13</i> | <ul style="list-style-type: none"> Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline. | <ul style="list-style-type: none"> Future development will investigate and consider any utility infrastructure including the aviation fuel pipeline. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>16</i> | <ul style="list-style-type: none"> Fast, reliable, and high-speed internet connectivity infrastructure is to be provided as part of all subdivision development and all buildings are to have direct connection to high-speed broadband that complies with the standards listed in the Australian and New Zealand Smart Cities Council Code for Smart Communities. | <ul style="list-style-type: none"> The Master Plan includes digital accessibility as part of the technical framework to provide internet connections across Bradfield City Centre. For further information, refer to the Smart Cities Implementation Plan and Assessment Report at Appendix F. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 3.2 Development Sequencing | | |
| <i>DS1</i> | <ul style="list-style-type: none"> The sequencing of development is to be generally in accordance with the Sequencing Plan (Out of Sequence provisions are outlined in Section 3.3). | <ul style="list-style-type: none"> Bradfield City Centre is identified as a First Priority area in the Sequencing Plan. Thus, the Master Plan is in response to this sequencing plan. |
| <i>DS2</i> | <ul style="list-style-type: none"> Development is not to compromise the efficient and orderly provision and staging of the transport network, utilities, and servicing. | <ul style="list-style-type: none"> The Master Plan has been prepared and is in accordance with the Sequencing Plan and will not adversely impact the orderly provision and staging of the future transport network. For further information, refer to the Urban Design Report at Appendix B. |
| <i>DS3</i> | <ul style="list-style-type: none"> Early development must prioritise locations well supported by high levels of public and active transport accessibility. | <ul style="list-style-type: none"> The Stage 1 of the Master Plan comprises approximately 20 ha of land located within the central and north-west quadrant of land surrounding the future Sydney Metro Station. Stage 1 includes significant transport infrastructure including the Metro station, transit boulevard, rapid bus station, bus layover and charging facility, temporary commuter carpark and the key road network that frames the city blocks including access from Badgerys Creek Road. For further information, refer to the Urban Design Report at Appendix B. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
|---|---|---|
| <i>DS4</i> | <ul style="list-style-type: none"> Development does not result in isolated areas requiring out of sequence servicing by transport networks, utilities, and services, or at additional cost to government or utility agencies. | <ul style="list-style-type: none"> The Master Plan is in accordance with sequencing and utilities requirements. Relevant government agencies will be consulted during the finalisation of the Master Plan to ensure consistent infrastructure planning and delivery for Bradfield City Centre. For further information, refer to the Urban Design Report at Appendix B, Utilities Infrastructure and Servicing Report at Appendix H and Infrastructure Delivery Strategy at Appendix V. |
| <i>DS5</i> | <ul style="list-style-type: none"> The road network proposed as part of development applications is to be consistent with the Street Hierarchy Map, or temporary arrangements must be made with agreement of the relevant Roads Authority. | <ul style="list-style-type: none"> The Master Plan is generally consistent with the street network and hierarchy proposed in the Aerotropolis Precinct Plan. However, several street sections have been further refined and additional street types provided to offer greater diversity and achieve the vision for a pedestrian-focussed, safe, and sustainable movement network. For further information, refer to the Urban Design Report at Appendix B. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>DS6</i> | <ul style="list-style-type: none"> Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised. | <ul style="list-style-type: none"> Bradfield City Centre is identified as a First Priority area in the Sequencing Plan due to its location and having good access to the Metro Station and the Western Sydney Airport. |
| 4.1 Proposed Land Use and Structure Plan | | |
| <i>LU1</i> | <ul style="list-style-type: none"> The types and densities of land uses are to be consistent with the Land Use Plan. Key land use terms used in the Land Use Plan are described in the Glossary. | <ul style="list-style-type: none"> The Master Plan includes types and densities of land uses which are generally consistent with the Land Use Plan. For further information, refer to the Urban Design Report at Appendix B. |
| <i>LU2</i> | <ul style="list-style-type: none"> Subdivision and civil works are to be consistent with the road network shown on the Transport Network Plan. Local streets, laneways and active transport routes are designed to integrate with the Transport Network Plan and to: <ul style="list-style-type: none"> Ensure connectivity Encourage sustainable transport choices by providing direct routes that prioritise active transport and public transport for workers Appropriately cater for heavy vehicles including freight movements and public transport vehicles Facilitate coordinated development of parcels in different ownerships or at different times | <ul style="list-style-type: none"> The Master Plan has respected this guidance and seeks to integrate the proposed scheme for the Bradfield City Centre within the larger Aerotropolis Precinct Plan network, as it proposes minor refinements and enhancements to the street network and sections. The proposed subdivision pattern is in accordance with the proposed road network. The transport network plan provides for connectivity, sustainable transport, and heavy vehicle movements. The Master Plan provides for the development of land use parcels and the management of water through the landscape. For further information, Refer to the Urban Design Report at Appendix B. The explicit minimisation of earthworks and the need for retaining walls will be addressed at the relevant development application stage, as outlined in the Earthworks Report at Appendix W. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
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| | <ul style="list-style-type: none"> Assist with managing water in the landscape Minimise the extent and depth of earthworks and the need for retaining walls. | |
| <i>LU3</i> | <ul style="list-style-type: none"> Local or Neighbourhood Centres in the Enterprise Zone or Agribusiness Zone are to be located within 400m of the indicative location on the Land Use Plan, and on public transport routes (collector roads or Sub-arterial Roads) | <ul style="list-style-type: none"> The Master Plan is consistent with this locational arrangement. For further information, refer to the Urban Design Report at Appendix B. |
| <i>LU4</i> | <ul style="list-style-type: none"> Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping, and water management. | <ul style="list-style-type: none"> The Master Plan provides for linear connections north/south from Central Park to Thompsons Creek within the City Walk West precinct. For further information, Refer to the Urban Design Report at Appendix B. |
| <i>LU5</i> | <ul style="list-style-type: none"> Ensure built form is appropriate for its use and ensure natural cross ventilation, improved internal thermal comfort and reduced reliance on air conditioning. | <ul style="list-style-type: none"> These detailed considerations will be addressed at the relevant Development Application Stage. |
| <i>LU6</i> | <ul style="list-style-type: none"> Provide for high quality architectural and design outcomes which respond to topography and Master Plan Site characteristics. | <ul style="list-style-type: none"> The Master Plan establishes a design framework that considers view corridors, water movement and accessibility in respond to the natural topography. The desired built form has been tested concurrently against the existing topography and the potential future context surrounding the Bradfield City Centre. The topography and site boundaries provide the starting point for development of the preliminary building envelope. For further information, refer to the Urban Design Report at Appendix B. The Master Plan will provide for high quality design outcomes through design excellence. For further information, refer to the Design Excellence Strategy at Appendix D. |
| <i>LU7</i> | <ul style="list-style-type: none"> Residential development in the Mixed-Use Zone is to be located: Within 1 kilometre walking distance of Metro stations; or Within 400 metres of a bus stop or a Collector Street; and Within 200 metres of open space. | <ul style="list-style-type: none"> The Master Plan provides mixed use zones allows for residential development around the Aerotropolis Core Metro Station. Residential development will be provided within short walking distances of bus stops, collector roads and open space. For further information, refer to the Urban Design Report at Appendix B. |
| 4.2 Subdivision and Block Structure | | |
| <i>SU1</i> | <ul style="list-style-type: none"> Block structure is designed to enable the delivery of efficient and accessible public transport routes. | <ul style="list-style-type: none"> The Master Plan provides a block structure and a street layout in line with this requirement for efficient and accessible public transport routes. For further information, refer to the Urban Design Report at Appendix B and the Traffic Management Accessibility Plan Report in Appendix G. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
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| <i>SU2</i> | <ul style="list-style-type: none"> Block structures and the road network are designed to respond to the natural topography and the flow of water in the landscape, including measures to appropriately manage overland flow and localised flooding of properties. | <ul style="list-style-type: none"> The Master Plan provides block structures and a road network that have been designed to respond to the natural topography of the site and the existing flow of water across the landscape which will assist in the mitigation of potential flooding. For further information, refer to the Urban Design Report at Appendix B, Integrated Water Cycle Management Report at Appendix H and Flooding Impact Assessment at Appendix K. |
| 4.3 Aboriginal Culture and Heritage – Recognising Country | | |
| <i>RC1</i> | <ul style="list-style-type: none"> Development applications are to retain access to and connect significant Aboriginal heritage and areas of cultural value, conservation corridors and other identified areas of significant Aboriginal heritage. | <ul style="list-style-type: none"> Refer to the Aboriginal Cultural Heritage Assessment Report at Appendix U. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>RC2</i> | <ul style="list-style-type: none"> Development applications that propose disturbance to the landscape in areas of moderate, high, or very high Aboriginal sensitivity or include known Aboriginal cultural or archaeological Master Plan Sites, are required to include an assessment of impacts on archaeological and or cultural heritage values and significance. Where specific measures are required to mitigate or avoid impacts, applications are to include a cultural heritage management plan or conservation management plan prior to the issue of a construction certificate | <ul style="list-style-type: none"> Refer to the Aboriginal Cultural Heritage Assessment Report at Appendix U. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>RC3</i> | <ul style="list-style-type: none"> Modified trees (carved or scarred) and grinding grooves are to be protected and preserved in situ, and management plans are to be prepared to demonstrate how these items are to be retained and protected. | <ul style="list-style-type: none"> Refer to the Aboriginal Cultural Heritage Assessment Report at Appendix U. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>RC4</i> | <ul style="list-style-type: none"> Interpretation and story-telling required to inform impact assessments, mitigation measures and management plans are to be undertaken in consultation with, and walking on Country with, the traditional custodians and Local Aboriginal Land Councils (LALCs). | <ul style="list-style-type: none"> The Master Plan provides for interpretation and storytelling to inform impact assessment. Consultation has been undertaken regarding Connecting with Country and with Local Aboriginal Land Councils. For further information, refer to the Aboriginal Cultural Heritage Assessment Report at Appendix U and the Aboriginal Engagement Outcomes Report at Appendix T. |
| 4.4 Non-Aboriginal and European Heritage | | |
| <i>NA1</i> | <ul style="list-style-type: none"> Existing heritage items and their significant elements are to be retained and managed, including implementation of adaptive re-use and land uses which ensure the | <ul style="list-style-type: none"> Bradfield City Centre contains no significant heritage items. The Master Plan has been designed to ensure that surrounding heritage items are not adversely impacted on by any proposed future development. For further information, refer to the |

