

# Appendices

## Appendix A - List of referenced documents

- 20231020 Planning Report
- Appendix A - 20231020 Master Plan Report
- Appendix B - 20230913 Urban Design Report
- Appendix C - 20230913 Response to Country
- Appendix D - 20230913 Design Excellence Strategy
- Appendix E - 20231020 Exempt and Complying Development Code
- Appendix F - 20231020 Smart Cities Implementation Plan and Assessment Report
- Appendix G - 20231020 Transport Management Accessibility Plan Report
- Appendix H - 20231020 Utility Infrastructure and Servicing Report
- Appendix I - 20231020 Integrated Water Cycle Management Report
- Appendix J - 20231020 Aviation Impact Assessment Report
- Appendix K - 20231020 Flooding Impact Assessment
- Appendix L - 20231020 Sustainability Report
- Appendix M - 20231020 Biodiversity Strategy and Impact Assessment
- Appendix N - 20231020 Social Infrastructure Strategy Report
- Appendix O - 20231020 Economic Strategy and Impact Assessment
- Appendix P - 20231020 Air Quality Impact Assessment Report
- Appendix Q - 20231020 Noise and Vibration Impact Assessment
- Appendix R - 20231020 Pedestrian Wind Environment Report
- Appendix S - 20231020 Statement of Heritage Impact Report
- Appendix T - 20231020 Aboriginal Engagement Outcomes Report
- Appendix U - 20231020 Aboriginal Cultural Heritage Assessment Report
- Appendix V - 20231020 Infrastructure Delivery Strategy
- Appendix W - 20231020 Earthworks Report
- Appendix X - 20230913 Art and Culture Strategy Report
- Appendix Y - 20231020 Bushfire Strategy and Impact Assessment Report
- Appendix Z - 20230913 Ground Conditions Report
- Appendix AA - 20230913 Contamination Report (Site Audit Report)
- Appendix AA - 20230913 Contamination Report (Site Audit Statement)
- Appendix BB - 20231020 Housing Strategy Statement Report
- Appendix CC - 20231020 Circular Economy (Waste and Services Report)
- Appendix DD - 20231020 Consultation Outcomes Report
- Appendix EE - 20231020 24 Hour Economy Strategy Statement Report
- Appendix FF - Survey Plan
- Appendix GG - 20231018 Explanation of Intended Effect
- Appendix HH - 20231020 Part C - Discussion Paper PP and DCP amendments
- Appendix II - 20231020 Bradfield City Centre 3D Model

Response to Submissions documents:

- Bradfield City Centre Master Plan – Response to Submissions Report
- Appendix 1 – Amended Bradfield City Centre Master Plan
- Appendix 2 – Amended Biodiversity Strategy and Impact Assessment
- Appendix 3 – Amended Flood Impact Risk Assessment
- Appendix 4 – Amended Art and Cultural Strategy Report
- Appendix 5 – Amended Social Infrastructure Strategy Report
- Appendix 6 – Amended Integrated Water Cycle Management Plan
- Bradfield City Centre Master Plan – Full Statutory Assessment
- Response to Submissions lodgement letter
- SES response to Response to Submissions Report
- DCCEEW BCS response to Response to Submissions Report

All documents relied on by the Department in its assessment can be found here:

<https://www.planningportal.nsw.gov.au/draftplans/under-consideration/bradfield-city-centre-master-plan>

## Appendix B – Submissions and government agency advice

All submissions and government agency advice can be found here:

<https://www.planningportal.nsw.gov.au/draftplans/under-consideration/bradfield-city-centre-master-plan>

## Appendix C – Strategic considerations

**Table 1|** Western Sydney Aerotropolis Plan - Planning Principles and how they have been considered

Planning Principle	Consideration	Complies
<p><u>Overarching Objective</u></p> <p>Recognise Country</p> <p>Acknowledge Traditional Custodians and provide opportunities for Connecting with Country, Designing for Country and Caring for Country in all stages of planning for the Aerotropolis.</p>	<p>Engagement with Traditional Custodians has occurred through the Master Plan design process. Connected to Country is one of 10 key objectives for the city centre. It states that Bradfield City Centre will be shaped by Country from the preservation of the valued waterways, riparian zones, trees and vegetation; retention of views and connections from the ridges the creeks; and restorative planting to care for Country. There will be places to learn about Country, dedicated cultural spaces and a natural and cultural Green Loop weaving through the city. First Nations cultural values and stories will also guide planting, materials, art, lighting, signage and language. Bradfield City Centre will also accommodate infrastructure and facilities such as a First Nations cultural centre, specialised health and childcare services and access to education and housing.</p>	<p>Complies</p>
<p>Productivity Objective 1</p> <p>An accessible and well-connected Aerotropolis</p>	<p>The Master Plan sets out Movement controls and designs. Transport and access connections have been designed to promote efficient connectivity and active transport within the city centre and to the broader Aerotropolis.</p>	<p>Complies</p>
<p>PR1 Ensure walking or cycling is the most convenient option for short trips around centres and local areas.</p>	<p>Bradfield City Centre prioritises pedestrian movement with continuous pedestrian paths along all major corridors and a highly permeable network of streets and pedestrian connections. The city centre will be a bike friendly city that maximises safety and convenience and connects to the broader active transport network set out in the Aerotropolis Precinct Plan.</p>	<p>Complies</p>
<p>PR2 Prioritise public and active transport in centres with general through traffic and freight directed outside of these centres.</p>	<p>Bradfield City Centre will be a transit-oriented city that provides convenient, safe and high quality access via public transport.</p>	<p>Complies</p>

Planning Principle	Consideration	Complies
PR3 Match car parking with the level of public transport access.	Future planning applications will need to address DCP control 5.3 Parking and travel management.	Complies
PR4 Limit direct property access to classified roads and rationalise or orient to the local street network.	Future planning applications will need to address DCP control 2.7 Parking design and access.	Complies
Objective 2 High-value jobs growth is enabled, and existing employment enhanced	The Master Plan will contribute to the creation a regionally and internationally significant employment area within the Aerotropolis by creating a liveable and accessible city centre supported by a Design Excellence Strategy and high-quality, well-designed public domain.	Complies
PR5 Develop vibrant centres with high quality public domain, a rich urban tree canopy, and well-designed buildings and places that attract workers and investment.	The site-specific built form and building design and canopy cover development controls within the Master Plan are designed to achieve this principle.	Complies
PR6 Establish a centres hierarchy, including future centres, in line with the Region Plan (Strategy 22.2).	The establishment of Bradfield City Centre is consistent with the centres hierarchy within the Greater Sydney Region Plan.	Complies

Planning Principle	Consideration	Complies
<p>Objective 3</p> <p>Safeguard airport operations</p>		
<p>PR7 Appropriately design, construct and locate development to safeguard 24/7 airport operations.</p>	<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. Maximum heights of buildings in the City Centre have been prepared in accordance with the Obstacle Limitation Surface Map in the WPC SEPP.</p>	<p>Complies</p>
<p>PR8 Require development up to the 20 ANEC/ANEF contour to adopt appropriate design and construction standards to reduce aircraft noise impacts and prohibit intensification of residential development within the ANEC/ANEF 20 and above contours.</p>	<p>The Master Plan site is outside of the ANEC/ANEF 20 Contour.</p>	<p>Complies</p>

Sustainability

Objective 4

A landscape-led approach to urban design and planning

Planning Principle	Consideration	Complies
<p>SU1 Retain and enhance natural features such as waterways, vegetation, landform and culturally significant landscapes.</p>	<p>The Master Plan design has taken a landscape-led approach. Natural and culturally significant features have been incorporated into the design where required and appropriate. Over 30 ha of green space around Thompsons Creek, Ridge Park and Moore Gully will be retained and enhanced/preserved.</p>	<p>Complies</p>
<p>SU2 Integrate Blue Green Infrastructure links with public open spaces and the Green Grid, maximising opportunities for connections, an urban tree canopy and active use of the floodplain.</p>	<p>The Master Plan design will see existing blue links restored, and green links established, with new public open spaces established.</p>	<p>Complies</p>
<p>SU3 Retain water in the landscape by maximising appropriate permeable surfaces, reusing water and developing appropriate urban typologies.</p>	<p>An integrated water cycle approach and WSUD will be delivered.</p>	<p>Complies</p>
<p>SU4 Orient urban development towards creeks and integrate into the landscape through quality open space, a high degree of solar access and tree canopy.</p>	<p>Natural areas of the site have been designed to be key features of the city centre and will be supplemented by new parklands and green open space at different scales.</p>	<p>Complies</p>

Planning Principle	Consideration	Complies
<p>SU5 Develop a connected parkland network linking with the Wianamatta–South Creek corridor that shapes the Aerotropolis and provides amenity and ecological value and create a high-quality ridgeline and linear parks adjacent to, and integrated with, riparian corridors that retain water.</p>	<p>New parklands and green open space will connect natural areas through the site. Ridge Park will also ensure green open space is available along ridgelines.</p>	<p>Complies</p>
<p>SU6 Retain and increase the urban tree canopy and green cover across the Aerotropolis consistent with the Region Plan target of 40% and the Premier’s Priority for Greening our city.</p>	<p>The Master Plan design aims to achieve 42% canopy cover across the site.</p>	<p>Complies</p>
<p>SU7 Retain, enhance and co-locate vegetation on ridgelines with active open space and use it to guide building heights.</p>	<p>Building heights appropriate for the city centre have been determined, having regard to the Precinct Plan and the Obstacle Limitation Surface Map in the WPC SEPP. High-quality, green and multi-use open spaces are planned within the city centre. The level of infrastructure to be provided within Ridge Park will be determined with regard to ENV zoning.</p>	<p>Complies</p>

Planning Principle	Consideration	Complies
<p>SU8 Identify and protect scenic and cultural landscapes and develop a street grid based on landforms, with long north-south blocks in urban areas to attain good solar performance, and east-west streets to capture long views to the Blue Mountains.</p>	<p>The Master Plan is designed to deliver more open space and green space, improve connectivity and legibility, identify and retain significant views and enhance Connections with Country.</p>	<p>Complies</p>
<p>SU9 Meet the requirements of the biodiversity conservation program in the Cumberland Plain Conservation Plan and approved strategic biodiversity certification and strategic assessment protecting land with biodiversity value and provide a sensitive urban interface that supports and enhances corridors and reserves.</p>	<p>The site is the subject of the Sydney Region Growth Centres Biodiversity Certification Order and is biodiversity certified.</p>	<p>Complies</p>
<p>SU10 Avoid, minimise and mitigate impacts on threatened species and endangered ecological communities, habitat corridors, and riparian and aquatic habitats</p>	<p>The Master Plan is designed to preserve, protect, and restore over 30 ha of green space around Thompsons Creek and Ridge Park. The design will lead to retention and preservation of ENV, and allows for significant revegetation to enable creek restoration, integrated water management and recreation opportunities while enhancing the cultural values of the site. Any</p>	<p>Complies</p>



Planning Principle	Consideration	Complies
<p>to prioritise length, connectivity and representativeness to maintain ecological function. Protect the integrity and continuity of wildlife by:</p> <ul style="list-style-type: none"> <li>protecting priority habitat corridors to support migrating species, birds and arboreal mammals</li> <li>using public land for biodiversity conservation with an appropriate management regime</li> </ul> <p>expanding vegetation corridors if impacted by utility installations.</p>	<p>works proposed as part of the Master Plan will be subject to further planning applications.</p>	
<p>SU11 Retain and protect wetland environments to support plant animal communities and to mitigate wildlife attraction or wildlife strike.</p>	<p>Wetland environments will be retained and rehabilitated along the Moore Gully watercourse as part of the proposed Master Plan. These areas will be supported through the preservation of the 40- metre core riparian zone along Moore Gully and Thompsons Creek.</p>	<p>Complies</p>