| Objective | Objective/Requirement description | Addressed by Master Plan |
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| | long-term conservation viability of heritage items. | Urban Design Report at Appendix B and the Statement of Heritage Impact at Appendix S . |
| NA2 | <ul style="list-style-type: none"> Position new development, including the design of subdivision and buildings, to maintain visual links, context and significance of the heritage item and its setting. | <ul style="list-style-type: none"> Bradfield City Centre contains no significant heritage items. The Master Plan has been designed to ensure that surrounding heritage items are not adversely impacted, and visual links have been provided. For further information, refer to the Urban Design Report at Appendix B and the Statement of Heritage Impact at Appendix S. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| NA3 | <ul style="list-style-type: none"> Investigate the significance of potential heritage items identified. Where investigations identify heritage values, a heritage management plan is to be prepared outlining the required measures to conserve these values. | <ul style="list-style-type: none"> As above |
| 4.5 Blue-Green Infrastructure Framework | | |
| BG1 | <ul style="list-style-type: none"> Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5. | <ul style="list-style-type: none"> The Master Plan provides for future development to contribute to and enhance the Blue Green Infrastructure Framework. For further information, refer to the Urban Design Report at Appendix B. |
| 4.5.2 Riparian corridors | | |
| BG1 | <ul style="list-style-type: none"> Waterways and riparian corridors of Strahler Order 2 and higher are to be retained and rehabilitated to a natural state (unless minor realignment can be justified), in accordance with the requirements of the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of Water), or other relevant guidelines adopted and in operation at the time. | <ul style="list-style-type: none"> The Master Plan seeks to reattain and enhance Riparian Corridors. For further information, refer to the Urban Design Report at Appendix B and the Biodiversity Strategy and Impact Assessment at Appendix M. Future Development Applications will address these requirements in detail including the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of Water) and other guidelines as relevant. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| BG2 | <ul style="list-style-type: none"> Riparian Streets are to be adjacent to riparian corridors. The design of Riparian Streets is to be integrated with the retention or naturalisation of the adjacent watercourse and associated riparian zone in accordance with the requirements of the Guidelines for Riparian Corridors on Waterfront Land published by the Department of Primary Industries (Office of Water), or other relevant | <ul style="list-style-type: none"> No riparian streets are identified within the Aerotropolis Precinct Plan within the Bradfield City Centre. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
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| | guidelines adopted and in operation at the time | |
| BG3 | <ul style="list-style-type: none"> Consistency with DCP indicative cross-sections to guide the design of Riparian Streets and associated riparian zones. | <ul style="list-style-type: none"> No riparian streets are identified within the Aerotropolis Precinct Plan within the Bradfield City Centre. |
| BG4 | <ul style="list-style-type: none"> The outer 50% of the Riparian Zone, as defined by the Guidelines for Riparian Corridors on Waterfront Land may contain paths, passive recreation facilities and other amenities subject to the appropriate consideration of flood impacts and safety. | <ul style="list-style-type: none"> The Master Plan provides for recreational facilities in the riparian corridor. For further information, refer to the Urban Design Report at Appendix B. The Master Plan has provided for Flooding Mitigation as outlined in the Flooding Impact Assessment at Appendix K. |
| BG5 | <ul style="list-style-type: none"> Where a development application proposes the creation of a Riparian Street in association with a riparian corridor in accordance with Requirement BG2, and one or more lots for development, the area of land that comprises the riparian corridor is taken to be part of the minimum pervious area to be provided as part of the development under the DCP. | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 4.5.3 Public domain and canopy cover | | |
| BG1 | <ul style="list-style-type: none"> Open space is to be provided to cater for local, district and regional requirements as shown in the Open Space Network. | <ul style="list-style-type: none"> The Master Plan provides for an Open space network that caters for the anticipated requirements in the Aerotropolis Precinct Plan. For further information, refer to the Urban Design Report at Appendix B. |
| BG2 | <ul style="list-style-type: none"> Where development generates demand for open space because of resident or worker population densities exceeding those for land uses as specified in the WSAP, the development application is to include or be accompanied by proposed measures to meet that additional demand through: <ul style="list-style-type: none"> a) Delivery of additional open space as part of the development; and/or b) Establishment of appropriate arrangements for payment of monetary contributions to the relevant authority for the provision of open space in another suitable location. | <ul style="list-style-type: none"> The proposed Master Plan has been prepared in accordance with population and employment density generations estimated in the relevant planning documents for the Aerotropolis. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| BG3 | <ul style="list-style-type: none"> Tree canopy is to be provided on Sub-arterial Roads and Collector Streets shown to achieve a minimum of 40% tree canopy cover at maturity, measured as a percentage of the area of the road reserve. | <ul style="list-style-type: none"> The Master Plan has been designed and seeks to achieve the 40% targets for tree canopy cover and permeable surfaces. This ensures that Bradfield City Centre will be a cool, green, and resilient city. For further information, refer to the Urban Design Report at Appendix B. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
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| | | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| BG4 | <ul style="list-style-type: none"> Park Edge Streets are to be provided generally in accordance with the locations shown, and development is to be oriented towards the street and provide for surveillance of the public domain | <ul style="list-style-type: none"> The Master Plan allows for Park Edge Streets to be provided generally in accordance with the locations shown in the Aerotropolis Precinct Plan. For further information, refer to the Urban Design Report at Appendix B. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 4.5.4 Biodiversity and vegetation corridors | | |
| BG1 | <ul style="list-style-type: none"> Existing Native Vegetation and other vegetation under the Cumberland Plain Conservation Plan is to be protected as required by the Aerotropolis SEPP. Development applications are to demonstrate, to the satisfaction of the consent authority, that measures are in place to protect and provide for the long-term management of the vegetation to achieve biodiversity conservation outcomes under the Growth Centres Biodiversity Certification Order or the Cumberland Plain Conservation Plan as relevant. | <ul style="list-style-type: none"> Further assessment against this requirement will be required at the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| BG2 | <ul style="list-style-type: none"> Recreation facilities, pathways and other infrastructure are not to be located on land referred to in Requirement BG1. | <ul style="list-style-type: none"> Further assessment against this requirement will be required at the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| BG3 | <ul style="list-style-type: none"> Revegetation and landscaping are designed and managed to account for future climatic conditions and include climate ready species. Resources relating to climate-ready species are available at: https://climatechange.environment.nsw.gov.au/Adapting-toclimatechange/Biodiversity-Adaptation/Managing-changinglandscapes. | <ul style="list-style-type: none"> The Master Plan has provided for climate change mitigation and revegetation and landscaping practices and planting species that will be compliant with climate change. For further information, refer to the Urban Design Report at Appendix B and the Sustainability Report at Appendix L. |
| 4.5.5 Scenic and cultural connection | | |
| SC1 | <ul style="list-style-type: none"> Subdivision design is to orient streets to align with ridgelines | <ul style="list-style-type: none"> The Master Plan has provided a street layout and subdivision patterns which have sought to orient streets to align with ridgelines. For further information, refer to the Urban Design Report at Appendix B. |

| Objective | Objective/Requirement description | Addressed by Master Plan |
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| <i>SC2</i> | <ul style="list-style-type: none"> Any required-on Master Plan Site provision of open space is to incorporate high points and retain existing trees. | <ul style="list-style-type: none"> Ridge Park is located at the high point of the site where existing trees will be retained. |
| <i>SC3</i> | <ul style="list-style-type: none"> Creek to creek and creek to ridgeline landscape connections are established through the design of public domain elements including streets and open space. Landscape connections on Sub arterial Roads and Collector Streets shown are to be continuously accessible by the public and active transport is prioritised on these connections | <ul style="list-style-type: none"> The Master Plan has provided for creek to creek and creek to ridgeline connections through the design of the public domain elements. For further information, refer to the Urban Design Report at Appendix B. |
| <i>SC4</i> | <ul style="list-style-type: none"> Streets are to be designed to follow natural drainage lines and overland flow paths to minimise the need for drainage easements or reserves through private land. | <ul style="list-style-type: none"> The Master Plan provides a street layout that follows the natural drainage lines to minimise the need for drainage easements or reserves. For further information, refer to the Integrated Water Cycle Management Report at Appendix I. |
| 4.6 Movement Framework | | |
| <i>MF1</i> | <ul style="list-style-type: none"> The Transport Network is to be designed generally in accordance with the Aerotropolis Precinct Plan. | <ul style="list-style-type: none"> The Master Plan provides a Transport Network which is consistent with the model contained in the Aerotropolis Precinct Plan. For further information, refer to the Urban Design Report at Appendix B. |
| <i>MF2</i> | <ul style="list-style-type: none"> The Transport Network is designed to accommodate bus corridors and the Indicative Local Bus Network generally as shown on, so that: <ul style="list-style-type: none"> a) 90% of businesses are within a 400 metre walk of a street that can carry public transport in the Enterprise Zone and Agribusiness Zone. b) All businesses and residents in the Mixed-Use Zone are within a 400 metre walk of a street that can carry public transport or a Metro station. | <ul style="list-style-type: none"> The Master Plan provides for a Transport Network Plan which accommodate bus corridors and a local bus network connecting to the Metro. This will ensure that future businesses and residents will be within 400m of public transport. For further information, refer to the Urban Design Report at Appendix B. |
| <i>MF3</i> | <ul style="list-style-type: none"> Active transport is integrated with the Blue Green Infrastructure Framework and provided generally in accordance with the Active Transport Network. | <ul style="list-style-type: none"> The Master Plan provides for an Active Transport Network for walking and cycling which is integrated with the Green Infrastructure Framework and is generally in accordance with the Active Transport Network in the Aerotropolis Precinct Plan. For further information, refer to the Urban Design Report at Appendix B. |
| <ul style="list-style-type: none"> 4.6.2 Street hierarchy and typology | | |
| <i>SH1</i> | <ul style="list-style-type: none"> The Road Network within the Transport Network is to be generally consistent with the alignment and connections of roads shown in Figures 8-10 Major roads (Sub-arterial and Arterial and Rapid Bus Routes) are to be designed to: | <ul style="list-style-type: none"> The Master Plan provides a Road Network which is generally consistent and aligns with the Aerotropolis Precinct Plan. For further information, refer to the Urban Design Report at Appendix B. Detailed design considerations will be required at the relevant Development Application stage. |

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| | <ul style="list-style-type: none"> a) Respond to topography; b) Enable the efficient movement of water, replicating natural flow patterns as closely as possible; c) Intersect with arterial or classified roads at locations and using intersection treatments nominated or agreed by the road authority; d) Accommodate buses generally consistent with the alignments and connections shown in Figure 8; e) Accommodate separated cycleways generally consistent with the alignment and connections of cycleways shown in Figure 9; and f) Connect with centres and metro stations. | |
| <i>SH2</i> | <ul style="list-style-type: none"> Local and Collector streets are to be designed to: <ul style="list-style-type: none"> a) Connect to other streets in the hierarchy in a logical sequence, so that Local Streets connect to other Local Streets or to Collector Streets; b) Incorporate priority-controlled intersection treatments; c) Minimise 4-way intersections and avoid intersections with more than 4 streets; d) Provide interfaces between urban land and land identified for open space, conservation, or stormwater management; e) Enable land in different ownerships to be developed independently and ensure that legal and physical access to properties is maintained at all stages in the development process; f) Convey stormwater within the Total Water Cycle Management network as shown on Figure 6; g) Contribute to tree canopy and the Blue Green Infrastructure Framework shown on Figure 5; and h) Maximise opportunities for the energy efficient design of buildings. | <ul style="list-style-type: none"> The Master Plan and the overall street network have been designed in accordance with the Aerotropolis Precinct Plan for local and collector streets. For further information, refer to the Urban Design Report at Appendix B. The Master Plan has provided an overall street network which connects to other streets in the hierarchy in a logical sequence to allow efficient connections to be provided across the site. Detailed considerations will be required at the relevant Development Application stage for: <ul style="list-style-type: none"> Incorporation of priority-controlled intersection treatments. Minimisation of 4-way intersections. Provision of interfaces between urban land and land identified for open space, conservation, or stormwater management. Enabling land to be developed. Incorporation of the stormwater management with the total Water Cycle Management network. Contributing to tree canopy provision and the blue green infrastructure network. Incorporation of energy efficiency measures. |
| <i>SH3</i> | <ul style="list-style-type: none"> Where a development application proposes a variation to the Local Street or Collector Street, the applicant must demonstrate that in | <ul style="list-style-type: none"> The street network has been designed in accordance with the Aerotropolis Precinct Plan for local and collector streets. For further information, refer to the Urban Design Report at Appendix B. |



| Objective | Objective/Requirement description | Addressed by Master Plan |
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| | <p>addition to the requirements in SH2, that the variation:</p> <ul style="list-style-type: none"> • a) Achieves a permeable street network; • b) Encourages walking and cycling and minimises travel distances; • c) Maximises connectivity to community facilities, open space, and centres; • d) Takes into account topography and the flow of water in the landscape; • e) Will not detrimentally impact on access to adjoining properties or result in isolation of properties; and • f) Will not impede the orderly development of adjoining properties. | <ul style="list-style-type: none"> • This is subject of a future Development Application. |
| <i>SH4</i> | <ul style="list-style-type: none"> • Roads and streets are to be designed in accordance with the Western Sydney Street Design Guidelines, except where specific street cross sections are provided in the DCP for streets as shown on the street hierarchy map at Figure 10. | <ul style="list-style-type: none"> • The Western Sydney Street Design Guideline has been used as a reference in the design of Bradfield City Centre roads. |
| <i>SH5</i> | <ul style="list-style-type: none"> • Roads and streets are aligned to follow property boundaries where possible to reduce lot severance. | <ul style="list-style-type: none"> • Boundary roads are generally consistent with the Precinct Plan. |
| 4.6.3 Development adjacent to protected transport corridors | | |
| <i>PC1</i> | <ul style="list-style-type: none"> • Development adjacent to corridors identified on the Transport and Infrastructure SEPP and the Aerotropolis SEPP is to be designed to orient noise sensitive elements (for example habitable rooms) away from the noise source. | <ul style="list-style-type: none"> • A detailed consideration/assessment of the Transport and Infrastructure SEPP and the Aerotropolis SEPP is provided in Section 5. • Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 4.7 Sustainability and Resilience | | |
| <i>SR1</i> | <ul style="list-style-type: none"> • Energy, water, and waste systems are to use a circular economy approach to improve efficiency and result in low-carbon developments. | <ul style="list-style-type: none"> • The Master Plan has included a circular economy approach for energy, water, and waste systems to result in a low carbon precinct. For further information, refer to the Sustainability Report at Appendix L and Circular Economy (Waste and Services) Report at Appendix CC. |
| <i>SR2</i> | <ul style="list-style-type: none"> • Effectively use renewable energy supply including solar, wind, green hydrogen, and bio-energy. | <ul style="list-style-type: none"> • The Master Plan has included a circular economy approach for the use of renewable and green energy to result in a low carbon precinct. For further information, refer to the Sustainability Report at Appendix L and Circular Economy (Waste and Services) Report at Appendix CC. • Further assessment against this requirement is subject to the relevant Development Application |

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| | | stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>SR6</i> | <ul style="list-style-type: none"> Incorporate accessible Circular Economy Infrastructure into mixed use developments to ensure adequate opportunity for people to participate in reuse and recycling schemes. | <ul style="list-style-type: none"> The Master Plan has included a circular economy approach for the principles for future development to allow for participation. For further information, refer to the Sustainability Report at Appendix L and Circular Economy (Waste and Services) Report at Appendix CC. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 5.1 Hierarchy of Centres | | |
| <i>LU1</i> | <ul style="list-style-type: none"> Where a centre is proposed in an alternative location the development application is to demonstrate that the location achieves the role, intent, uses, transport connectivity and locational criteria. | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>LU2</i> | <ul style="list-style-type: none"> Local and Neighbourhood Centres are to be located on or adjacent to bus routes. | <ul style="list-style-type: none"> The Master Plan has considered transport routes when locating its centres hierarchy. For further information, refer to the Urban Design Report at Appendix B and the Traffic Management Accessibility Plan Report at Appendix G. |
| <i>LU3</i> | <ul style="list-style-type: none"> Local and Neighbourhood Centres are not to be located on arterial roads. | <ul style="list-style-type: none"> The Master Plan has considered transport routes when locating its centres hierarchy. For further information, refer to the Urban Design Report at Appendix B and the Traffic Management Accessibility Plan Report at Appendix G. |
| <i>LU4</i> | <ul style="list-style-type: none"> Retail and social infrastructure in the Agribusiness and Enterprise Zones is to be concentrated in the Local and Neighbourhood Centres. | <ul style="list-style-type: none"> The Master Plan has considered the provision of retail and social infrastructure land uses within the Enterprise Zone. For further information, refer to the Urban Design Report at Appendix B. Specific land use placements throughout the Bradfield City Centre will be defined at a later stage. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>LU5</i> | <ul style="list-style-type: none"> Bulky goods and specialised retail that requires larger floor plates are to be located outside of the identified centres. | <ul style="list-style-type: none"> Land use placements throughout the Bradfield City Centre will be defined at a later stage. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development consideration and subsequent assessment and development consent. |
| 5.2 Height | | |
| <i>H1</i> | <ul style="list-style-type: none"> The height of buildings is not to exceed the maximum for the land. | <ul style="list-style-type: none"> The Master Plan provides for heights in accordance with the maximum HOB and Obstacle Limitation Surface Map stipulated under the Western Parkland City SEPP and Aerotropolis Precinct Plan. For |

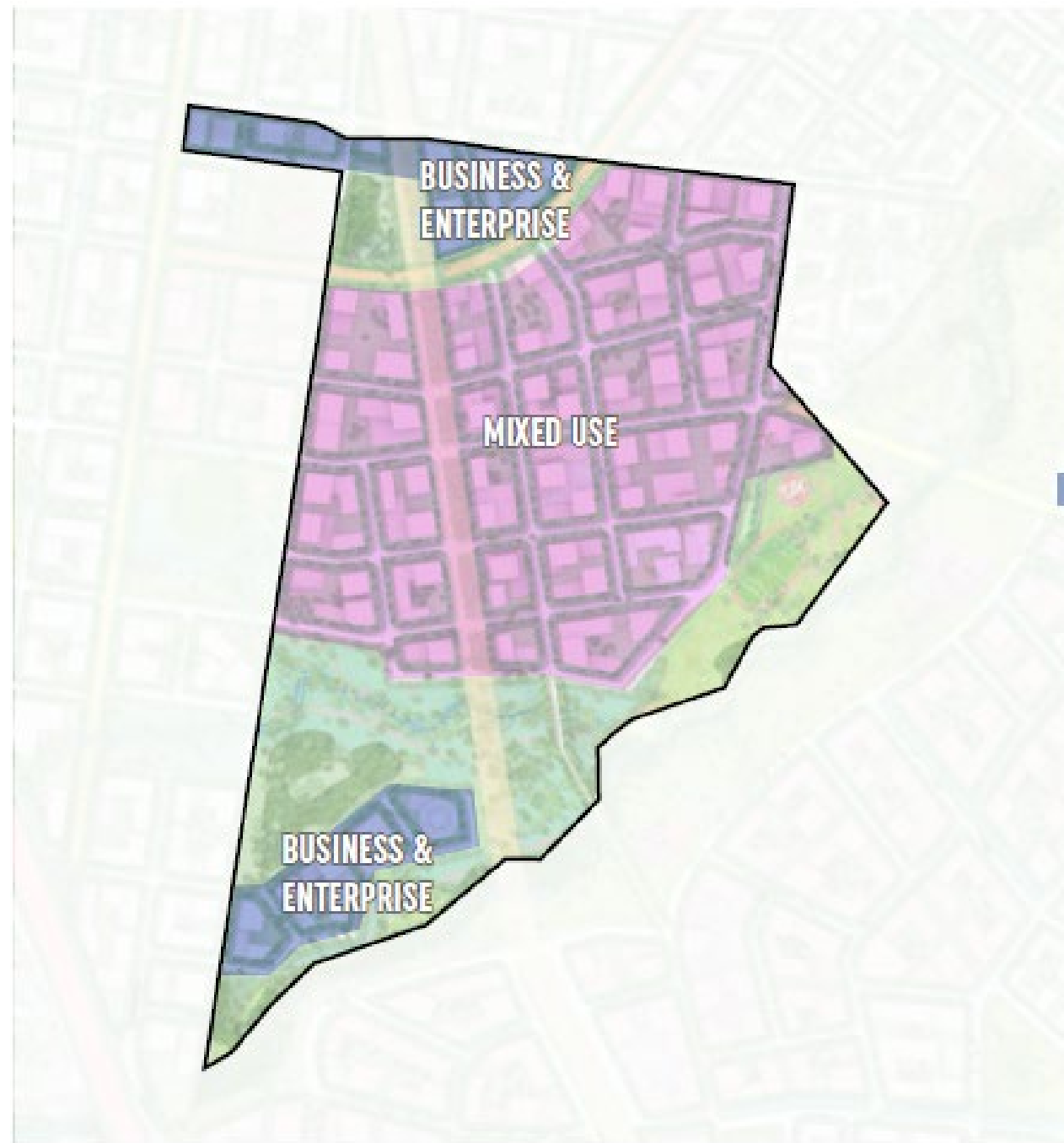
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| | | <p>further information, refer to the Urban Design Report at Appendix B.</p> <ul style="list-style-type: none"> In case of any modifications to the maximum height of Building requirements under the Aerotropolis Precinct Plan, further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <i>H2</i> | <ul style="list-style-type: none"> In the Mixed-Use Zone, ensure development does not adversely impact on the amenity of the public domain and adjacent residential areas and that Master Plan Site topography, views and landscape character have been considered. | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. Appropriate controls in place regarding solar access. |
| 5.3 Floor Space Ratio | | |
| <i>FS1</i> | <ul style="list-style-type: none"> Buildings are not to exceed the maximum FSR shown on the Floor Space Ratio Map. | <ul style="list-style-type: none"> The Master Plan does not seek to amend the Aerotropolis Precinct Plan Floor Space Ratio which applies to the Bradfield City Centre. The Master Plan seeks to provide a more detailed allocation of permissible floor space across the city centre to guide future development replacing the FSR controls in the Precinct Plan. |
| 5.4 Yield and Density | | |
| <i>YD1</i> | <ul style="list-style-type: none"> Residential development is to be primarily located in those parts of the Mixed-Use Zone identified on the Land Use Plan as Mixed Use Residential. | <ul style="list-style-type: none"> The Master Plan will provide for residential development within the Mixed-Use Zone on the Lands use plan. For further information, refer to the Urban Design Report at Appendix B. |
| <i>YD2</i> | <ul style="list-style-type: none"> Development applications in the Mixed-Use Zone are to demonstrate how they will contribute to achieving the employment densities in YDO3. | <ul style="list-style-type: none"> Future Development Applications will be required to demonstrate how they will contribute to employment densities. |
| 5.5 Temporary land uses | | |
| <i>LU1</i> | <ul style="list-style-type: none"> Development that is inconsistent with this Aerotropolis Precinct Plan is permitted where required to enable temporary or short term uses on land, where it can be demonstrated that the intended use under the Aerotropolis Precinct Plan can be achieved in the future. | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 5.6 Design Excellence | | |
| | <p>Aerotropolis SEPP provides for the relevant considerations for design excellence.</p> | <ul style="list-style-type: none"> For further information, refer to the Design Excellence Strategy at Appendix D. |

Table 26 below provides a representation of Bradfield City Centres Master Plans alignment with the Western Sydney Aerotropolis Precinct Plan.