Planning Principle	Consideration	Complies
<p>SU12 Provide open space buffers and asset protection zones to conservation areas wholly within urban capable footprints.</p>	<p>Asset Protection Zones (APZs) will be wholly located within the Master Plan development footprint. No encroachment of APZs is proposed into the areas mapped as Open Space as part of the proposed Master Plan.</p>	<p>Complies</p>
<p>SU13 Plan stormwater and wastewater in the Wianamatta–South Creek Catchment to minimise potential hydrologic and hydraulic impacts on ecology, creek structure, infrastructure, water quality and the natural water cycle. Integrate water sensitive urban design and use stormwater or recycled water to irrigate streets and public open space to support public amenity and urban cooling. Co-locate industrial water users, where appropriate.</p>	<p>An integrated design approach incorporating water quality, water reuse and flood detention requirements across the site is proposed. A key site for the delivery of these outcomes is the Moore Gully watercourse which will include riparian zones, wetland zones with on-site detention, bioretention treatment, and open water storage. These works will be subject to further planning applications.</p>	<p>Complies</p>
<p>Objective 5</p> <p>A sustainable, low carbon Aerotropolis that embeds the circular economy</p>		<p>Complies</p>

Planning Principle	Consideration	Complies
<p>SU14 Use low carbon, high efficiency strategies to reduce emissions and energy use in line with NSW net zero emissions target and mitigate urban heat through urban development and building design. Use innovative and integrated approaches to achieve higher standards of resource recovery, waste management, water management and renewable energy.</p>	<p>The Master Plan vision includes that it is underpinned by the ideals of diversity and inclusivity, progress, and reflection, prosperity and sustainability. Relevant development on the Master Plan site will be subject to the State Environmental Planning Policy (Sustainable Buildings) 2022 and relevant sustainability measures in the DCP, including: 2.5.2 Mitigating Urban Heat Effect, 2.12 Sustainability and 2.16 Waste Management and Circular Economy</p>	<p>Complies</p>

## Objective 6

### A resilient and adaptable Aerotropolis

<p>SU15 Plan for compatible land uses within the floodplain, provide safe evacuation and egress from flood events and consider climate change, culvert blockage and floodplain revegetation.</p>	<p>The Master Plan has been designed to reflect the requirements of a Flood Impact and Risk Management Assessment</p>	<p>Complies</p>
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Planning Principle	Consideration	Complies
SU16 Prohibit cut and fill to alter the 1% AEP flood extent.	The proposed Moore Gully re-alignment works will take place within the mapped 1% AEP flood extent but is not intended to alter the flood extent.	Complies
SU17 Design, build and manage flood mitigation assets to provide where feasible native habitat, aesthetics, public recreation and amenity, whilst not impacting on flood behaviour.	Preliminary designs show that flood mitigation assets can meet this principle. Additional detailed design will be required to support future planning applications.	Complies
SU18 Protect, maintain and improve the water quality and flow to meet the NSW Government waterway health targets.	Modelling demonstrates that waterway health targets can be met.	Complies
SU19 Protect high value terrestrial and aquatic ecosystems to enhance biodiversity and protect environmental values.	The Master Plan is designed to preserve, protect, and restore over 30 ha of green space around Thompsons Creek and Ridge Park. The design will lead to retention and preservation of ENV, and allows for significant revegetation.  to enable creek restoration, integrated water management and recreation opportunities while enhancing the cultural values of the site. Any works proposed as part of the Master Plan will be subject to further planning approvals.	Complies

## Infrastructure and collaboration

### Objective 7

Infrastructure that connects and services the Western Parkland City as it grows

Planning Principle	Consideration	Complies
<p>IC1 Integrate passenger and freight transport with urban design at the Aerotropolis-wide, precinct and local scale, connected more broadly to the Western Parkland City, to achieve quality movement and place outcomes.</p>	<p>The TAP co-design process to develop the Master Plan has resulted in quality movement and place outcomes of the city centre.</p>	<p>Complies</p>
<p>IC2 Locate and stage high quality active and public transport, utility and digital networks to align with projected land uses and secure corridors and sites early.</p>	<p>The Master Plan embodies and achieves this principle.</p>	<p>Complies</p>
<p>IC3 Develop the Aerotropolis as a Smart City supported by fast and reliable and adaptable digital connectivity.</p>	<p>Future planning applications will need to address DCP control 2.13 Smart Places</p>	<p>Complies</p>
<p>IC4 Ensure the interoperability of systems align with NSW Government connected infrastructure and Internet of Things policies.</p>	<p>Future planning applications will need to address DCP control 2.13 Smart Places</p>	<p>Complies</p>

Planning Principle	Consideration	Complies
<p>IC5 Dimension local and town centre networks to allow tree planting, lower vehicle speeds and intuitive and safe walking and cycling infrastructure.</p>	<p>The Master Plan provides site-specific street types to achieve this principle and supplement the DCP</p>	<p>Complies</p>
<p>IC6 Plan for car parking, setbacks and intersections to allow easy crossing of streets and maintain compact, consistent built form edges.</p>	<p>The Master Plan provides site-specific development controls in relation to setbacks. Future planning applications will also need to address car parking controls in the DCP to achieve this principle.</p>	<p>Complies</p>
<p>IC7 Adopt an integrated water management approach that considers urban form and streetscape, trunk drainage land and assets, waterway health, stormwater, wastewater and recycled water.</p>	<p>The Master Plan is informed by an Integrated Water Cycle Management Plan.</p>	<p>Complies</p>

**Objective 8**

A collaborative approach to planning and delivery

Planning Principle	Consideration	Complies
IC8 Adopt a collaborative approach to precinct planning and Master Planning with all three levels of government, the community, industry, utilities and landowners.	The Master Plan has been guided by input from all three tiers of government during Master Plan design and through public exhibition.	Complies

## Liveability

### Objective 9

#### Diverse, affordable, healthy, resilient and well-located housing

LV1 Create a compact urban form in areas of high accessibility with a rich urban tree canopy and along creeks so that residents live within a 10-minute walk of quality green, open and public space consistent with the Premier's Priority for Greener Public Spaces.	The Master Plan pedestrian and cycle network and the design of the public domain and open space achieve this principle.	Complies
LV2 Provide affordable rental housing in line with the Western City District Plan targets.	The Master Plan promotes and ensures the adequate provision of affordable housing as it will deliver affordable housing at a rate no less than 10% or in accordance with current NSW Government policy, whichever is greater.	Complies

Planning Principle	Consideration	Complies
LV3 Provide for a diverse range of housing types and price points.	The Master Plan will provide residential uses within the Mixed Use zone throughout Bradfield City Centre. The Master Plan promotes and ensures the adequate provision of affordable housing as it will deliver affordable housing at a rate no less than 10% or in accordance with current NSW Government policy, whichever is greater.	Complies
LV4 Avoid residential development on major roads, freight or public transport corridors.	Mixed Use zoning within the city centre allows residential use. Future planning applications will need to address consistency with this principle. DCP controls in relation to setbacks and amenity will need to be considered.	Complies
Social and cultural infrastructure that strengthens communities		
LV5 Provide multi-purpose and intergenerational community and cultural facilities and services which meet the needs of the community and bring people together.	The Master Plan design allows this principle to be achieved. Indicative locations for social and cultural infrastructure are provided.	Complies
LV6 Integrate health and education infrastructure into local centres with supporting public transport services.	The Master Plan design allows this principle to be achieved. Indicative locations for social and cultural infrastructure are provided.	Complies



Planning Principle	Consideration	Complies
<p>LV7 Locate health, education, residential and other sensitive land uses away from major road, rail and freight movement corridors.</p>	<p>The Master Plan design allows this principle to be achieved. Indicative locations for social and cultural infrastructure are provided. Final locations will need to be agreed with relevant agencies. The design of the infrastructure corridor will be a decision of government.</p>	<p>Complies</p>
<p>Objective 11 Great places that celebrate local character and bring people together LV8 Plan for a mix of high quality, fine grain places that engage and connect people and attract residents, workers, visitors, enterprise and investment.</p>	<p>This principle is embodied in the vision and the four key values (Green, Connect, Travel, Dream) of the Master Plan.</p>	<p>Complies</p>
<p>LV9 Create a strong sense of place through a well-designed built environment, a fine grain urban form, a diverse and flexible land use mix, high levels of amenity and legibility of movement through the place.</p>	<p>The Master Plan design achieves this through site specific development controls, a design excellence strategy and an amended street layout.</p>	<p>Complies</p>

Planning Principle	Consideration	Complies
LV10 Integrate development with precinct-wide place and public domain outcomes.	The Master Plan achieves this principle through Precinct initiatives, design excellence objectives and its designs for the public domain and public open space.	Complies
LV11 Design streets, neighbourhoods, centres and employment areas to be people friendly and promote local connection.	The Master Plan design achieves this through site specific development controls, a design excellence strategy and an amended street layout and design of the public domain and open space.	Complies
LV12 Create valued public and private places that demonstrate a high degree of design excellence and activate open spaces in line with Better Placed, Greener Places and the Premier's Priority for Greener Public Spaces.	The Master Plan design achieves this through site specific development controls, a design excellence strategy and an amended street layout and design of the public domain and open space.	Complies
LV13 Celebrate open space areas as places of shared importance to Aboriginal and non-Aboriginal people and maintain important landscapes and views. Provide opportunities for connection to Country.	This principle is embodied in the vision and the four key values (Green, Connect, Travel, Dream) of the Master Plan and design of the public domain and open space.	Complies

Planning Principle	Consideration	Complies
LV14 Acknowledge and celebrate Aboriginal culture, history and heritage, alongside non-Aboriginal heritage.	The Master Plan vision, Connected to Country objective and values (Green, Connect, Travel, Dream) achieve this principle.	Complies
LV15 Design major streets as green active parkways and places supporting new technology.	The Master Plan provides site specific street types to achieve this principle and supplement the DCP.	Complies

## Appendix D - Statutory considerations

### Objects of the EP&A Act

A summary of the Department's consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in Table 2.