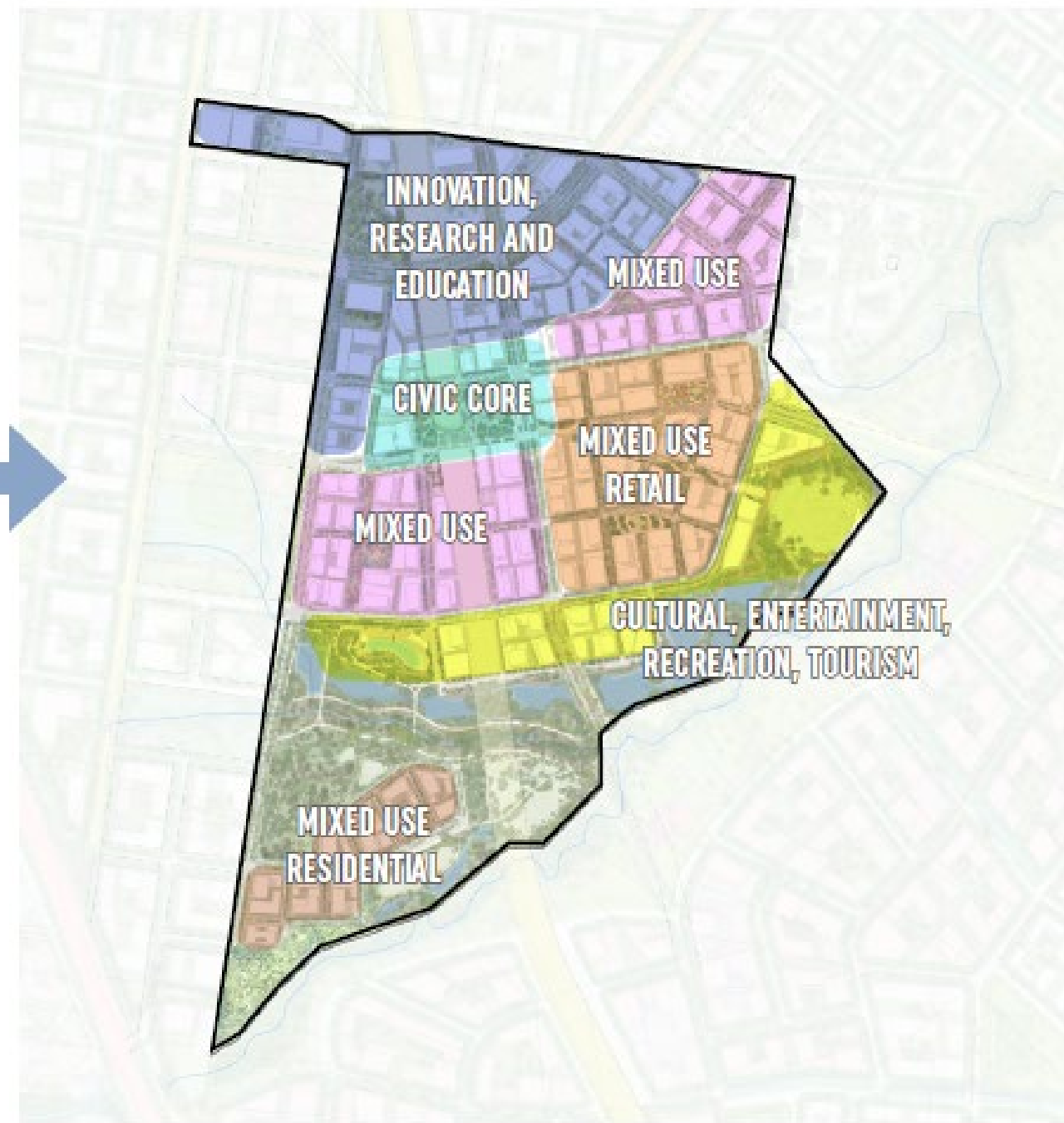
Table 26 – Bradfield City Centre Master Plan alignment with Aerotropolis Precinct Plan

| Map Name | Aerotropolis Precinct Plan | Bradfield City Centre Master Plan |
|------------------------------------|--|---|
| Overall Aerotropolis Precinct Plan | <div><p>PRECINCT PLAN</p></div> | <div><p>BRADFIELD MASTER PLAN</p></div> |

PRECINCT PLAN



BRADFIELD MASTER PLAN





PRECINCT PLAN





BRADFIELD MASTER PLAN



 EXISTING NATIVE VEGETATION (ENV) TO BE RETAINED

 ENVIRONMENT AND RECREATION ZONE

 STRAHLER ORDER 1 WATERWAYS

 STRAHLER ORDER 2 AND ABOVE WATERWAYS

PRECINCT PLAN



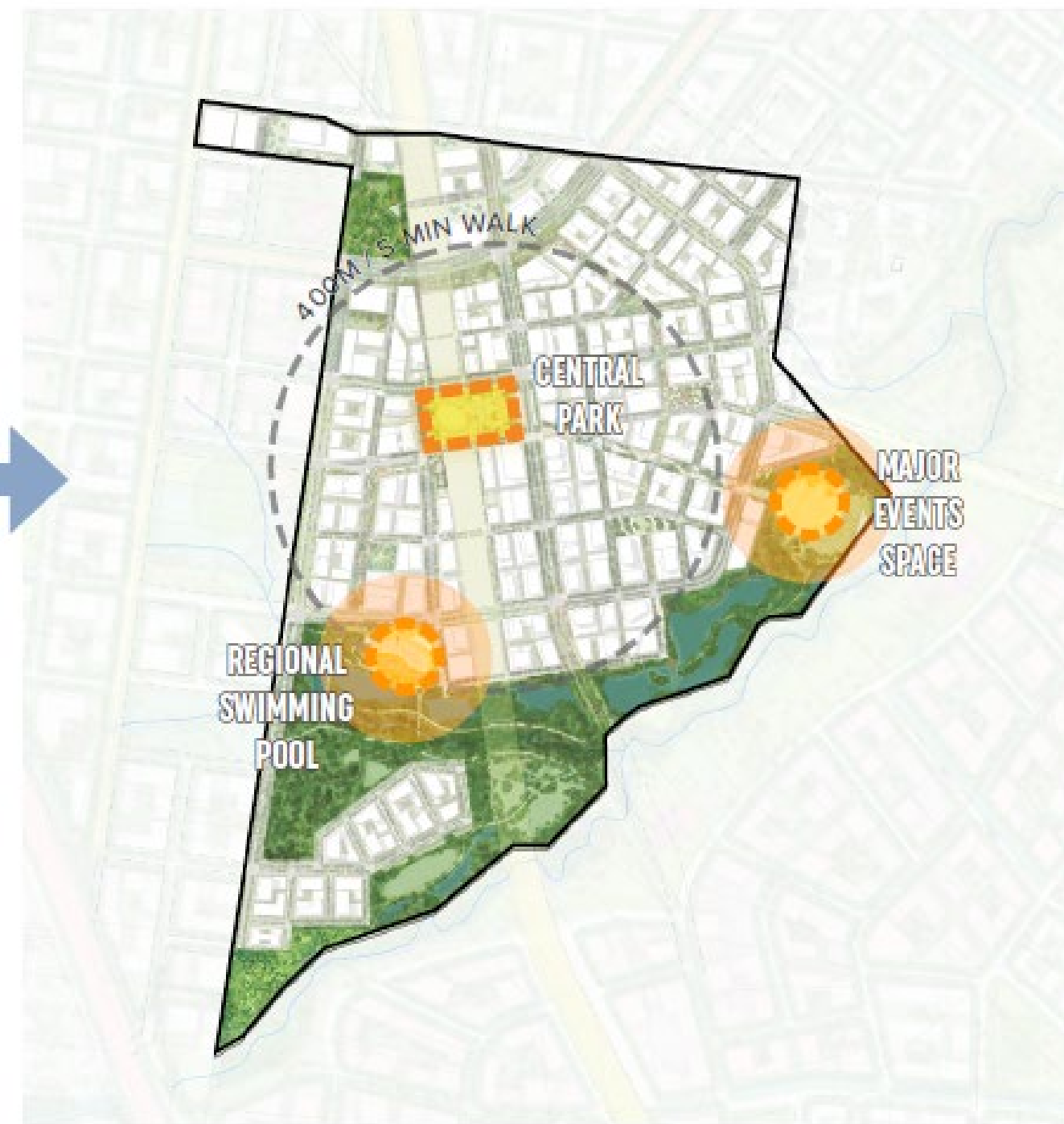
BRADFIELD MASTER PLAN



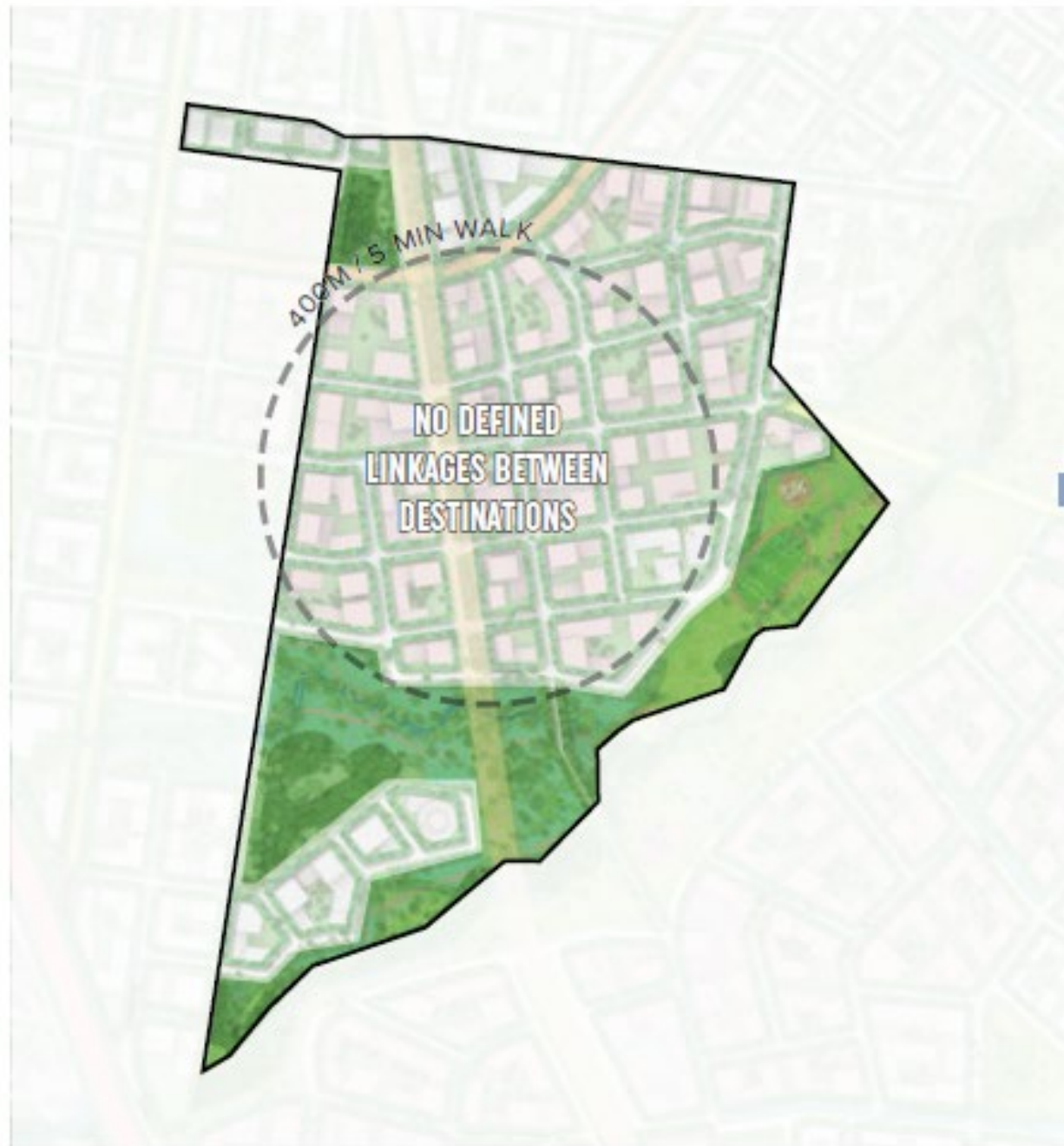
PRECINCT PLAN



BRADFIELD MASTER PLAN



PRECINCT PLAN



BRADFIELD MASTER PLAN



PRECINCT PLAN



BRADFIELD MASTER PLAN



PRECINCT PLAN

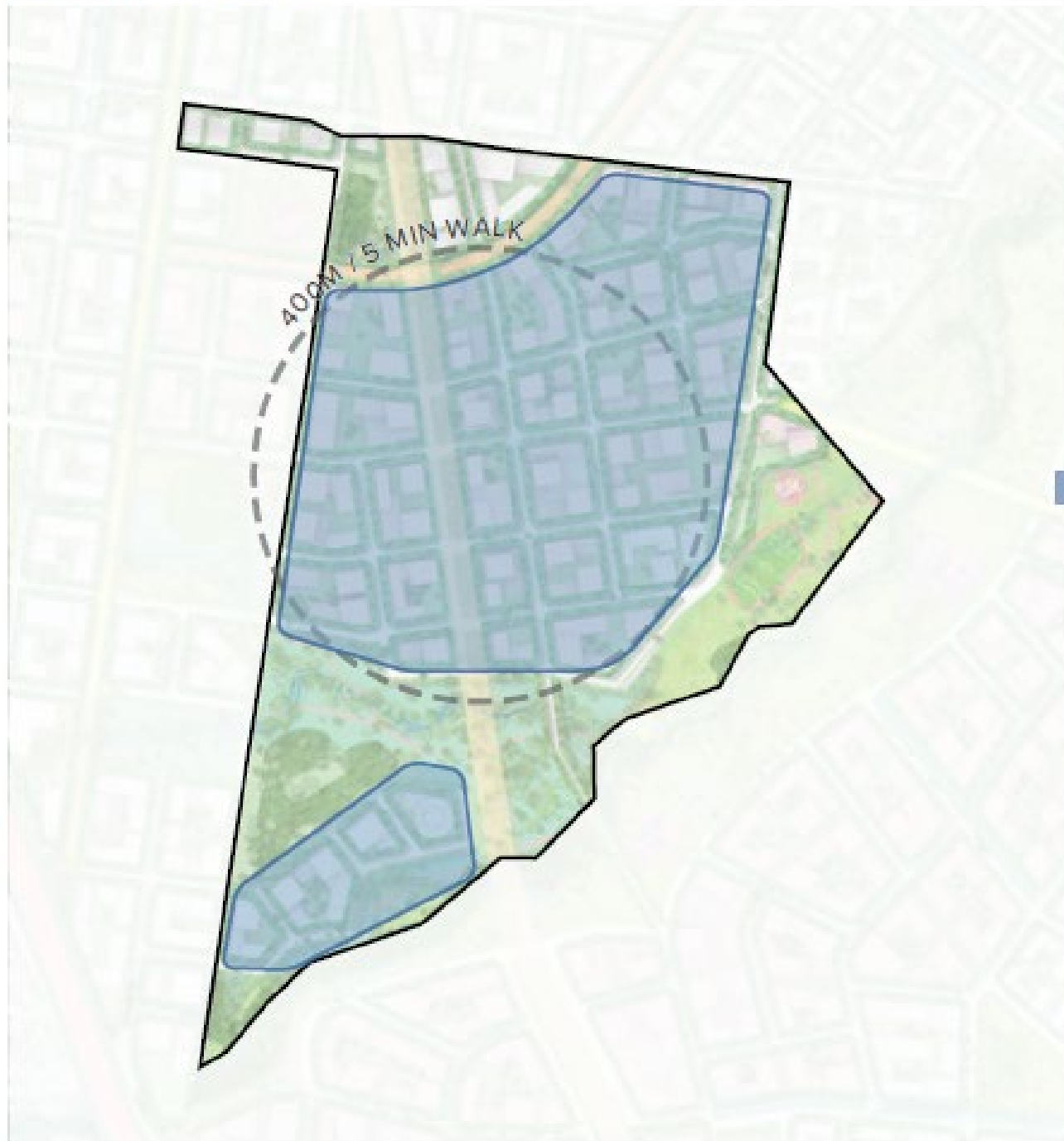


BRADFIELD MASTER PLAN



- GENERAL TRAFFIC STREETS
- - - SHARED ZONES AND PEDESTRIAN ONLY

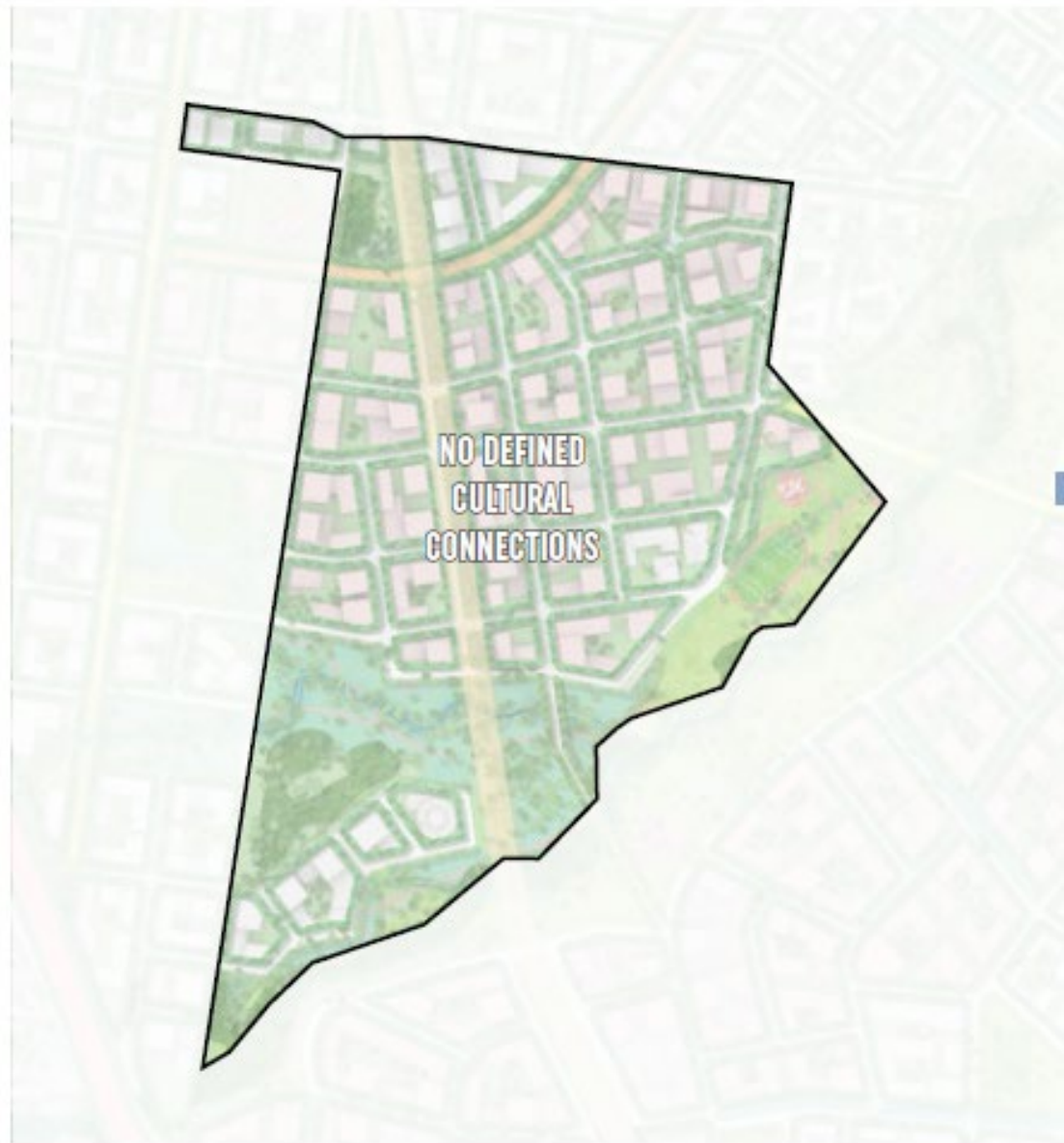
PRECINCT PLAN



BRADFIELD MASTER PLAN



PRECINCT PLAN



BRADFIELD MASTER PLAN



Appendix JJ – Western Sydney Aerotropolis Development Control Plan Phase 2 Compliance Table

15.2 Western Sydney Aerotropolis Development Control Plan Phase 2

The Western Sydney Aerotropolis Development Control Plan Phase 2 (Phase 2 DCP) complement the Western Sydney Aerotropolis Plan requirements, the controls under the Western Parkland City SEPP and the Aerotropolis Precinct Plan that inform the assessment of Master Plans and development applications in Aerotropolis precincts.

Considering the large volume of requirements contained in the Phase 2 DCP, only the relevant guidelines concerning the proposed Master Plan for Bradfield City Centre are provided within **Table 27**. The technical assessments which have been prepared and included as appendices provided an assessment against the relevant Phase DCP Controls.

The Master Plan includes additional DCP controls and benchmark solutions which are proposed to the Phase 2 DCP. A detailed request to amend the Phase 2 DCP is provided within the Discussion Paper at **Appendix HH**.

Table 27 – Western Sydney Aerotropolis Phase 2 DCP

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|--|---|---|---|
| Connecting to culture and Country through Subdivision and Civil Works | | | |
| The Master Plan includes additional DCP provisions. | | | |
| PO1 | <p>The cultural values and heritage, waterways and landscapes of Country form a key structuring element of development.</p> <p>Development retains and connects and provides access to landscape elements including ridgelines, waterways, and native vegetation.</p> | <p>1. For development where the Recognise Country Guidelines apply and in conjunction with Aboriginal heritage assessment requirements, cultural values research is to be undertaken by a qualified Aboriginal heritage consultant (with experience in Aboriginal heritage and cultural values research). Cultural values research must be undertaken in consultation with Traditional Custodians</p> | <ul style="list-style-type: none"> The Master Plan has been designed from a cultural and landscape led approach including the retaining water elements and landscape as a key element of the Master Plan Structure. The Master Plan includes Connecting with Country Principles. For further information, refer to the Response To Country Report at Appendix C and the Urban Design Report at Appendix B. The Master Plan has been informed by the identification and assessment of any Aboriginal objects or places. For further information, refer to the Aboriginal Cultural Heritage Assessment Report prepared by Extent Heritage at Appendix U. The Master Plan has been prepared in consultation with Aboriginal Stakeholders. For further information, refer to the Aboriginal Engagement Outcomes Report at Appendix T. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| PO2 | <p>Parks and public open space provide spaces for outdoor cultural practice, learning and play to support connection to culture and Country.</p> | <p>The design of the public domain within areas of moderate to high Aboriginal heritage sensitivity identified in the Aerotropolis Precinct Plan is to incorporate spaces for outdoor cultural practice and for learning and cultural play, in accordance with outcomes of cultural values research and engagement with Traditional Custodians and other relevant Aboriginal Stakeholders (Knowledge Holders, LALCs and the local Aboriginal and Torres Strait Islander community).</p> | <ul style="list-style-type: none"> The Master Plan has been prepared in consultation with Aboriginal Stakeholders. For further information, refer to the Aboriginal Engagement Outcomes Report at Appendix T. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| PO3 | <p>Development is guided and informed by Aboriginal people and their cultural knowledge and practice of caring for Country.</p> | <p>1. Where relevant, development is designed to enable Aboriginal people to continue to care for Country through the integration of traditional knowledge into environmental assessments and management plans (e.g., floodplain management and bushfire hazard management).</p> | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| Connecting to culture and Country through the Built Form | | | |