**Table 2** | Objects of the EP&A Act and how they have been considered

Object	Consideration
(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,	The Master Plan has been prepared with accompanying technical studies that have investigated and considered the natural surroundings of the Bradfield City Centre, to ensure its long-term delivery. The Master Plan will provide for a sustainable, innovative and resilient parkland city centre for the future resident and worker population. Through design excellence and efficient assessment of future development, the master plan will meet the demands of the emerging population and facilitate social and economic welfare throughout Bradfield City Centre.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in	The Master Plan has incorporated the principles of ecologically sustainable development in the design, construction and operation of the Bradfield City

Object	Consideration
decision-making about environmental planning and assessment,	Centre. Six key sustainability commitments have been established for the Bradfield City Centre to meet the needs of the development and future worker and resident populations, to align with Government policies and objectives. The ecologically sustainable development initiatives will be imbedded in the planning pathway for future development applications, to achieve the commitments for Bradfield City Centre.
(c) to promote the orderly and economic use and development of land,	The Master Plan allows Bradfield City Centre to evolve and develop over time through suitable development staging aligned with the prescribed zoning for the site. An infrastructure staging plan has been developed to ensure the development of the site is undertaken in a strategic manner and promotes the orderly and economic use of the land for future development.
(d) to promote the delivery and maintenance of affordable housing,	<p>The Master Plan's housing strategy acknowledges that a proportion of residential dwellings developed within the mixed-use zoned area, will provide affordable housing in accordance with NSW Government policy.</p> <p>The recommended condition of approval promotes and ensures the adequate provision of affordable housing as it will deliver affordable housing at a rate no less than 10% or in accordance with current NSW Government policy, whichever is greater.</p>
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The potential impacts to biodiversity have been addressed in the preparation of the Master Plan. The potential impacts will be identified, assessed, mitigated and managed through future planning and approval pathways, as discussed in Section 6.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	<p>The Master Plan is accompanied by a Statement of Heritage Impacts (SOHI), which has considered the Kelvin homestead complex located approximately 100 metres to the north-east of the site. The Department is satisfied that the mitigation measures and recommendations included within the SOHI would manage any potential impacts to Kelvin.</p> <p>The Master Plan is accompanied by an Aboriginal Cultural Heritage Assessment Report which identified, described and assessed impacts to</p>

Object	Consideration
	<p>Aboriginal cultural heritage sites or values associated with the site. The report identified 16 aboriginal sites within the master plan area. It has identified two locations for archaeological protection in Moore Gully and Thompsons Creek where possible.</p> <p>A Site Wide Aboriginal Heritage Impact Permit (AHIP) has been obtained from Heritage NSW, allowing for the excavation and salvage of Aboriginal artefacts in the Master Plan site.</p>
<p>(g) to promote good design and amenity of the built environment,</p>	<p>The Master Plan includes a design excellence strategy and public domain strategy to facilitate good design and amenity of the emerging development and built environment of the Bradfield City Centre site. The Department is satisfied that future developments will be of a high standard for the resident and worker population.</p>
<p>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</p>	<p>The Master Plan does not seek approval for any construction and maintenance of buildings. Construction and maintenance impacts will be addressed at the relevant development application stages.</p>
<p>(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</p>	<p>The Department publicly exhibited the proposed Master Plan as outlined in Section 5, which included consultation with Councils and other public authorities and consideration of their responses.</p>
<p>(j) to provide increased opportunity for community participation in environmental planning and assessment.</p>	<p>The Department publicly exhibited the Master Plan as outlined in Section 5, which included notifying adjoining occupiers and landowners and displaying the proposal on the Department's website during the exhibition period.</p>

## EP&A Regulation

Section 35 of the EP&A Regulation requires the proponent to assess the consistency of the development with the relevant plan, in this case, Chapter 4 of the Western Parkland City SEPP.

The Department is satisfied that the proponent has assessed the consistency of the Master Plan against Chapter 4 of the Western Parkland City SEPP.

The Department has undertaken its assessment and considers that the Master Plan is consistent with relevant provisions of the Western Parkland City SEPP. The Department's consideration is set out below in Table 3.

## Environmental Planning Instruments (EPIs) and relevant Government policy

### State Environmental Planning Policy (Precincts -Western Parkland City) 2021 Chapter 4 Western Sydney Aerotropolis (Western Parkland City SEPP)

A summary of the Department’s consideration of the Master Plan against the relevant Parts of Chapter 4 of the Western Parkland City SEPP is provided in Table 3.

**Table 3** | Consideration of Chapter 4 of the Western Parkland City SEPP

Reference	Consideration	Complies
Part 4.1 Preliminary		
4.1 Aims of Chapter		
<p>(a) to facilitate development in the Western Sydney Aerotropolis in accordance with the objectives and principles of the Western Sydney Aerotropolis Plan,</p> <p>(b) to promote sustainable, orderly and transformational development in the Western Sydney Aerotropolis,</p> <p>(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,</p> <p>(d) to promote employment and world-class innovation</p>	<p>The Master Plan is in keeping with the aims of the SEPP in that the land use is compatible with the objectives and principles of the Western Sydney Aerotropolis Plan (see Table 1 for the Departments consideration).</p> <p>The Master Plan provides a structure plan and site-specific development controls guide the orderly and sustainable development of the site.</p> <p>The Master Plan vision is to respond to the opportunities presented by the 24-hour operations of the airport.</p> <p>A range of suitable commercial, employment and residential locations will be available within the site.</p> <p>The Master Plan is based on 10 objectives, including being shaped by Country.</p> <p>Land on the site is reserved for acquisition for open space and stormwater infrastructure and transport.</p> <p>Over 35 hectares of land is proposed for open space, all ENZ zone land is located within parkland areas. Impact on waterways and soil is proposed to be minimised in accordance with the DCP.</p> <p>The values of Moore Gully and Thompsons Creek waterways will be protected.</p>	Complies

Reference	Consideration	Complies
<p>and provide for residential development in suitable locations,</p> <p>(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,</p> <p>(f) to preserve land for future infrastructure development,</p> <p>(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,</p> <p>(h) to recognise and protect the ecological and cultural value of Wianamatta–South Creek.</p>		
<p>4.3 Land to which Chapter applies</p>	<p>Chapter 4 applies as Bradfield City Centre is on land shown on the Land Application Map.</p>	
<p>Part 4.2 Permitted or prohibited development</p>		
<p>4.10 Land use zones</p>	<p>The Master Plan is within Mixed Use Zone, Enterprise Zone and Environment and Recreation Zone. A Future Infrastructure Corridor (Special Purposes Zone under the</p>	<p>Complies</p>

Reference	Consideration	Complies
	SEPP (Transport and Infrastructure) 2021) bisects the site.	
<p>Land Use Table</p> <p>Enterprise Zone</p> <p>Objectives of zone</p> <p>To encourage employment and businesses related to professional services, high technology, aviation, logistics, food production and processing, health, education and creative industries.</p> <p>To provide a range of employment uses (including aerospace and defence industries) that are compatible with future technology and work arrangements.</p> <p>To encourage development that promotes the efficient use of resources, through waste minimisation, recycling and re-use.</p> <p>To ensure an appropriate transition from non-urban land uses and environmental conservation areas in surrounding areas to employment uses in the zone.</p> <p>To prevent development that is not compatible with</p>	<p>Enterprise Zone</p> <p>The Master Plan falls within the Enterprise Zone.</p> <p>Land uses envisaged within the zone are consistent with the zoning.</p>	<p>Complies</p>



Reference	Consideration	Complies
<p>or that may detract from the future commercial uses of the land.</p> <p>To provide facilities and services to meet the needs of businesses and workers.</p> <p>Environment and Recreation Zone</p>		
<p>Land Use Table</p> <p>Mixed Use Zone</p> <p>Objectives of zone</p> <p>To integrate a mixture of compatible land uses in accessible locations.</p> <p>To promote business, office, retail, entertainment and tourist uses.</p> <p>To promote a high standard of public amenity and convenient urban living.</p> <p>To provide for residential and other accommodation that includes active non-residential uses at street level.</p> <p>To ensure an appropriate transition from non-urban land uses and environmental conservation areas in surrounding areas to urban land uses in the zone.</p>	<p>Mixed Use Zone</p> <p>The Master Plan falls within the Mixed Use Zone.</p> <p>Land uses envisaged within the zone are consistent with the zoning.</p>	<p>Complies</p>

Reference	Consideration	Complies
<p>Land Use Table</p> <p>Environment and Recreation Zone</p> <p>Objectives of zone</p> <p>To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.</p> <p>To protect the ecological, scenic and recreation values of waterways, including Wianamatta–South Creek and its tributaries.</p> <p>To provide a range of recreational settings and activities and compatible land uses.</p> <p>To protect and conserve the environment, including threatened and other species of native fauna and flora and their habitats, areas of high biodiversity significance and ecological communities.</p>	<p>Environment and Recreation Zone</p> <p>The Master Plan falls within the Environment and Recreation Zone.</p> <p>Land uses envisaged within the zone are consistent with the zoning.</p>	<p>Complies</p>
<p>Part 4.3 Development controls – Airport safeguards</p>		
<p>4.17 Aircraft noise</p>	<p>Not applicable - Bradfield City Centre is not located within ANEC Contours of 20 or greater.</p>	<p>N/A</p>

Reference	Consideration	Complies
4.18 Building wind shear and turbulence	Not applicable - Bradfield City Centre is not located within the Windshear Assessment Trigger Area.	N/A
4.19 Wildlife hazards	The Bradfield City Centre is excluded from the Wildlife Buffer. The site is within the DCP Parkland Priority Area.	Complies
4.20 Wind turbines	The Master Plan does not seek to provide any wind turbines or wind monitoring towers.	N/A
4.21 Lighting	The Master Plan does not include details to provide, install and/or operate any external lighting.	N/A
4.22 Airspace operations	The Bradfield City Centre is within land shown on the Obstacle Limitation Surface Map (OLS). The proposed Indicative Height of Buildings Map in the Master Plan sets a maximum building height of 60 metres, which is below the OLS. For development proposed above the OLS limit consultation with the Commonwealth will be necessary. Future development applications will address this section if required.	Complies
4.23 Public safety	Not applicable – the Bradfield City Centre is not located within the Public Safety Areas.	N/A
4.23A Operation of certain air transport facility	Not applicable – the Bradfield City Centre is not located within the Building Restricted Area.	N/A
Part 4.4 Development controls – general		
4.24 Flood planning	Parts of the site are on land in the flood planning area. The Master Plan has been designed in consideration of the objectives. The proposed Master Plan has addressed this section in its assessment of the potential flooding impacts within the Bradfield City Centre.	Refer to the Department’s assessment in Section 6.

Reference	Consideration	Complies
4.25 Preservation of trees and vegetation in Environmental and Recreation Zone and Cumberland Plain	The Bradfield City Centre contains areas shown as High Biodiversity Value Area (Existing Native Vegetation). Any potential disturbance of native vegetation within the Environmental and Recreation Zones of Bradfield City will be assessed and determined at future development application stage.	Complies
4.25A Clearing of native vegetation	The Master Plan has been designed to minimise disturbance to native vegetation. Any potential disturbance of native vegetation within Bradfield City will be assessed and determined at future development application stage.	Complies
4.26 Heritage conservation	The Bradfield City Centre contains heritage items. The Master Plan has been designed to minimise disturbance to heritage items. Any potential disturbance of heritage items within Bradfield City will be assessed and determined at future development application stage.	Complies
4.27 Transport corridors	The Master Plan does not propose any development within the Future Infrastructure Corridor.	Complies
4.28 Warragamba Pipelines	Not applicable – the Bradfield City Centre is not located on or near land which is shown as the Warragamba Pipeline.	N/A
4.28A Sydney Science Park	Not applicable - the proposed Bradfield City Centre is not located within land identified as 'Sydney Science Park'	N/A
4.28 Aboriginal cultural guidelines	The Master Plan has considered the Recognise Country: Guidelines for development in the Aerotropolis.	Complies
Part 4.5 – Design Excellence		

Reference	Consideration	Complies
4.29 Objectives	Not applicable. The Master Plan contains a site-specific Design Excellence Strategy with objectives that aim to support design excellence for future applications within the city centre.	See Department's assessment at Section 6.
4.31 Design review panel	Not applicable. The Master Plan contains a site-specific Design Excellence Strategy that specifies criteria requiring review by either the State Design Review Panel or the Local Design Review Panel.	N/A
4.32 Architectural design competition	Not applicable - the Master Plan contains a site-specific Design Excellence Strategy that specifies criteria requiring a competitive design process.	N/A
4.33 Consideration of design excellence	Not applicable - the Master Plan contains a site-specific Design Excellence Strategy that adopts the design excellence considerations set out in this section.	N/A
Part 4.6 – Exempt and complying development	Not applicable - exempt and complying is not a relevant consideration at Master Plan stage.	N/A
Part 4.7 – Precinct Plans and Master Plans		
Division 1 Precinct Plans		
4.38 Precinct Plans		
(1) A precinct plan is to be prepared by the Planning Secretary and must be approved by the Minister.	The Master Plan proposes amendments to several figures within the Western Sydney Aerotropolis Precinct Plan (precinct plan) to reflect the design of the Master Plan:  Figure 3. Land Use and Structure Plan	Complies

Reference	Consideration	Complies
	<p>Figure 5: Blue-Green Infrastructure Framework</p> <p>Figure 6: Total Water Cycle Management</p> <p>Figure 8: Transport Network</p> <p>Figure 9: Active Transport Network</p> <p>Figure 10: Street Hierarchy Plan</p> <p>Figure 14: Design Competitions</p> <p>The Department has assessed the amendments and concluded they are consistent with vision, objectives and requirements of the Aerotropolis Core Precinct and consistent with this Chapter.</p> <p>The Department has prepared an amended precinct plan for the approval of the Minister.</p>	
<p>(2) A precinct plan is to apply to specified land (a precinct) to which this Chapter applies.</p>	<p>The Western Sydney Aerotropolis Precinct Plan applies.</p>	<p>Complies</p>
<p>(3) A precinct plan must contain the following—</p> <p>(a) the strategic vision and general objectives for the precinct,</p> <p>(b) a map showing proposed land uses for land in the precinct,</p> <p>(c) the performance criteria for development on land in the precinct,</p> <p>(d) proposals for public utility infrastructure, roads and transport on land in the precinct,</p>	<p>The proposed amended Precinct Plan contains these elements and is consistent with the subsection.</p>	<p>Complies</p>

Reference	Consideration	Complies
(e) proposals for total water cycle management for the precinct.		
(3A) A precinct plan may contain other matters the Planning Secretary considers appropriate.	No other matters were considered appropriate.	Complies
(4) A precinct plan must be consistent with this Chapter.	The Department is satisfied that the amended precinct plan is consistent with this Chapter.	Complies
(5) A draft precinct plan is to be published on the NSW planning portal for at least 28 days before it is approved by the Minister.	The draft amendments to the precinct plan were exhibited on the planning portal for at least 28 days from 5 February to 4 March 2024.	Complies
<p>(5A) Before approving a precinct plan, the Minister must consult the Western Parkland City Authority about the following matters—</p> <p>(a) whether the plan appropriately provides for creating active, vibrant and sustainable communities and locations that support—</p> <p>(i) national and global business, and</p> <p>(ii) the Airport,</p> <p>(b) whether the plan appropriately supports the economic growth and</p>	<p>The Department consulted the Western Parkland City Authority (WPCA) about these matters. The WPCA considered the amendments sought satisfy the requirements of this section.</p> <p>The Department note that the WPCA (now known as the Bradfield Development Authority) is also the proponent requesting the amendments. The Department is satisfied that the amendments adequately address these matters.</p>	Complies

Reference	Consideration	Complies
<p>development of the Western Sydney Aerotropolis by—</p> <p>(i) encouraging investment, and</p> <p>(ii) providing for land uses that generate employment opportunities,</p> <p>(c) whether the infrastructure proposed by the plan is likely to be developed in an efficient and timely way.</p>		
<p>(6) A precinct plan approved by the Minister must be published on the NSW planning portal and takes effect on the day it is so published.</p>	<p>The amended Precinct Plan will be published if approved by the Minister.</p>	<p>Complies</p>
<p>(7) A precinct plan may be amended and this section applies to the amendment of the precinct plan in the same way as it applies to a precinct plan.</p>	<p>The Precinct Plan is proposed to be amended.</p>	<p>Complies</p>
<p>4.39 Development must be consistent with precinct plan</p>	<p>The Master Plan is not seeking development approval. Future applications made under the Master Plan for development consent will need to have regard to this section.</p>	<p>Complies</p>
<p>4.40 Development prior to precinct plan</p>	<p>The Western Sydney Aerotropolis Precinct Plan is in force.</p>	<p>Complies</p>



Reference	Consideration	Complies
Division 2 Master Plans and complying development		
4.41 Master plans		
(1) The Minister may approve a master plan that applies to specified land to which this Chapter applies.	The Master Plan site is within the Land Application Map.	Complies
(1A) A master plan may only apply to land to which a precinct plan applies.	The Western Sydney Aerotropolis Precinct Plan applies to the land.	Complies
(2) A master plan must— (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.	The Master Plan specifies that Change of Use development is complying development under the Master Plan.  Controls for complying development are specified.  The Master Plan contains the matters required by the Master Plan Guidelines including those matters specified in the Master Plan Requirements.	Complies
(3) The Minister may approve a master plan only—		
(a) with the consent of the owner of land to which the master plan applies, and	The consent of the landowner has been provided with the Master Plan application.	Complies

Reference	Consideration	Complies
(b) if satisfied that the master plan is consistent with the master plan guidelines, and	The Master Plan is considered to be consistent with the Master Plan Guidelines, see the Department's consideration in Table 5.	Complies
(c) if the Minister has considered whether the master plan is consistent with a development control plan or draft development control plan that applies to the land, and	The Master Plan is considered to be consistent with the Western Sydney Aerotropolis Development Control Plan, see the Department's consideration in Table 8.	Complies
(d) if satisfied that— (i) the master plan is consistent with a precinct plan that applies to the land, or (ii) the inconsistency is appropriate, taking into account the master plan guidelines.	The Master Plan is considered to be consistent with the Precinct Plan, as proposed to be amended, see the Department's consideration in Table 4.	Complies
(4) A draft master plan is to be published on the NSW planning portal for at least 28 days before it is approved by the Minister.	The Master Plan was exhibited on the planning portal for at least 28 days from 5 February to 4 March 2024.	Complies
(5) A master plan approved by the Minister must be published on the NSW planning portal and takes effect on the day it is so published.	The Master Plan will be published on the planning portal should it be approved.	Complies
(6) A master plan has effect for 5 years from the date it	The Master Plan is proposed to have effect for 20 years.	Complies

Reference	Consideration	Complies
is approved by the Minister or a longer period approved by the Minister.		
(6A) A master plan may be amended and this section applies to the amendment of the master plan in the same way as it applies to a master plan.	Not applicable. The Master Plan is not proposed to be amended.	Complies
4.42 Consent authority to consider master plan.	Not applicable. Development consent is not being sought.	N/A
4.43 Complying development	The Master Plan specifies development that is complying development.	Complies
Division 3 Aerotropolis Certificates	Not applicable. Development consent is not being sought.	N/A
Division 4 Infrastructure	Not applicable. Development consent is not being sought.  The Department is satisfied that public utility infrastructure will be available when required.	N/A
Part 4.8 – Miscellaneous		
4.50 Relevant acquisition authority	The Land Reservation Acquisition Map applies to land with the Master Plan site. It is proposed to amend the map to reflect the amended location of local open space and drainage, stormwater infrastructure and regional parkland. The Department is satisfied that the mapping	Complies

Reference	Consideration	Complies
	amendment is appropriate, see Section 6 for further detail.	

## Western Sydney Aerotropolis Precinct Plan

A summary of the Department's consideration of the Master Plan against the Western Sydney Aerotropolis Precinct Plan (Precinct Plan) is provided in **Table 4**.

**Table 4** | Consideration of the Western Sydney Aerotropolis Precinct Plan

Objective/Requirement reference and description	Consideration
2.1 Aerotropolis Precinct Plan Objectives	
<p>01</p> <p>'Start with Country' by promoting access to Country and designing the Aerotropolis through a process that includes Aboriginal people.</p>	<p>The Aboriginal Engagement Outcomes Report documents engagement with Traditional Owners through the development of the Master Plan. The Response to Country Strategy details how Country has influenced the Master Plan design.</p> <p>The Department is satisfied that this objective has been appropriately addressed within the Master Plan.</p>
<p>02</p> <p>Celebrate culture by reflecting the cultural landscape and continuous connection of Aboriginal people and Country through:</p> <ul style="list-style-type: none"> <li>• the design of the public domain</li> <li>• preservation and rehabilitation of the natural environment and systems</li> <li>• the alignment of movement networks with culturally significant spaces</li> <li>• the design of buildings, and</li> <li>• keeping language alive in the naming of places.</li> </ul>	<p>The Department is satisfied that this objective has been appropriately addressed within the Master Plan, as set out in the Response to Country Strategy and Urban Design Report.</p>
<p>03</p> <p>Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment.</p>	<p>The Department is satisfied that this objective has been appropriately addressed within the Master Plan through a staging plan and is supported by an Infrastructure Delivery Strategy.</p>
<p>04</p>	<p>The Bradfield city centre is located outside the ANEC 20 contour.</p>

Objective/Requirement reference and description	Consideration
<p>Protect Airport operations, including 24-hour operations, and protect future communities from aircraft noise.</p>	<p>An Aviation Impact Assessment and Noise and Vibration Impact Assessment support the Master Plan.</p> <p>The Department is satisfied that this objective has been appropriately addressed within the Master Plan.</p>
<p>05 Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.</p>	<p>The Master Plan vision and objectives facilitate advanced and innovative industries, employment opportunities and aim to diversify the economy of the Western Parkland City.</p> <p>The Department is satisfied that this objective has been appropriately addressed within the Master Plan.</p>
<p>06 Enable land use to evolve in line with changing economic drivers and facilitate development that will contribute to building the Western Parkland City.</p>	<p>The Department is satisfied that this objective has been appropriately addressed within the Master Plan and is supported by an Urban Design Report, which addresses the need for the city to evolve and develop over time.</p>
<p>07 Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements.</p>	<p>The Department is satisfied that this objective has been appropriately addressed within the design of Master Plan which incorporates the retention of water elements and provision of green spaces within walking distances from the key city blocks, civic spaces, and transport corridors.</p>
<p>08 Provide for social infrastructure in strategic locations that support the residents, workers, and visitors to the Aerotropolis.</p>	<p>The Department is satisfied that this objective has been appropriately addressed within the design of Master Plan and is supported by a Social Infrastructure Strategy and a Social infrastructure indicative locations figure.</p>

Objective/Requirement reference and description	Consideration
<p>09</p> <p>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.</p>	<p>The Department is satisfied that this objective has been appropriately addressed within the design of Master Plan.</p> <p>The Master Plan is supported by a Traffic Management Accessibility Plan (TMAP). The Master Plan proposes to amend/refine Precinct Plan transport network figures to reflect the Master Plan design, including:</p> <ul style="list-style-type: none"> <li>• Figure 8: Transport Network</li> <li>• Figure 9: Active Transport Network</li> <li>• Figure 10: Street Hierarchy Plan.</li> </ul> <p>The Department's has concluded that the refinement of these figures will achieve the vision for a pedestrian-focused, safe, and sustainable movement network.</p>
<p>010</p> <p>Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle, and public transport movements.</p>	<p>The Master Plan has been designed to ensure the street network prioritises walking, cycling and public transport. The objective has been addressed in the Urban Design Report and the Traffic Management Accessibility Plan Report.</p> <p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>
<p>011</p> <p>Design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat.</p>	<p>The objective has been addressed in the Sustainability Report supporting the Master Plan. The Master Plan seeks to deliver a net-zero outcome certified under the national Climate Active program by 2030.</p> <p>An alternative DCP benchmark solution to canopy cover and deep soil is proposed that is able to achieve an average canopy cover of 42% across the Bradfield City Centre which exceeds the 40% target under the Aerotropolis Precinct Plan, with each open space able to achieve a</p>



Objective/Requirement reference and description	Consideration
	<p>canopy cover of at least 45% consistent with the Aerotropolis DCP.</p> <p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>
<p>012</p> <p>Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.</p>	<p>An Integrated Water Cycle Management Plan supports the Master Plan to ensure this objective can be met. An alternative DCP benchmark solution to Perviousness is proposed. The approach can achieve a perviousness of 40% across the Bradfield City Centre.</p> <p>The Master Plan proposes to harvest and treat stormwater runoff using WSUD principles.</p> <p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>
<p>013</p> <p>Plan for a resilient city through implementation of a risk-based approach to management of natural hazards including flooding, bushfire, drought, and heat.</p>	<p>The Department is satisfied that the Master Plan is designed to adequately manage natural hazards, flooding, bushfire, drought and heat.</p>
<p>015</p> <p>Facilitate the establishment of circular economy industries to reduce waste, leverage synergies between industries and circulate resources within and beyond the industrial supply and materials chains of the Aerotropolis.</p>	<p>The objective is addressed in the Sustainability Report and Circular Economy (Waste and Services) Report.</p> <p>Further development of the Strategy will be undertaken as part of future planning applications.</p> <p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>
<p><b>2.2 Aerotropolis Core</b></p>	
<p>01</p> <p>Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a</p>	<p>The Master Plan has been developed around the Aerotropolis Core Metro Station. The</p>