| Performance Outcome | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|---|---|--|
| PO4 Aboriginal culture is celebrated and embedded within building design. | <ol style="list-style-type: none"> 1. For development where the Guidelines apply or that is located within or intersects areas identified as having moderate to high Aboriginal heritage sensitivity in the Aerotropolis Precinct Plan, culturally sensitive design must be incorporated. 2. Development proposals must outline how cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate) have informed the design outcomes. Where previous cultural values research (including overarching Master Plans and neighbouring Master Plan Sites) has been undertaken, the development proposal is to respond to the findings. | <ul style="list-style-type: none"> • The Master Plan has been prepared in consultation with Aboriginal Stakeholders. For further information, refer to the Aboriginal Engagement Outcomes Report at Appendix T. • Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| PO5 Development enables appropriate provision of built cultural infrastructure including dedicated spaces for cultural practice, places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community | <ol style="list-style-type: none"> 1. Sites of 20 hectares or more, within metropolitan, specialised, and local centres (see Centres Hierarchy map in the Precinct Plan), should identify appropriate Sites (location and size) for the provision of cultural infrastructure based on identified need (see Section 4.3 Aboriginal Culture and Heritage – Recognising Country in the Aerotropolis Precinct Plan). This includes specialised stand-alone infrastructure such as education, health and community facilities and services, as well as integrated spaces for gathering (see Section 14.4, 15.5 and 15.6 of the Guideline). 2. When planning for and designing cultural infrastructure the proponent is to engage with relevant Traditional Custodians and other Aboriginal stakeholder types (i.e., Knowledge Holders, LALCs, Service providers and the local Aboriginal and Torres Strait Islander community) where appropriate (Section 2.1.2 of the Guideline). | <ul style="list-style-type: none"> • The Master Plan has been prepared in consultation with Aboriginal Stakeholders. For further information, refer to the Aboriginal Engagement Outcomes Report at Appendix T. • The Master Plan has identified requirements of cultural infrastructure based on identified the potential needs at a local/district and regional level. Consideration has been given to education, community and culture, and civic spaces infrastructure for future development in Bradfield City Centre The social infrastructure requirements for Bradfield City Centre on a local and district level are outlined within the Social Infrastructure Strategy at Appendix N. • The Master Plan has detailed potentially appropriate (location and size) and indicative provision of cultural infrastructure based on the identified need. For further information, refer to the Urban Design Report at Appendix B. • Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |

| <i>Performance Outcome</i> | | <i>Benchmark Solution (summarised)</i> | <i>Addressed by Master Plan Response</i> |
|---|--|---|---|
| P06 | Cultural narratives are embedded in public art. | <ol style="list-style-type: none"> Public art should respond to culture and Country, particularly within identified areas of significant Aboriginal heritage and value. Where a development proposal has identified the opportunity to deliver public art that is responsive to culture and Country, an Aboriginal person with a connection to Western Sydney is to be engaged to: <ol style="list-style-type: none"> Provide input into the preparation of the public art brief, and Contribute to the design of the public art. | <ul style="list-style-type: none"> The Master Plan has been prepared to allow the provision of public art which can respond to culture and Country. For further information, refer to the Art and Culture Strategy Report at Appendix X and the Response To Country Report at Appendix C. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| Language and naming | | | |
| P07 | Place names incorporate local Aboriginal language to enhance and strengthen the cultural connection to place. | <ol style="list-style-type: none"> Where an existing geographical feature or public place already has a non- Aboriginal name, dual naming with the Aboriginal name, should be assigned where appropriate. More information can be found within the NSW Geographical Names Board's Dual Naming – Supporting Cultural Recognition factsheet. New development including suburbs, public spaces, places, roads, or administrative areas should give preference to the use of local Aboriginal language for naming purposes. For Aboriginal naming and dual naming, the proponent is required to consult with the NSW Geographical Names Board, Traditional Custodians, local language subject matter experts (and Knowledge Holders where appropriate) (Section 2.1.2 of the Guideline). | <ul style="list-style-type: none"> The Master Plan has included connecting with Country principles, including providing recommendations on the naming of cultural infrastructure. For further information, refer to the Response To Country Report at Appendix C and the Urban Design Report at Appendix B. The naming of individual public spaces, roads and areas will be determined at the relevant detailed design stages. |
| 2.2 Heritage | | | |
| 2.2.1 Aboriginal Cultural Heritage | | | |
| P01 | New development adjacent to or within the vicinity of an item or place of Aboriginal heritage significance or cultural value should not impact | <ol style="list-style-type: none"> New development is appropriately sited to ensure that the curtilage or setting of the Aboriginal item or place of cultural value is retained. | <ul style="list-style-type: none"> The Master Plan has been informed by the identification and assessment of any Aboriginal objects or places within the Bradfield City Centre. For further information, refer to the Aboriginal Cultural Heritage Assessment Report prepared by Extent Heritage at Appendix U. |

| Performance Outcome | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|---|---|--|
| <p>on that item, or place.</p> <p>Development is to consider visual and physical connections between items and places.</p> | | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <p>P02</p> <p>Heritage items and landscapes shall provide for long-term conservation outcomes.</p> | <p>1. Development on sites containing heritage is to provide opportunities for people to engage with heritage and culture. This may include heritage or cultural values interpretation, artwork, signage, and or public access. Any interpretation or signage is to be delivered in consultation with relevant Aboriginal stakeholders, considering the sensitivity of Aboriginal cultural heritage, knowledge, and values.</p> | <ul style="list-style-type: none"> The Master Plan has included connecting with Country principles, including providing recommendations on the naming of public places. For further information, refer to the Response To Country Report at Appendix C and the Urban Design Report at Appendix B. The Master Plan has been informed by the identification and assessment of any Aboriginal objects or places within the Bradfield City Centre. For further information, refer to the Aboriginal Cultural Heritage Assessment Report prepared by Extent Heritage at Appendix U. Consultation will be undertaken at the relevant detail design stage with relevant Aboriginal stakeholders. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| <p>P03</p> <p>The archaeological potential of sites is to be determined as part of detailed site investigations.</p> <p>Aboriginal archaeological sites are conserved, and significant archaeological remains are protected and interpreted.</p> | <p>1. Any land with the potential to contain archaeological remains is to be subject to detailed investigations and assessment to determine the level of archaeological intervention required. Intervention may include the following:</p> <ol style="list-style-type: none"> Unexpected finds procedure; Monitoring during works; or Formal salvage excavation. | <ul style="list-style-type: none"> The Master Plan has been informed by the identification and assessment of any Aboriginal objects or places within the Bradfield City Centre. For further information, refer to the Aboriginal Cultural Heritage Assessment Report prepared by Extent Heritage at Appendix U. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |

| <i>Performance Outcome</i> | | <i>Benchmark Solution (summarised)</i> | <i>Addressed by Master Plan Response</i> |
|--|---|---|---|
| 2.1.2 Non-Aboriginal And European Heritage | | | |
| PO1 | Inappropriate or unsympathetic alterations and additions of heritage items are removed, and significant missing details and building elements are reinstated. | 1. Alterations and additions to existing heritage items do not dominate or detract from the original building in terms of scale, materials, siting, landscaping, and views. | <ul style="list-style-type: none"> No alterations and additions to an existing heritage item is proposed as part of the Master Plan Application. |
| PO2 | The impact of new development adjacent to or within the vicinity of a heritage item is minimised. | 1. Development in the vicinity of a heritage item minimises the impact on the setting of the item by: <ol style="list-style-type: none"> Providing an adequate area around the building to allow interpretation of the heritage item; Retaining original or significant landscaping (including plantings with direct links or association with the heritage item); Protecting and allowing the interpretation of archaeological features; and Retaining and respecting significant views to and from the heritage item. | <ul style="list-style-type: none"> Bradfield City Centre does not contain any registered or local or state significant heritage items. For further information, refer to the Statement of Heritage Impact at Appendix S. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| PO4 | Archaeological sites are conserved, and significant archaeological remains are protected and interpreted. | 1. Any works that may impact a known, or potential, archaeological Master Plan Site must have an archaeological assessment undertaken to determine the archaeological significance of the Master Plan Site and appropriate management procedures. | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.3 Stormwater, Water Sensitive Urban Design, and Integrated Water Management | | | |
| 2.3.1 Water Health and Riparian Corridors | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| PO1 | Development retains and restores native vegetation and riparian corridors. | 1. Development maintains and protects waterways in accordance with the following guidelines: | <ul style="list-style-type: none"> The Master Plan been designed based on a landscape led approach that includes responding, retaining, and enhancing waterways including Thompsons Creek. For further information, refer to the Urban Design Report at Appendix B. |

| <i>Performance Outcome</i> | <i>Benchmark Solution (summarised)</i> | <i>Addressed by Master Plan Response</i> |
|---|---|---|
| PO2 Protect key aquatic habitat where it occurs. | 1. Where aquatic habitat exists, proposed development responds to Policy and Guidelines for Fish Habitat Conservation and Management by the Department of Primary Industries and other relevant guidelines. | <ul style="list-style-type: none"> Future Development Applications will respond to the Policy and Guidelines for Fish Habitat Conservation and Management where relevant. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| PO3 Development provides increased connectedness to high quality passive open space and the blue-green grid. | Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian areas and species movements in accordance with NSW Department of Primary Industries' requirements to maintain fish passage. | <ul style="list-style-type: none"> Any future road crossing will be designed to minimise impacts to vegetated riparian areas and species movements. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |

2.3.2 Stormwater Management and Water Sensitive Urban Design

The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP.

| | | |
|---|---|---|
| PO1 Development applications must demonstrate compliance with the stormwater quality always targets through interim stormwater management measures incorporated within the development, or by connection to the regional stormwater system once operational. | <p>1. Compliance with the water quality targets below are satisfied where development applications demonstrate:</p> <ul style="list-style-type: none"> a. To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system; and b. The requirements of PO4 in Section 2.3.2 are met. <p>2. Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. Interim stormwater management measures are to be designed to achieve the stormwater quality targets listed in the table below:</p> | <ul style="list-style-type: none"> The Master Plan has been designed to provide stormwater management and Water Sensitive Urban Design measures to ensure that water quality targets can be met. For further information, refer to the Integrated Water Cycle Management Report at Appendix I. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. The Master Plan includes additional DCP provisions. For further information, refer to the Discussion Paper at Appendix HH |
|---|---|---|

2.3.3 Management and Access to Regional Stormwater Infrastructure and Waterways

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|--|--|--|---|
| P01 | Regional infrastructure Stormwater assets (including land and infrastructure) are managed and maintained by the stormwater drainage manager. | <p>1. Where land for regional infrastructure stormwater assets (including open drainage corridors as a part of riparian streets) are not identified for acquisition on the Land Reservation Acquisition Map in State Environmental Planning Policy (Precincts – Western City) 2021 development is to:</p> <p>a. Provide an allocation of sufficient, suitably located land area to allow for stormwater assets in agreement with the stormwater drainage manager.</p> <p>b. Where stormwater assets are not dedicated to Sydney Water, appropriate legal access rights are required for ongoing management and maintenance. The legal right of access must be undertaken in consultation with the Regional Stormwater Authority, Sydney Water.</p> <p>c. All costs associated with the value of land and easement creation are to be borne by the developer.</p> | <ul style="list-style-type: none"> • Consultation has been undertaken with the relevant authorities during the preparation of the Master Plan. • Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.4 Vegetation and Biodiversity | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| P01 | Consolidate areas of deep soil and tree canopy and provide minimum dimensions which allow for sufficient tree planting. | <p>1. Tree canopy and deep soil is provided in accordance with Table 2. Applicants must also have regard for the Master Plan Site coverage and relevant pervious surface targets outlined in this DCP.</p> <p>2. Deep soil areas are to be a minimum 3m by 3m in dimension.</p> | <ul style="list-style-type: none"> • The Master Plan has been designed to conserve and manage the existing vegetation. The Master Plan will allow for the regeneration and increasing of habitat and tree canopy across Bradfield City Centre meeting the overall 40% target of urban tree canopy cover. For further information, refer to Urban Design Report at Appendix B. |
| Protection of Biodiversity | | | |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|--|---|---|--|
| P02 | Populations of threatened species are retained, and the condition of suitable habitat improves within areas of the Cumberland subregion most likely to support long-term viability. | <ol style="list-style-type: none"> Mitigation to be undertaken in accordance with the following best practice guidelines for threatened ecological communities (TEC): <ol style="list-style-type: none"> Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW Department of Environment and Climate Change, 2008) within and adjacent to the TEC; and Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW Department of Environment and Climate Change, 2005) | <ul style="list-style-type: none"> The Master Plan has been prepared to protect and enhance the native vegetation communities, threatened ecological communities, significant tree habitats and the overall increasing of urban tree canopy cover. The Master Plan seeks to provide climate change impact mitigation strategies. For further information, refer to the Urban Design Report at Appendix B, Sustainability Report at Appendix L and the Biodiversity Strategy and Impact Assessment at Appendix M. |
| P06 | Bushfire risk is minimised. | Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones. | <ul style="list-style-type: none"> The Master Plan has been prepared to respond to bushfire hazards to protect life, property, the community and minimise impacts on the environment. For further information, refer to the Bushfire Strategy and Impact Assessment Report at Appendix Y. The Master Plan provides recommendations for future considerations at the detailed design stage which include compliant access, provision of perimeter roads adjacent to all hazards, capability for compliant APZs, management of APZs. For further information, refer to the Bushfire Strategy and Impact Assessment Report at Appendix Y. |
| 2.4.3 Protection of Trees and Vegetation | | | |
| P01 | Existing trees and vegetation are retained, protected, enhanced, and incorporated into the development, wherever possible. | <ol style="list-style-type: none"> Development is designed to minimise impacts on trees, except for invasive species and/or noxious weeds. Development is designed to minimise removal of trees (includes vehicular access, utility installations and ancillary development). | <ul style="list-style-type: none"> The Master Plan has been designed to minimise impacts on natural vegetation and trees. The Master Plan provides for a sustainable city centre through the provision of blue, green links, trees and landscaping contributing to the vision of a green Western Parkland City. For further information, refer to the Urban Design Report at Appendix B and the Biodiversity Strategy and Impact Assessment Report at Appendix M. |
| 2.4.4 On Lot and Streetscape Landscaping and Preferred Plan Species | | | |
| P01 | Plant species are provided in accordance with the preferred species identified | Landscaping in development is to incorporate a diverse range plant species, as per the Aerotropolis DCP preferred Species List provided at Appendix B of this DCP. Prioritise use of Cumberland | <ul style="list-style-type: none"> The Master Plan has been prepared in respect of the Species List. Individual Development Applications will provide the relevant level of detail |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|--|--|---|--|
| | for the Aerotropolis. | species, followed by other species that are suitable for the purpose and the microclimatic conditions of the site. | <p>regarding landscaping design and exact Species.</p> <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| P02 | Landscape design reflects the cultural landscape and is integrated with the design intent of the architecture and built form. | <p>1. Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines.</p> <p>Size and scale of landscaping is responsive to the bulk and scale of the development.</p> | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.4.5 Street Planting and Requirements | | | |
| P01 | Development is to incorporate street trees within public road reserves, designed to be passively irrigated through the stormwater drainage system and maximise stormwater losses through evapotranspiration. | 1. Street Tree heights and canopy spread are to be commensurate with the road reserve dimension. | <ul style="list-style-type: none"> The Master Plan has been designed to ensure that street trees are provided commensurate with the road reserve dimensions and design. For further information, refer to the street layout plans within the Urban Design Report at Appendix B. |
| P03 | Streets trees mitigate urban heat. | 1. Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day. | <ul style="list-style-type: none"> The Master Plan has been designed to provide trees along streets contributing to the mitigation of urban heat. For further information, refer to the street layout plans within the Urban Design Report at Appendix B and the Sustainability Report at Appendix L. |
| 2.5 Flooding and Environmental Resilience Management | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| P01 | <p>Conveyance and storage of floodwaters through the floodplain is managed.</p> <p>The siting and layout of development considers flood constraints, including risks to personal safety during the full range of floods.</p> <p>The site layout and built form of the development is compatible with flood constraints and potential risk.</p> | | <ul style="list-style-type: none"> The Master Plan has been prepared to manage the impacts of flooding. For further information, refer to the Flooding Impact Assessment Appendix K and the Integrated Water Cycle Management Report at Appendix I. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design |
| P02 | Development has minimal impact on flood behaviour. | | |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|---|--|--|--|
| P03 | Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces. | | consideration and subsequent assessment and development consent. |
| P04 | All fill ensures the long-term stability of the development site and is not affected by erosion. | | |
| P05 | The safety of users of developed areas located on the floodplain for the full range of flooding is ensured. | | |
| P06 | Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk. | | |
| P07 | Fencing is designed and constructed so that it does not impede and/or direct the flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land. | | |
| 2.5.2 Mitigation Urban Heat Island Effect | | | |
| P01 | Site layout of development and public domain mitigates urban heat island effect. | <ol style="list-style-type: none">1. Evaporative cooling is enabled through implementation of design initiatives and features, including:<ol style="list-style-type: none">a. Misting infrastructure in public places during high and extreme heat days; andb. Irrigation of private open spaces (using harvested stormwater) with 50% of grassed areas and 100% trees irrigated. | <ul style="list-style-type: none">• The Master Plan has been designed to include water sensitive urban design, sustainability measures and principles which can mitigate the urban heat island effect. For further information, refer to the Urban Design Report at Appendix B, Sustainability Report at Appendix L, and Integrated Water Cycle Management Report at Appendix I. |
| P02 | Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials. | <ol style="list-style-type: none">1. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access. | <ul style="list-style-type: none">• The Master Plan has been prepared in respect and consideration of the existing landscape to take advantage of solar access, natural ventilation, and wind. For further information, refer to the Urban Design Report at Appendix B and the Pedestrian Wind Environment Review Report at Appendix R. |
| 2.5.3 Salinity | | | |
| P01 | The extent and location of salinity in the landscape and hydrogeologic regimes are accurately identified. | <ol style="list-style-type: none">1. Undertake salinity investigations prior to development and prepare a Salinity Management Plan. | <ul style="list-style-type: none">• The Master Plan is designed using a landscape-led approach which will minimise the potential for environmental impacts from development on salinity.• Detailed Salinity investigations will be undertaken at the relevant Development Application Stage. For further information, refer to the Earthworks Report at Appendix W.• Further assessment against this requirement is subject to the relevant |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
|--|---|---|--|
| | | | Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.5.4 Acid Sulfate Soils | | | |
| PO1 | Acid sulfate soils are managed during development to ensure reuse of acid sulfate soil (with treatment) is considered and managed with no adverse impact to the environment, waterways, and infrastructure. | 1. An Acid Sulphate Soils Assessment is to be provided with all development applications. | <ul style="list-style-type: none"> The Master Plan is designed using a landscape-led approach which will minimise the potential for environmental impacts from development on acid sulfate soils. Detailed acid sulphate soil assessments will be undertaken at the relevant Development Application Stage. For further information, refer to the Earthworks Report at Appendix W. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.5.5 Erosion and Sediment Control | | | |
| PO1 | Development is to ensure 80% of all flows leaving the construction site achieves total suspended solids of 50mg/L or less and a pH of 6.5-8.5 during the construction and building phases until the site is stabilised and landscaped | 1. An Erosion and Sediment Control Plan (ESCP) must be submitted for Master Plan Sites less than 2,500sqm and a Soil and Water Management Plan must be submitted for Master Plan Sites greater than 2,500sqm. These plans must be prepared in accordance with Appendix D.21. | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.6 Road Design for Arterial and Sub-arterial Roads | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| PO1 | The design, functionality and safety of arterial and sub-arterial roads is consistent across the Aerotropolis Growth Area. | <ol style="list-style-type: none"> Direct vehicle access to properties from the Arterial and Sub-Arterial roads identified in the Precinct Plan is not permitted, except for land uses that require or benefit substantially from access to major roads (for example service stations) and where approval is obtained from the relevant road's authority. Road design for Primary Arterial Roads, Primary Arterial Roads (Rapid Bus), and Sub-arterial Roads as identified on the Precinct Plan are to be consistent with the typical | <ul style="list-style-type: none"> The Master Plan provides detailed design of primary arterial and sub-arterial roads. For further information, refer to the Urban Design Report at Appendix B. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
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| | | arrangements shown below in <u>Figure 5</u> to <u>Figure 7</u> . | |
| 2.7 Parking and Design | | | |
| PO1 | The design and layout of car parking and vehicular access is safe and functional. | Parking is to meet AS 2890 and AS 1428. | <ul style="list-style-type: none"> The Master Plan does not seek development consent for any car parking. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.8 Travel Demand Management | | | |
| PO1 | Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes. | <p>1. A Travel Plan must be submitted for:</p> <p>a. Any residential developments containing more than 50 residential units; and</p> <p>Any commercial or industrial developments which accommodates more than 50 employees.</p> | <ul style="list-style-type: none"> A Transport Management Access Plan supports the Master Plan. |
| 2.10 Airport safeguarding | | | |
| PO1 | Development does not generate turbulent emissions into the protected airspace. | <p>1. Any plumes caused by a development do not:</p> <p>a. Have peak vertical velocities of more than 4.3m/sec; or</p> <p>b. Incorporate flares, unless an aviation impact assessment is completed and determines flares are acceptable.</p> | <ul style="list-style-type: none"> The Master Plan does not seek consent for any plumes or industrial uses which may impact the protected airspace. The Master Plan outlines that future Development Applications will need to address the Aviation Safeguarding Guidelines and the relevant provisions of the Section 2.10 of the Phase 2 DCP. |
| PO2 | Development does not impact on aviation or the operation of the Airport regarding light emission and reflective surfaces. | <p>1. Development must comply with the provisions of the Civil Aviation Regulations 1988 (Cth) and not cause distraction or confusion to pilots due to its configuration, pattern or intensity or prevent clear reception of aerodrome lights or signals.</p> | <ul style="list-style-type: none"> The Master Plan has been designed in response to the existing topography, conditions, and controls in relation to the future operation of the Western Sydney Airport. For further information, refer to the Urban Design Report at Appendix B and the Aviation Impact Assessment Report at Appendix J. The Master Plan outlines that future Development Applications will need to address the Aviation Safeguarding Guidelines and the relevant provisions of the Section 2.10 of the Phase 2 DCP. |
| 2.10.2 Noise | | | |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
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| PO1 | Development within the ANEC 20 and above contours (including extensions to existing development) is constructed to achieve indoor design sound levels as per the Indoor Design Sound Levels for Determination of Aircraft Noise Reduction in AS 2021 – Acoustics Noise Intrusion – Building Siting and Construction. | <ol style="list-style-type: none"> 1. Residential development is constructed in accordance with <u>Table 3</u>. 2. An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels. | <ul style="list-style-type: none"> • The Master Plan has been designed in response to the future operation of the Western Sydney Airport. For further information, refer to the Urban Design Report at Appendix B, Aviation Impact Assessment Report at Appendix J, and Noise and Vibration Impact Assessment Report at Appendix Q. • Future Development Applications will prepare an acoustic report which responds to the relevant standards. • Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.10.3 Wildlife | | | |
| PO2 | Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport. | <ol style="list-style-type: none"> 1. Refer to Appendix B for a list of suitable landscape species. 2. In areas within the 3km wildlife buffer but outside of the Parkland Priority Areas shown in Figure 8, a report prepared by a suitability qualified and experienced ecologist is to be submitted with any application when the landscaping plan: <ol style="list-style-type: none"> a. Incorporates alternative landscape species not listed within Appendix B; b. Incorporates landscape species denoted within the landscape species list; c. Will result in more than 5 trees being planted in 1 group (group refers to touching mature canopies); and/or d. Provides a spacing between a group of 5 or more trees that is less than 100m. | <ul style="list-style-type: none"> • Bradfield City Centre is excluded from the Wildlife Buffer. • The Master Plan has also been designed in response to the future operation of the Western Sydney Airport. For further information, refer to the Urban Design Report at Appendix B and Aviation Impact Assessment Report at Appendix J. • Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.1 Services and Utilities | | | |
| PO1 | Site is serviced with electricity. | 1. Meet the design requirements as per the Western Sydney Street Design Guidelines Section C5.4 Electricity. | <ul style="list-style-type: none"> • The Master Plan can be serviced by key services and utilities. Services and utilities will be provided as |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
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| P07 | Development is to be serviced by recycled water. | <ol style="list-style-type: none"> Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: <ol style="list-style-type: none"> Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; | <p>development is completed. For further information, refer to the Utility Infrastructure and Servicing Report at Appendix H.</p> <ul style="list-style-type: none"> Future Development Applications will provide the relevant and specific detail on services and utilities. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.12 Sustainability | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| P01 | Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030. | <ol style="list-style-type: none"> All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off Master Plan Site. | <ul style="list-style-type: none"> The Master Plan has been designed with sustainability principles embedded for future development. For further information, refer to the Sustainability Strategy at Appendix L. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.13 Smart Places | | | |
| P03 | Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource management throughout their operational lives. | <ol style="list-style-type: none"> Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption. Use smart technologies to monitor and self-regulate building environment and operations (e.g., lighting, heat, ventilation, and air conditioning). Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid. Demonstrate alignment to relevant NSW policy, including but not limited to the NSW Internet of Things (IoT) policy, NSW Cyber Security Policy, and NSW Smart Infrastructure Policy. | <ul style="list-style-type: none"> The Master Plan incorporates initial, medium, and long term staged Smart Cities technology to enable smart buildings and an urban environment, which will promote sustainability and resilience. For further information, refer to the Smart Cities Implementation Plan and Assessment Report at Appendix F. Future Development Applications will need provide this level of smart technology detail into the buildings, urban environment, and the public domain. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| P04 | Embedding smart technologies enhances experiences in the public domain and | <ol style="list-style-type: none"> Install smart monitoring equipment, including for water quality, ambient temperature, tree canopy cover and soil moisture content, cycle, and car movements. Specific monitoring | |