Objective/Requirement reference and description	Consideration
focus for business, tourism, and social experiences.	Department is satisfied that the Master Plan design adequately addresses this objective.
<p>02</p> <p>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.</p>	This objective is addressed by the Master Plan vision and objectives. One Advanced Manufacturing Research Facility (AMRF) is being constructed and another is in the planning stages. The Department is satisfied that the Master Plan adequately addresses this objective.
<p>03</p> <p>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.</p>	The Department is satisfied that the Master Plan vision, objectives and design adequately addresses this objective.
<p>04</p> <p>Facilitate the development of educational uses accessible by public transport and active transport.</p>	The Department is satisfied that the Master Plan adequately addresses this objective through its design which includes a public transport strategy within the TMAP, a Social Infrastructure Strategy and Social infrastructure indicative locations figure.
<p>05</p> <p>Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.</p>	Pedestrian and cycle paths are provided connecting the city centre with the blue-green grid. Department is satisfied that the Master Plan design adequately addresses this objective.
<p>06</p> <p>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.</p>	The Master Plan site is outside the ANEC 20 contour and not considered affected by airport noise. Moore Gully and Thompsons Creek are connected to the city centre through a network of pedestrian cycle pathways. Department is

Objective/Requirement reference and description	Consideration
	satisfied that the Master Plan design adequately addresses this objective.
3.1 Infrastructure Delivery	
Objectives	
<p><b>IO1</b></p> <p>Ensure the staging of development and infrastructure delivery are aligned spatially and temporally.</p>	<p>The Master Plan is supported by a Utility Infrastructure and Servicing Report, an Infrastructure Development Strategy.</p> <p>Department is satisfied that the Master Plan adequately addresses this objective and that infrastructure, and essential services will be available when required.</p>
<p><b>IO2</b></p> <p>Ensure utilities and services are planned and delivered to meet demand from development.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective and that infrastructure, and essential services will be available when required.</p>
<p><b>IO3</b></p> <p>Protect existing utility infrastructure, including the Warragamba pipeline corridor and TransGrid transmission lines.</p>	<p>This Objective will be addressed at DA stage.</p> <p>Existing utility infrastructure will be protected and upgraded where required.</p>
<p><b>IO4</b></p> <p>Deliver utilities, roads infrastructure and services in a manner that is safe, efficient and cost effective.</p>	<p>The Master Plan site is within a First priority area in Figure 2 Development Sequencing in the Precinct Plan aligning with the first stages of transport and utilities infrastructure delivery.</p> <p>The Department is satisfied that the Master Plan adequately addresses this objective and that infrastructure and essential services will be delivered in a safe and efficient and cost-effective way.</p>
<p><b>IO5</b></p>	<p>The Department is satisfied that the Master Plan design and DCP controls adequately address this objective</p>

Objective/Requirement reference and description	Consideration
Ensure design and location of utilities infrastructure allow space for planting, water sensitive urban design and footpaths.	
<b>I06</b> Ensure utilities design and locations consider space for alternative future services and allow for multi-utility corridors in the future.	The Department is satisfied that the Master Plan, Utility Infrastructure and Servicing Report and DCP adequately address this objective.
<b>I07</b> Use technology and data driven solutions to maximise quality of life across the Aerotropolis, in line with the NSW Smart Places Strategy and Smart Western City Program.	The Department is satisfied that the Master Plan and Utility Infrastructure and Servicing Report adequately address this objective and is supported by a Smart Cities Implementation Plan.
<b>I08</b> Ensure that the design and location of infrastructure provision considers the impacts of climate change.	The Department is satisfied that the Master Plan adequately addresses this objective and is supported by a Sustainability Infrastructure Report.
<b>Requirements</b>	
<b>I1</b> 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.	The Department is satisfied that the Master Plan has adequately considered the delivery of essential services and infrastructure and that these services will be available when required.
<b>I2</b>	Where development is proposed near utility infrastructure, the relevant service guidelines and requirements will be considered at the development application stage.

Objective/Requirement reference and description	Consideration
Development near utility infrastructure should be in accordance with the relevant service authority's guidelines and requirements.	
<p>I3</p> <p>Development will need to investigate and consider future planned utility infrastructure including the aviation fuel pipeline.</p>	<p>Where development is proposed near utility infrastructure including the aviation fuel pipeline, the relevant service guidelines and requirements will be considered at the development application stage.</p>
<p>I4</p> <p>Where the alignment of an aviation fuel pipeline is specified, applicants for development that adjoins the pipeline (including the planned pipeline alignment if not yet constructed) are to undertake a land use safety assessment to determine appropriate buffers and mitigation measures to reduce public risk in consultation with the relevant authority.</p>	<p>The Master Plan site is not located in the vicinity of an aviation fuel pipeline.</p>
<p>I5</p> <p>Shared utility trenches are to be used and located generally in accordance with the utilities allocations in the Western Sydney Street Design Guideline and relevant cross-sections in the DCP to minimise the impacts of utilities allocations on landscaping and street tree planting.</p>	<p>The Department is satisfied that the Master Plan and Utility Infrastructure and Servicing Report adequately address this requirement.</p>
<p>I6</p> <p>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</p>	<p>The Master Plan has addressed this objective by providing digital accessibility as part of the technical framework to provide internet connections across Bradfield City Centre.</p>

Objective/Requirement reference and description	Consideration
Zealand Smart Cities Council Code for Smart Communities.	
3.2 Development Sequencing	
Objectives	
<p><b>DSO1</b></p> <p>To ensure that development proceeds in an orderly and efficient sequence, aligned with the efficient delivery of infrastructure.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p> <p>The site is within the first priority area.</p>
<p><b>DSO2</b></p> <p>To enable the rate of development to keep pace with demand for jobs, housing and services within the Aerotropolis.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p> <p>The Master Plan is proposed to be developed in stages to respond to market demand and infrastructure availability.</p>
<p><b>DSO3</b></p> <p>To align the sequencing of development within the Aerotropolis with the following criteria:</p> <ul style="list-style-type: none"> <li>a) Efficient infrastructure utility investment extending from existing infrastructure;</li> <li>b) focus on and around Metro stations to support investment in public transport;</li> <li>c) Proximity to, and the timing of delivery of the M12, The Northern Road and Elizabeth Drive upgrades;</li> <li>d) Access to the Western Sydney Airport for freight and passengers;</li> <li>e) Implementation of Western Sydney City Deal commitments;</li> <li>f) Job creation potential and demand for land for new development; and</li> </ul>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p> <p>The Government is investing in development in and around the Metro station to maximise returns on its investment and activate the city centre to attract private investment.</p>

Objective/Requirement reference and description	Consideration
g) Government priority areas within the Aerotropolis Core (refer below).	
Requirements	
<p>DS1</p> <p>The sequencing of development is to be generally in accordance with the Sequencing Plan (Out of Sequence provisions are outlined in Section 3.3).</p>	<p>The Master Plan site is identified as a First Priority area in the Sequencing Plan.</p>
<p>DS2</p> <p>Development is not to compromise the efficient and orderly provision and staging of the transport network, utilities, and servicing.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective as it provides additional level of detail in relation to infrastructure staging in the Infrastructure Delivery Strategy.</p>
<p>DS3</p> <p>Early development must prioritise locations well supported by high levels of public and active transport accessibility.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective through its staging plan.</p>
<p>DS4</p> <p>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.</p>	<p>The Department is satisfied that the Master Plan Infrastructure Delivery Strategy adequately addresses this objective.</p>
<p>DS5</p> <p>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.</p>	<p>The Department is satisfied that the refinement of the Precinct Plan Street network and hierarchy proposed within the Master Plan will provide greater diversity and achieve the vision for a pedestrian-focused, safe, and sustainable movement network.</p>

Objective/Requirement reference and description	Consideration
<p>DS6</p> <p>Locations with good access to the Western Sydney Airport for freight and passengers are to be prioritised.</p>	<p>The Department is satisfied that the Master Plan design and location adequately addresses this objective.</p>
<p>3.3 Out of Sequence Development</p>	<p>Not applicable</p>
<p>4.1 Proposed Land Use and Structure Plan</p>	
<p>Objectives</p>	
<p>LU01</p> <p>A mix of land uses are proposed that:</p> <ul style="list-style-type: none"> <li>• Deliver employment diversity</li> <li>• Leverage off the locational advantages of proximity to the Western Sydney Airport</li> <li>• Grow and diversify the Greater Sydney and Western Parkland City economies</li> <li>• Support workers and residents through diverse housing, community, social and recreational uses</li> <li>• Support the needs of visitors reflective of the Aerotropolis’ role as an international gateway</li> <li>• Respect and safeguard operations of the Western Sydney Airport</li> </ul>	<p>The Department is satisfied that the Master Plan design and location and research provided in the Economic Strategy and Impact Assessment Report adequately addresses this objective.</p>
<p>LU02</p> <ul style="list-style-type: none"> <li>• A blue-green framework is delivered as development occurs that:</li> <li>• Provides access to open space that meets the needs of workers and residents, students and visitors</li> <li>• Preserves significant natural features including watercourses and remnant vegetation</li> </ul>	<p>The Department is satisfied that the Master Plan design and location adequately addresses this objective. Blue-green network is provided that is appropriate for the site’s position in the landscape and at the confluence of two significant watercourse. Open spaces are connected by the Green Loop and provide access to the riparian corridor from the city centre. The design of the blue-green framework and the Master Plan has been undertaken in consultation with traditional owners. Flood</p>



Objective/Requirement reference and description	Consideration
<ul style="list-style-type: none"> <li>Accommodates infrastructure required to manage the flooding and water quality impacts of development</li> <li>Respects and enhances Aboriginal cultural</li> </ul>	<p>management and WSUD have been incorporated into the site design.</p>
<p>LU03</p> <p>Subdivision and civil works design creates the urban structure and:</p> <ul style="list-style-type: none"> <li>Reflects the Land Use Plan (Figure 3), Transport Network Plan (Figure 8) and Blue-Green Infrastructure Framework (Figure 5)</li> <li>Creates a network of accessible, connected, efficient and sustainable neighbourhoods</li> <li>Optimises active transport and public transport connectivity, and the efficient movement of goods and delivery of services</li> <li>Responds to topography and natural systems including movement of water through the landscape</li> <li>Includes space for greening the urban environment, including canopy cover and green, pervious</li> </ul>	<p>The Master Plan proposes to amend/refine Precinct Plan figures to reflect the Master Plan design, including:</p> <p>Figure 3: Land Use and Structure Plan</p> <p>Figure 5: Blue-Green Infrastructure Framework</p> <p>Figure 8: Transport Network</p> <p>The Department's assessment has concluded that the refinement of these figures will achieve a better outcome and future development applications for subdivision and civil works will be able to meet this objective.</p>
<p>LU04</p> <p>Buildings are situated and designed to:</p> <ul style="list-style-type: none"> <li>Contribute positively to the planned character of the place</li> <li>Concentrate worker and resident population density in locations that have good access to transport, services and amenity</li> <li>Reflect airport safeguarding requirements, accessibility for workers, and the functional requirements of businesses</li> <li>Respond to topography</li> <li>Integrate with and enhance the public domain</li> </ul>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p> <p>The Master Plan will enable future development applications for buildings on the site to be able to meet this objective.</p>

Objective/Requirement reference and description	Consideration
<ul style="list-style-type: none"> <li>• Respond to natural features including retained vegetation and waterways</li> <li>• Respect heritage items and culturally significant places</li> <li>• Are energy efficient, comfortable and minimise consumption of resources and materials</li> <li>• Contribute to appropriately managing water in the landscape</li> </ul>	
Requirements	
<p>LU1</p> <p>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.</p>	<p>The Department is satisfied that the proposed land uses under the Master Plan and generally consistent with the Land Use Plan design is generally consistent with the Precinct Plan Land Use Plan.</p>
<p>LU2</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Ensure connectivity</li> <li>• Encourage sustainable transport choices by providing direct routes that prioritise active transport and public transport for workers</li> <li>• Appropriately cater for heavy vehicles including freight movements and public transport vehicles</li> <li>• Facilitate coordinated development of parcels in different ownerships or at different times</li> <li>• Assist with managing water in the landscape</li> </ul>	<p>The proposed master plan seeks minor variations to the Precinct Plan network, which will enhance the street network and sections in Bradfield City Centre.</p> <p>The Department is satisfied that the refinement of the Precinct Plan Transport Network Plan will meet this objective and provide a superior planning outcome.</p> <p>Earthworks and the need for retaining walls will be addressed at the relevant development application stage.</p>

Objective/Requirement reference and description	Consideration
<ul style="list-style-type: none"> <li>Minimise the extent and depth of earthworks and the need for retaining walls.</li> </ul>	
<p><b>LU3</b></p> <p>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)</p>	<p>No Local or Neighbourhood Centres in the Enterprise Zone or Agribusiness Zone are proposed.</p>
<p><b>LU4</b></p> <p>Connect ridgelines to watercourses through linear streets that maintain and enhance visual connections, integrate canopy cover, deep soil, landscaping, and water management.</p>	<p>The Department is satisfied that the Master Plan design adequately satisfies this objective.</p> <p>Linear streets have been provided North-South visually and physically connecting parkland and open space.</p>
<p><b>LU5</b></p> <p>Ensure built form is appropriate for its use and ensure natural cross ventilation, improved internal thermal comfort and reduced reliance on air conditioning.</p>	<p>The matters listed in this objective will be considered and addressed at the relevant Development application stage.</p>
<p><b>LU6</b></p> <p>Provide for high quality architectural and design outcomes which respond to topography and Master Plan Site characteristics.</p>	<p>The Department is satisfied that the Design Excellence Strategy within the Master Plan can adequately address this objective.</p>
<p><b>LU7</b></p> <p>Residential development in the Mixed-Use Zone is to be located:</p> <ul style="list-style-type: none"> <li>Within 1 kilometre walking distance of Metro stations; or</li> <li>Within 400 metres of a bus stop or a Collector Street; and</li> <li>Within 200 metres of open space</li> </ul>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective. The city centre is focussed around a new Metro station, bus interchange and Central Park.</p>

Objective/Requirement reference and description	Consideration
4.2 Subdivision and Block Structure	
Objectives	
<p>SU01</p> <p>Integrate natural landscaping and urban development in the subdivision of land to achieve high land use efficiency, co-location of uses, required perviousness/ permeability, tree canopy and open space areas.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>SU02</p> <p>Design lots that respond to the natural topography and existing street pattern of the Precinct.</p>	<p>Not applicable at Master Plan stage</p>
<p>SU03</p> <p>Ensure block sizes facilitate good pedestrian and active transport connectivity.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
Requirements	
<p>SU1</p> <p>Block structure is designed to enable the delivery of efficient and accessible public transport routes.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>SU2</p> <p>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.</p>	<p>The Department is satisfied that the Master Plan design and site-specific controls adequately address this objective.</p>

Objective/Requirement reference and description	Consideration
4.3 Aboriginal Culture and Heritage – Recognising Country	
Objectives	
<p>RCO1</p> <p>Facilitate the conservation of Aboriginal heritage items and areas of cultural heritage significance in accordance with the requirements of the National Parks and Wildlife Act 1974.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>RCO2</p> <p>Protect areas of high cultural sensitivity.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective. An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared to identify any Aboriginal objects or places within the proposed study area. The results and recommendations of this assessment informed the development of the Master Plan.</p>
<p>RCO3</p> <p>Ensure development is designed to care for and connect to Country.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p> <p>Future development applications will need to address the objectives of the Precinct Plan and DCP in detail.</p>
Requirements	
<p>RC1</p> <p>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.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p> <p>This objective will be further considered and addressed at the relevant Development application stage.</p>

Objective/Requirement reference and description	Consideration
<p>RC2</p> <p>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</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective through the Aboriginal Cultural Heritage Assessment Report.</p> <p>This objective will be further considered and addressed at the relevant Development application stage.</p>
<p>RC3</p> <p>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</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective through the Aboriginal Cultural Heritage Assessment Report.</p> <p>This objective will be further considered and addressed at the relevant Development application stage.</p>
<p>RC4</p> <p>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).</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective through the Aboriginal Cultural Heritage Assessment Report and the Aboriginal Engagement Outcomes Report.</p>
<p>4.4 Non-Aboriginal and European Heritage</p>	
<p>Objectives</p>	
<p>NAO1</p> <p>Retain links to the history and cultural significance of the land through appropriate</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>

Objective/Requirement reference and description	Consideration
conservation and management of heritage items.	
<p>NAO2</p> <p>Design and develop in the vicinity of heritage items to protect the heritage significance of the item and its setting.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
Requirements	
<p>NA1</p> <p>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 long-term conservation viability of heritage items.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective through the Statement of Heritage Impact.</p> <p>There are no significant heritage items within Bradfield City.</p>
<p>NA2</p> <p>Position new development, including the design of subdivision and buildings, to maintain visual links, context and significance of the heritage item and its setting.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective through the Statement of Heritage Impact.</p> <p>There are no significant heritage items within Bradfield City.</p> <p>The surrounding heritage items have been considered in the design of Bradfield City.</p>
<p>NA3</p> <p>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.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective through the Statement of Heritage Impact.</p> <p>There are no significant heritage items within Bradfield City.</p> <p>The surrounding heritage items have been considered in the design of Bradfield City.</p>
4.5 Blue-Green Infrastructure Framework	
Objectives	

Objective/Requirement reference and description	Consideration
<p>BGO1</p> <p>To integrate blue and green systems across the Aerotropolis for water quality management, biodiversity and recreation.</p>	<p>The Department is satisfied that the Proponent worked with Sydney Water and Council through the TAP process to ensure that this objective is met.</p>
Requirements	
<p>BG1</p> <p>Development is to contribute to the establishment of the blue-green infrastructure framework for the Aerotropolis in accordance with Figure 5.</p>	<p>The Department has assessed proposed refinements to the Precinct Plan Blue-Green Infrastructure Framework plan that reflect the Master Plan design and is satisfied that the proposed refinement will meet Blue-Green Infrastructure Framework objectives and this requirement and provide a superior planning outcome.</p>
4.5.1 Total water cycle management	
Objectives	
<p>BGO1</p> <p>Protect, maintain and/or restore waterways, riparian corridors, water bodies and other water dependent ecosystems.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective through the Integrated Water Cycle Management Plan and Urban Design Report and Biodiversity Strategy Impact Assessment Report.</p> <p>It is noted that future design development and impact assessment to address relevant State agency requirements will be required for the realignment of Moore Gully.</p>
<p>BGO2</p> <p>Provide a landscape-led approach to integrated stormwater management and water sensitive urban design.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>



Objective/Requirement reference and description	Consideration
<p>BG03</p> <p>Establish a network of multifunctional stormwater assets that support stormwater management and contribute to broader objectives for waterway health, biodiversity, urban greening and cooling, recreation and amenity.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>Requirements</p>	
<p>BG1</p> <p>Development applications are to demonstrate how the following performance criteria for ambient water quality objectives for waterways and waterbodies are to be met either by:</p> <p>a) On-lot or on-street measures; or</p> <p>b) As part of a regional stormwater approach demonstrating that the development will connect to the stormwater infrastructure shown on Figure 6.</p> <p>Performance Criteria relating to water quality objectives:</p> <p>*Total Nitrogen (TN, mg/L): 1.72</p> <p>Dissolved Inorganic Nitrogen (DIN, mg/L): 0.74</p> <p>Ammonia (NH3-N, mg/L): 0.08</p> <p>Oxidised Nitrogen (NOx, mg/L): 0.66</p> <p>*Total Phosphorus (TP, mg/L): 0.14</p> <p>Dissolved Inorganic Phosphorus (DIP, mg/L): 0.04</p> <p>Turbidity (NTU): 50</p> <p>Total Suspended Solids (TSS, mg/L): 37</p>	<p>Modelling demonstrates capacity to adequately meet hydraulic and hydrological targets for the site including pollutant reduction, peak flow discharges and water flow retention across the water cycle.</p> <p>It is noted that at this stage of design and analysis on-lot infrastructure has not been included, which will provide additional measures to meet this objective.</p> <p>Future Development Applications will address total water cycle management objectives and requirements in detail.</p> <p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>

Objective/Requirement reference and description	Consideration
<p>Conductivity (<math>\mu\text{S/cm}</math>): 1103</p> <p>pH: 6.20 - 7.60</p> <p>Dissolved Oxygen (DO, %SAT): 43 - 75</p> <p>Dissolved Oxygen (DO, mg/L): 8</p> <p>* when showing compliance towards TN and TP through industry models, the DIN and DIP performance criteria should be used to recognise that stormwater discharges of nutrients are mostly in dissolved form</p>	
<p>BG2</p> <p>Development applications are to demonstrate how the following performance criteria relating to water flow objectives are to be met either by a) On-lot or on-street measures; or b) As part of a regional stormwater approach demonstrating that the development will connect to stormwater infrastructure shown on Figure 6.</p> <p>Performance criteria relating to water flow objectives:</p> <p>Median Daily Flow Volume (L/ha/day)</p> <p>1<sup>st</sup> - 2<sup>nd</sup> order streams: <math>71.8 \pm 22.0</math></p> <p><math>\geq 3^{\text{rd}}</math> order streams: <math>1095.0 \pm 157.3</math></p> <p>Mean Daily Flow Volume (L/ha/day)</p> <p>1<sup>st</sup> - 2<sup>nd</sup> order streams: <math>2351.1 \pm 604.6</math></p> <p><math>\geq 3^{\text{rd}}</math> order streams: <math>5542.2 \pm 320.9</math></p> <p>High Spell (L/ha/day)</p> <p><math>\geq 90^{\text{th}}</math> Percentile Daily Flow Volume</p> <p>1<sup>st</sup> - 2<sup>nd</sup> order streams: <math>2048.4 \pm 739.2</math></p> <p><math>\geq 3^{\text{rd}}</math> order streams: <math>10091.7 \pm 769.7</math></p>	<p>Modelling demonstrates capacity to adequately meet hydraulic and hydrological targets for the site including pollutant reduction, peak flow discharges and water flow retention across the water cycle.</p> <p>It is noted that at this stage of design and analysis on-lot infrastructure has not been included, which will provide additional measures to meet this objective.</p> <p>Future Development Applications will address total water cycle management objectives and requirements in detail.</p> <p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>