| <i>Performance Outcome</i> | | <i>Benchmark Solution (summarised)</i> | <i>Addressed by Master Plan Response</i> |
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| | creates liveable public open spaces. | requirements for each development are provided by the consent authority. | |
| 2.14 Design for Safe Places | | | |
| PO1 | Passive surveillance is maximised. | <ol style="list-style-type: none"> 1. Visibility and surveillance are provided in all areas of development. 2. Adjoining buildings overlook public places. 3. Building frontages face streets and transport corridors to provide passive surveillance. | <ul style="list-style-type: none"> • Bradfield City Centre has been designed to ensure that the street and urban layout provides passive surveillance on the streets, public domain, and within transport corridor areas. For further information, refer to the Urban Design Report at Appendix B. • Future Development Applications will be prepared in respect of Crime Prevention Through Environmental Design Principals. • Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.15 Universal Design and Access | | | |
| PO1 | Buildings and public places are designed for equity, accessibility, and safety. | <ol style="list-style-type: none"> 1. Paths, ramps, steps, and lifts comply with AS 1428-2009 Design for Access and Mobility. | <ul style="list-style-type: none"> • This level of design specification will be completed at the relevant Development Application Stage. • Future Development Applications will ensure that the buildings and public places are designed for equity, accessibility, and safety for members of the community. |
| 2.16 Waste Management and Circular Economy | | | |
| PO1 | Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities. | <ol style="list-style-type: none"> 1. Submit a waste management plan to support circular economy activities that also details the quantity and type of waste generated and how this will be managed, reused, and recycled. | <ul style="list-style-type: none"> • The Master Plan has been prepared in consideration of waste management and the circular economy. The Master Plan provides for a circular economy framework for which future development will consider and contribute towards. For further information, refer to the Circular Economy (Waste and Services) Report at Appendix CC. |
| 2.18 Earthworks and retaining Walls | | | |
| PO1 | To ensure site planning considers the stability of land, its topography, geology, and soils. | <ol style="list-style-type: none"> 1. Master Plan Site planning is to respond to the natural topography of the Master Plan Site and protect vegetation, particularly where it is important to Master Plan Site stability. 2. A Geotechnical Report is to be submitted with applications proposing to change Master Plan Site levels. | <ul style="list-style-type: none"> • The Master Plan has been designed from a landscape led approach which has considered and responded to the existing natural topography of Bradfield City Centre. For further information, refer to the Urban Design Report at Appendix B and the Biodiversity Strategy and Impact Assessment Report at Appendix M. |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
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| | | 3. Excavation and fill shall be adequately retained and drained in accordance with the Western Sydney Engineering Design Guidelines. | <ul style="list-style-type: none"> Future Development Applications will be submitted with a Geotechnical Report. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 2.19 Public Art | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| PO1 | High-quality public art is integrated into the design and function of the development to embellish and enliven the public domain. | 1. The strategy should respond to cultural values mapping to deliver a suitable artwork for the development demonstrating that the scale of the public art provided is commensurate to the intensity of use at the Master Plan Site or landscape. | <ul style="list-style-type: none"> The Master Plan has been designed to include places and spaces which will include high quality public art in the public domain. For further information, refer to the Art and Culture Strategy Report at Appendix X. |
| 3.0 Development for Enterprise and Industry, and Agribusiness | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| 3.1 Local Road network and design | | | |
| PO1 | To enable a road network that is safe and efficient for all users and minimises through traffic on minor roads. | 1. Road design for local streets, collector streets and park edge streets as identified on the Aerotropolis Precinct Plan are to be consistent with the typical road cross-sections in this Figure 10 to Figure 12 | <ul style="list-style-type: none"> Amendments are proposed to the Aerotropolis Precinct Plan. For further information, refer to the Discussion Paper at Appendix HH The Master Plan has provided for the design for roads, road hierarchy and road layouts across the Bradfield City Centre. The Master Plan has been prepared in consideration of a traffic management, public transport usage and the promotion of cycling and walking. For further information, refer to the Urban Design Report at Appendix A and the Traffic Management Accessibility Plan Report at Appendix G. |
| 3.2 Parking and Travel Management | | | |
| PO1 | To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality. | 1. On-site car parking is to be provided in accordance with Table 3 . For activities not identified in Table 3, the TfNSW' (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide. | <ul style="list-style-type: none"> Future Development Applications will provide this level of detail regarding On-site car parking provision having consideration of the nature of the locality. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 3.3.1 Building siting and design | | | |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
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| PO1 | To encourage building form that responds to the topography of the site and the relative position of the allotment to other allotments and the street. | 7. Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural-residential areas, environmental and open space areas, riparian corridors, and ridgelines. | <ul style="list-style-type: none"> For further information, refer to the Discussion Paper at Appendix HH The Master Plan provides for building siting, setbacks and building heights which respond to the natural environment and the proposed urban layout across Bradfield City Centre |
| 3.3.2 Building Setbacks | | | |
| PO1 | To provide a consistent streetscape design and landscaped transition to the public realm. | 1. Building setbacks are to be in accordance with Table 5 | <ul style="list-style-type: none"> Amendments are proposed to the Aerotropolis Precinct Plan. For further information, refer to the Discussion Paper at Appendix HH Building setbacks and the proposed urban layout across Bradfield City Centre will allow for activation across the Site. |
| 4.0 Non-Residential development in centres | | | |
| 4.1.1 Street Design | | | |
| PO1 | The design, functionality and safety of Collector and Local roads within Centres is consistent across the Aerotropolis. | 1. Road design for Collector and Local roads within as identified on the Aerotropolis Precinct Plan are to be consistent with the typical arrangements shown in Figures 13 to Figure 16 . | <ul style="list-style-type: none"> Amendments are proposed to the Aerotropolis Precinct Plan. For further information, refer to the Discussion Paper at Appendix HH. The Master Plan has provided a detailed road design for Bradfield City Centre. The design has considered traffic management, public transport usage and the promotion of cycling and walking. For further information, refer to the Urban Design Report at Appendix A and the Traffic Management Accessibility Plan Report at Appendix G. |
| 4.2 Built Form | | | |
| PO1 | Building massing responds to context and future character including significant landforms, topography, landscape, built environment and the public domain. | <ol style="list-style-type: none"> Building design responds appropriately to topography, with regular transitions that maximise integration between ground floor level and street level. Building design is to incorporate a variety of materials and a schedule of materials and finishes is to accompany all development proposals. | <ul style="list-style-type: none"> The Master Plan provides setbacks and street walls to activate and define the public domain which responds to the topography and landscape. Building and ground level setbacks respond to the street hierarchy and allow the provision of tree canopy, deep soil, and landscape zones. Future developments will be orientated towards blue-green corridors to provide connections to country, surveillance, and activation along interfaces. For further information, refer to the Response To |

| Performance Outcome | | Benchmark Solution (summarised) | Addressed by Master Plan Response |
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| | | | <p>Country Report at Appendix C and the Urban Design Report at Appendix B.</p> <ul style="list-style-type: none"> Amendments are proposed to the Phase 2 DCP; for further information, refer to the Discussion Paper at Appendix HH. |
| 4.2.3 Building setbacks and separation | | | |
| PO1 | Building setbacks and separation provide for variation of built form in the street, and adequate upper building separation to support privacy, ventilation, and solar access. | <ol style="list-style-type: none"> In a commercial building, the setbacks for podium and tower elements are as follows: <ol style="list-style-type: none"> Ground floor and podium: Nil setback (built to the property boundary). | <ul style="list-style-type: none"> Future Development Applications will provide this level of detail for the design and development of commercial buildings. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 5.0 Residential Development | | | |
| The Master Plan includes additional DCP provisions related to this Section of the Phase 2 DCP. | | | |
| 5.1 Road network and design | | | |
| PO1 | The design, functionality and safety of Collector and Local roads within Centres is consistent across the Aerotropolis. | <ol style="list-style-type: none"> Road design for Collector and Local roads as identified on the Aerotropolis Precinct Plan are to be consistent with the typical arrangements shown in Figure 18 to Figure 21. | <ul style="list-style-type: none"> Amendments are proposed to the Phase 2 DCP; for further information, refer to the Discussion Paper at Appendix HH. The Master Plan has provided for the design for roads, road hierarchy and road layouts across Bradfield City Centre. The Master Plan has been prepared in consideration of a traffic management, public transport usage and the promotion of cycling and walking. For further information, refer to the Urban Design Report at Appendix A and the Traffic Management Accessibility Plan Report at Appendix G. |
| 5.2 Building Design | | | |
| PO1 | Building massing responds to context and future character including significant landforms, topography, landscape, built environment and the public | Building design responds appropriately to topography, with regular transitions that maximise integration between ground floor level and street level. | <ul style="list-style-type: none"> The Master Plan has been designed to ensure that future residential development is well designed, responsive, has adequate setbacks, will achieve high amenity, and has access to the natural landscape and public domain. Future developments will be orientated towards blue-green corridors to provide connections to country, surveillance, and activation along interfaces. For further information, refer to the Urban Design Report at Appendix B. Amendments are proposed to the Phase 2 DCP; For further information, refer to the Discussion Paper at Appendix HH. |

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| | domain. | | <ul style="list-style-type: none"> Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |
| 5.2.3 Building setbacks | | | |
| PO1 | Building setbacks and separation for high density residential development provide for variation of built form in the street, and adequate upper building separation to support privacy, ventilation, and solar access. | 2. Multi dwelling housing is to meet the following building setbacks and separation distances: | <ul style="list-style-type: none"> The Master Plan has been designed to ensure that future residential development is well designed and has adequate setback will achieve high amenity. For further information, refer to the Urban Design Report at Appendix B. Amendments are proposed to the Phase 2 DCP; For further information, refer to the Discussion Paper at Appendix HH. Further assessment against this requirement is subject to the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent. |

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