Objective/Requirement reference and description	Consideration
<p>Freshes (L/ha/day)</p> <p>≥ 75<sup>th</sup> and ≤ 90<sup>th</sup> Percentile Daily Flow Volume</p> <p>1<sup>st</sup> – 2<sup>nd</sup> order streams: 327.1 to 2048.4</p> <p>≥ 3<sup>rd</sup> order streams: 2642.9 to 10091.7</p> <p>Cease to Flow (proportion of time/y)</p> <p>1<sup>st</sup> – 2<sup>nd</sup> order streams: 0.34 ± 0.05</p> <p>≥ 3<sup>rd</sup> order streams: 0.03 ± 0.01</p> <p>Cease to Flow – Duration (days/y)</p> <p>1<sup>st</sup> – 2<sup>nd</sup> order streams: 39.2 ± 8</p> <p>≥ 3<sup>rd</sup> order streams: 3.9 ± 1.2</p>	
<p><b>BG3</b></p> <p>Where development uses on-lot or on-street measures to achieve the performance criteria for ambient water quality and the flow objectives, the development application must demonstrate, to the satisfaction of the consent authority, the ability to connect the development to regional stormwater infrastructure when it is available.</p>	<p>Future Development Applications will address total water cycle management objectives and requirements in detail.</p> <p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>
<p><b>BG4</b></p> <p>Compliance with the ambient water quality and flow objectives must be consistent with the NSW Government Technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPIE, 2022).</p>	<p>Future Development Applications will address total water cycle management objectives and requirements in detail.</p> <p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>
<p><b>BG5</b></p> <p>Multifunctional stormwater assets are to be located generally as shown on Figure 6.</p>	<p>The Department has assessed proposed refinements to the Precinct Plan Total Water Cycle Management plan that reflect the Master Plan design and is satisfied that the proposed refinement of Stormwater Infrastructure</p>

Objective/Requirement reference and description	Consideration
	locations will meet Total Water Cycle Management objectives and this requirement and provide a superior planning outcome.
<p><b>BG6</b></p> <p>Multifunctional stormwater assets are to integrate with the Open Space Network to support multifunctional open space areas for recreation, urban cooling and water management.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>
<p><b>BG7</b></p> <p>The multifunctional detention basins (as shown on Figure 6) are to be designed in accordance with the regional stormwater management strategy and recycled water network developed by the relevant stormwater authority.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>
<p>4.5.2 Riparian corridors</p>	
<p>Objectives</p>	
<p><b>BG01</b></p> <p>Protect, restore and maintain vegetated riparian zones adjacent to creeks and other water bodies in accordance with the Water Management Act and related Guidelines.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective through the Integrated Water Cycle Management Plan.</p>
<p><b>BG02</b></p> <p>Manage impacts of development on waterways to achieve and maintain established waterway health targets.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p><b>BG03</b></p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>

Objective/Requirement reference and description	Consideration
<p>Enable people to have safe contact with water in the landscape for recreation and access to urban cooling.</p>	
<p>Requirements</p>	
<p><b>BG1</b></p> <p>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.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p> <p>Future Development Applications will address these requirements in detail.</p>
<p><b>BG2</b></p> <p>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 guidelines adopted and in operation at the time.</p>	<p>No riparian streets are identified within the Precinct Plan within the Bradfield City Centre.</p>
<p><b>BG3</b></p> <p>Consistency with DCP indicative cross-sections to guide the design of Riparian Streets and associated riparian zones.</p>	<p>No riparian streets are identified within the Precinct Plan within the Bradfield City Centre.</p>

Objective/Requirement reference and description	Consideration
<p><b>BG4</b></p> <p>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.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p>
<p><b>BG5</b></p> <p>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.</p>	<p>No riparian streets are identified within the Precinct Plan within the Bradfield City Centre, however any relevant development application and detailed design stage would further consider this objective.</p>
<p><b>4.5.3 Public domain and canopy cover</b></p>	
<p><b>Objectives</b></p>	
<p><b>BG01</b></p> <p>Achieve an interconnected and accessible network of open space that meet the recreational and amenity needs of residents and workers.</p>	<p>The design of streets and other public places contributes to management of urban heat and provides for the comfort and amenity of residents and workers.</p>
<p><b>BG02</b></p> <p>Achieve the targets in the Region Plan of 40% tree canopy cover across the Aerotropolis by 2036.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p><b>BG03</b></p> <p>Use the green and blue framework to form connected networks of open space.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>

Objective/Requirement reference and description	Consideration
<p>BG04</p> <p>Provide equitable access to open space for people living or working in the Aerotropolis.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>
<p>BG05</p> <p>The design of streets and other public places contributes to management of urban heat and provides for the comfort and amenity of residents and workers.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>
<p>Requirements</p>	
<p>BG1</p> <p>Open space is to be provided to cater for local, district and regional requirements as shown in the Open Space Network</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p>
<p>BG2</p> <p>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:</p> <p>a) Delivery of additional open space as part of the development; and/or</p> <p>b) Establishment of appropriate arrangements for payment of monetary contributions to the relevant authority for the provision of open space in another suitable location.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p> <p>Estimated population and employment density generations have been considered.</p> <p>Future Development Applications will address these requirements in detail.</p>
<p>BG3</p> <p>Tree canopy is to be provided on Sub-arterial Roads and Collector Streets shown to achieve a minimum of 40% tree canopy cover at</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p>

Objective/Requirement reference and description	Consideration
maturity, measured as a percentage of the area of the road reserve.	
<p>BG4</p> <p>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</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p>
<p>BG5</p> <p>In the Enterprise Zone and Agribusiness Zone, Indicative Open Space has been shown in Figure 5. If Indicative Open Space is set aside for the purpose of biodiversity conservation or additional open space as part of a development application, it:</p> <p>a) Can contribute to achievement of the total pervious area for the development under the DCP (where the development application includes subdivision into one or more lots for development and/or buildings in addition to the proposed urban park),</p> <p>b) Must be subject to any relevant measures relating to the protection of Existing Native Vegetation or areas of high biodiversity value (refer to Figure 5), and</p> <p>c) Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p> <p>Future Development Applications will address these requirements in detail.</p>
<p>BG6</p> <p>Within the Mixed Use Zone, Indicative Open Space is shown on Figure 5. Where the Indicative Open Space is identified as part of a</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p> <p>Future Development Applications will address these requirements in detail.</p>



Objective/Requirement reference and description	Consideration
<p>development application that also proposes one or more buildings:</p> <p>a) the site area, for the purposes of calculating Floor Space Ratio under the Requirements in section 5.3 of this Precinct Plan is taken to include the area of land proposed to be used as open space, despite the maximum Floor Space Ratio applying to the land on which the building or buildings are sited under;</p> <p>b) The area of land identified for open space is taken to be part of the minimum pervious area to be provided as part of the development under the DCP, and</p> <p>c) Is to be subject to management and maintenance arrangements to the satisfaction of the consent authority or arrangements to dedicate the land to a public authority.</p>	
<p><b>BG7</b></p> <p>Where land is partly zoned Mixed Use and partly zoned Environment and Recreation, and a maximum Floor Space Ratio is specified for the land zoned Environment and Recreation under section 5.3 of this Precinct Plan:</p> <p>a) The maximum Floor Space Ratio for that portion of the land zoned Mixed Use may be exceeded by the maximum Floor Space Ratio that applies to that portion of the land zoned Environment and Recreation; and</p> <p>b) Where the maximum Floor Space Ratio on land zoned Mixed Use is exceeded in accordance with sub-clause a) the portion of land that is zoned Environment and Recreation is to be maintained as common property under a strata title scheme or Community Land under</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p> <p>Future Development Applications will address these requirements in detail.</p>

Objective/Requirement reference and description	Consideration
<p>a Community Title Scheme or dedicated to a public authority.</p> <p>This requirement applies to a lot that was in existence prior to the date this Precinct Plan first came into effect.</p>	
<p><b>BG8</b></p> <p>Where Gross Floor Area is transferred in accordance with Requirement BG6 or BG7, the maximum Height Requirements in section 5.2 of this Precinct Plan may be exceeded:</p> <p>a) Only to the extent necessary to accommodate the transferred Gross Floor Area and to enable compliance with other relevant requirements of this Precinct Plan;</p> <p>b) Up to a maximum of three storeys or 10 metres, whichever is the greater; and</p> <p>c) Providing the proposed building does not result in any non-compliance with aviation safety and airport operations requirements as set out in the Aerotropolis SEPP.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement.</p> <p>Future Development Applications will address these requirements in detail.</p>
<p><b>4.5.4 Biodiversity and vegetation corridors</b></p>	
<p><b>Objectives</b></p>	
<p><b>BGO1</b></p> <p>Achieve the objectives of, and implement, the Cumberland Plain Conservation Plan.</p>	<p>The Master Plan site is not within the land application area of the CPCP.</p>
<p><b>BGO2</b></p> <p>Achieve the vision of a Western Parkland City and maintain Wianamatta-South Creek Corridor as a regionally significant ecological corridor.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>

Objective/Requirement reference and description	Consideration
<p>BG03</p> <p>Protect areas of high biodiversity value including watercourses and riparian zones, Existing Native Vegetation and remnant vegetation and habitat of the Cumberland Plain.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this objective.</p>
<p>BG04</p> <p>Increase and improve landscape connectivity through conservation and restoration of native vegetation to enable plant and animal communities to survive in the long term.</p>	<p>The Department is satisfied that the Master Plan adequately supports this objective.</p>
<p>BG05</p> <p>Support long-term viability and ecological connectivity by ensuring development does not encroach on protected land and any ecological restoration program selects species that are resilient to a changing climate.</p>	<p>The Department is satisfied that the Master Plan adequately supports this objective.</p>
<p>Requirements</p>	
<p>BG1</p> <p>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.</p>	<p>The Department is satisfied that the Master Plan is not inconsistent with this requirement.</p> <p>Future development applications will need to consider and address the requirement in detail.</p>

Objective/Requirement reference and description	Consideration
<p>BG2</p> <p>Recreation facilities, pathways and other infrastructure are not to be located on land referred to in Requirement BG1.</p>	<p>The Department is satisfied that the Master Plan is not inconsistent with this requirement.</p> <p>Future development applications will need to consider and address the requirement in detail.</p>
<p>BG3</p> <p>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:  <a href="https://climatechange.environment.nsw.gov.au/Adapting-to-climate-change/Biodiversity-Adaptation/Managing-changing-landscapes">https://climatechange.environment.nsw.gov.au/Adapting-to-climate-change/Biodiversity-Adaptation/Managing-changing-landscapes</a>.</p>	<p>The Department is satisfied that the Master Plan adequately addresses this requirement through the Urban Design Report.</p> <p>Future development applications will need to consider and address the requirement in detail.</p>
<p>4.5.5 Scenic and cultural connection</p>	
<p>Objectives</p>	
<p>SCO1</p> <p>Ridgeline and hilltop vegetation is preserved or reinstated.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective through the creation of Ridge Park.</p>
<p>SCO2</p> <p>Creek lines, ridgelines and hilltops are connected through green streets that create a network of tree canopy.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective through the Green loop and tree canopy cover controls for streets</p>
<p>Requirements</p>	
<p>SC1</p> <p>Subdivision design is to orient streets to align with ridgelines</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>

Objective/Requirement reference and description	Consideration
<p>SC2</p> <p>Any required onsite provision of open space is to incorporate high points and retain existing trees.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement through the provision of Ridge Park.</p>
<p>SC3</p> <p>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</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement though the provision of cycling and pedestrian networks.</p>
<p>SC4</p> <p>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.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>
<p>4.6 Movement Framework</p>	
<p>Objectives</p>	
<p>MFO1</p> <p>Use the Transport Network to move people and goods safely and efficiently and create connections between places.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>MFO2</p> <p>Integrate land and prioritise public transport to support the 30-minute city and meet current and future demand.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>

Objective/Requirement reference and description	Consideration
<p><b>MFO3</b></p> <p>Create a road network for private vehicles and freight which can provide efficient links and integration to the broader regional network while also supporting local accessibility in centres and between places.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p><b>MFO4</b></p> <p>Provide safe, direct and interconnected pedestrian and cycling links to a variety of destinations and transport nodes.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective though the provision of cycling and pedestrian networks.</p>
<p><b>MFO5</b></p> <p>Encourage active transport through cycle and pedestrian network integrated with the road network and the Blue-Green Infrastructure Framework.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective though the provision of cycling and pedestrian networks.</p>
<p><b>MFO6</b></p> <p>The transport network contributes to achievement of the following modal split targets for the Aerotropolis Core:</p> <p>2026</p> <p>Active Transport: 4%</p> <p>Public Transport: 20%</p> <p>Private Vehicle: 76%</p> <p>2036</p> <p>Active Transport: 6%</p> <p>Public Transport: 34%</p> <p>Private Vehicle: 60%</p> <p>2056</p> <p>Active Transport: 9%</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective through its TMAP.</p>

Objective/Requirement reference and description	Consideration
Public Transport: 52% Private Vehicle: 39%	
Requirements	
<b>MF1</b> The Transport Network is to be designed generally in accordance with the Aerotropolis Precinct Plan.	The Department has assessed proposed refinements to the Transport Network plan that reflect the Master Plan design and is satisfied that the proposed refinement will meet Movement Framework objectives and this requirement and provide a superior planning outcome.
<b>MF2</b> The Transport Network is designed to accommodate bus corridors and the Indicative Local Bus Network generally as shown on Figure 8 (of the Precinct Plan), so that: 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.	The Department is satisfied that the Master Plan design adequately addresses this requirement.
<b>MF3</b> Active transport is integrated with the Blue Green Infrastructure Framework and provided generally in accordance with the Active Transport Network.	The Department is satisfied that the Master Plan design adequately addresses this requirement.
4.6.2 Street hierarchy and typology	
Objectives	

Objective/Requirement reference and description	Consideration
<p>SH01</p> <p>Establish a hierarchy of streets that supports the development of the Aerotropolis and provides streets for safe and efficient movement of freight and people, and that is connected to other parts of Greater Sydney and NSW.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>SH02</p> <p>Create streets that are attractive, green, sustainable, safe, functional, adaptable and integrated with topography and the natural environment.</p>	<p>The Department is satisfied that the Master Plan design adequately satisfies this objective through provision of site specific street type design</p>
<p>SH03</p> <p>Minimise lot severance and maximise the efficiency of the road network to facilitate development across multiple properties.</p>	<p>The Department is satisfied that the Master Plan design adequately satisfies this objective.</p> <p>Future development applications will need to address these requirements in more detail.</p>
<p>SH04</p> <p>Reflect the varied role of streets in urban environments such as public spaces, places for social interaction, service provision, movement connections, water and stormwater management, biodiversity and environmental functions.</p>	<p>The Department is satisfied that the Master Plan design adequately satisfies this objective.</p>
<p>SH05</p> <p>Design the public transport network to achieve operational integrity and permeability for buses, both local and rapid, so that as the needs of the network change, bus routes and bus priority can easily adapt.</p>	<p>The Department is satisfied that the Master Plan design adequately satisfies this objective through its TMAP.</p>
<p>Requirements</p>	



Objective/Requirement reference and description	Consideration
<p>SH1</p> <p>The Road Network within the Transport Network is to be generally consistent with the alignment and connections of roads shown in Figures 8-10</p> <p>Major roads (Sub-arterial and Arterial and Rapid Bus Routes) are to be designed to:</p> <ul style="list-style-type: none"> <li>a) Respond to topography;</li> <li>b) Enable the efficient movement of water, replicating natural flow patterns as closely as possible;</li> <li>c) Intersect with arterial or classified roads at locations and using intersection treatments nominated or agreed by the road authority;</li> <li>d) Accommodate buses generally consistent with the alignments and connections shown in Figure 8;</li> <li>e) Accommodate separated cycleways generally consistent with the alignment and connections of cycleways shown in Figure 9; and</li> <li>f) Connect with centres and metro stations.</li> </ul>	<p>The Department is satisfied that the proposed refinement of the Transport Network plan Street Hierarchy plan will meet this requirement and provide a superior planning outcome.</p>
<p>SH2</p> <p>Local and Collector streets are to be designed to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) Incorporate priority-controlled intersection treatments;</li> </ul>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p> <p>Future development applications will need to address these requirements in more detail.</p>

Objective/Requirement reference and description	Consideration
<p>c) Minimise 4-way intersections and avoid intersections with more than 4 streets;</p> <p>d) Provide interfaces between urban land and land identified for open space, conservation, or stormwater management;</p> <p>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;</p> <p>f) Convey stormwater within the Total Water Cycle Management network as shown on Figure 6;</p> <p>g) Contribute to tree canopy and the Blue Green Infrastructure Framework shown on Figure 5; and</p> <p>h) Maximise opportunities for the energy efficient design of buildings.</p>	
<p>SH3</p> <p>Where a development application proposes a variation to the Local Street or Collector Street, the applicant must demonstrate that in addition to the requirements in SH2, that the variation:</p> <p>a) Achieves a permeable street network;</p> <p>b) Encourages walking and cycling and minimises travel distances;</p> <p>c) Maximises connectivity to community facilities, open space, and centres;</p> <p>d) Takes into account topography and the flow of water in the landscape;</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this requirement. The Master Pan proposes some refinements to street types and has proposed amendments to the Precinct Plan Street hierarchy figure to reflect these.</p>

Objective/Requirement reference and description	Consideration
<p>e) Will not detrimentally impact on access to adjoining properties or result in isolation of properties; and</p> <p>f) Will not impede the orderly development of adjoining properties.</p>	
<p>SH4</p> <p>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.</p>	<p>The Master Plan introduces site-specific street cross-sections to provide greater diversity and achieve the vision of a pedestrian-focused, safe and sustainable movement network within the Bradfield City Centre.</p> <p>The Department has assessed the refined and additional street cross sections and is satisfied that the design of roads and streets are consistent with the objectives of the Precinct Plan and the DCP.</p>
<p>SH5</p> <p>Roads and streets are aligned to follow property boundaries where possible to reduce lot severance.</p>	<p>The Department is satisfied the Master Plan is consistent with this requirement.</p>
<p>4.6.3 Development adjacent to protected transport corridors</p>	
<p>Objectives</p>	
<p>PCO1</p> <p>Ensure development adjacent to protected transport corridors considers the future operational impacts of the infrastructure.</p>	<p>The Department is satisfied that this objective can be met through future development applications. Development subject to the Master Plan Design Excellence Strategy must address the development's relationship to the transport corridor and any acoustic amenity impacts.</p>
<p>4.7 Sustainability and Resilience</p>	
<p>Objectives</p>	

Objective/Requirement reference and description	Consideration
<p><b>SR01</b></p> <p>Development is to support the transitioning to a net zero or net positive outcome over the medium to long term. This will be measured around performance regarding waste management, water management and carbon consumption benchmarks that are provided in the DCP or other relevant legislation.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report this objective can be satisfied. Future development applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>
<p><b>SR02</b></p> <p>Development should seek to exceed the water and energy requirements of BASIX.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report that this objective can be satisfied. Future development applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>
<p><b>SR03</b></p> <p>Green infrastructure is effectively used through the provision of water treatment and retention, urban cooling, ecosystem services and amenity and integrated into built, landscaped and natural environments.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report that this objective can be satisfied. Future development applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>
<p><b>SR04</b></p> <p>Buildings, infrastructure and public domain elements maximise the recycling and reuse of materials.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report that this objective can be satisfied. Future development</p>

Objective/Requirement reference and description	Consideration
	<p>applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>
<p><b>SR05</b></p> <p>Facilitate the design, construction and operation of environmentally sustainable buildings and precincts, including energy efficiency, renewable energy, efficient resource and energy use and reduced emissions and waste.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report that this objective can be satisfied. Future development applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>
<p><b>SR06</b></p> <p>Effectively uses waste as a resource through its collection, transport and recycling in a manner that is safe, efficient, cost effective and does provide a positive impact on liveability and the environment.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report that this objective can be satisfied. Future development applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>
<p><b>SR07</b></p> <p>Measures to mitigate urban heat island effects are integrated in the design of the built form and public domain, for example the use of light-coloured roofs.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report that this objective can be satisfied. Future development applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>

Objective/Requirement reference and description	Consideration
<p><b>SR08</b></p> <p>Planning is to provide sustainable and resilient approaches to development and is to incorporate circular economic principles found in the NSW Circular Economy Policy Statement.</p>	<p>The Department is satisfied that through the Master Plan vision and objectives and the sustainability commitments made in the Sustainability Infrastructure Report that this objective can be satisfied. Future development applications will need to address the city centre design excellence objectives and commitments made in the Master Plan as well as sustainability and resilience objectives of the Precinct Plan and DCP.</p>
<p><b>5.1 Hierarchy of Centres</b></p>	
<p><b>Objectives</b></p>	
<p><b>LU01</b></p> <p>Develop and support a hierarchy of centres to create a 30-minute Western Parkland City with metropolitan, specialised, local and neighbourhood centres.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p><b>LU02</b></p> <p>Identify the Aerotropolis Core and the specialised centre in the Northern Gateway as higher order centres with social infrastructure and higher employment and residential densities.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p><b>LU03</b></p> <p>Locate Local and Neighbourhood Centres in areas of high amenity linked to public transport.</p>	<p>The Master Plan does not propose Local or Neighbourhood Centres.</p>
<p><b>LU04</b></p> <p>Link all centres to, and prioritise, active and public transport access over private vehicles.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>

Objective/Requirement reference and description	Consideration
<p>LU05</p> <p>Suitably space local centres to provide sufficient services to enable walkable residential and working communities.</p>	<p>The Master Plan does not propose Local Centres.</p>
<p>LU06</p> <p>Ensure sufficient distance between existing and proposed centres to ensure economic viability.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>5.2 Height</p>	
<p>Objectives</p>	
<p>H01</p> <p>To allow building heights that align with the role of each centre, its typology and residential/employment density needs.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective The Master Plan provides site specific height of buildings control across the Bradfield City Centre consistent with the height controls in the Aerotropolis Precinct Plan.</p>
<p>H02</p> <p>Facilitate height and urban density in the Aerotropolis Core and Northern Gateway around the Metro stations.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p>
<p>Requirements</p>	
<p>H1</p> <p>The height of buildings is not to exceed the maximum for the land.</p>	<p>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.</p> <p>The Department is satisfied that the Master Plan design adequately addresses this requirement.</p>

Objective/Requirement reference and description	Consideration
<p>H2</p> <p>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.</p>	<p>The objective will be considered and addressed at the relevant Development Application stage for detailed development/design consideration and subsequent assessment and development consent.</p>
<p>5.3 Floor Space Ratio</p>	
<p>Objectives</p>	
<p>FS01</p> <p>FSR controls are to create an appropriate mix of employment, business, social and residential development in the Mixed Use zone, and Local and Neighbourhood Centres</p>	<p>The Department is satisfied that the Master Plan design adequately complies with this objective.</p>
<p>FS02</p> <p>Achieve a density of employment in mixed use areas to ensure residential uses are not the predominant use</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective. The proponent notes that there will generally be a balance between the residential and commercial uses.</p>
<p>FS03</p> <p>Locate higher intensity mixed use employment and residential densities within 800m of the Metro station.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective. Most of the site is within 400m of the Bradfield Metro station.</p>
<p>Requirements</p>	
<p>FS1</p> <p>Buildings are not to exceed the maximum FSR shown on the Floor Space Ratio Map in Figure 13.</p>	<p>The Department is satisfied that the Master Plan is not inconsistent with this requirement.</p>



Objective/Requirement reference and description	Consideration
5.4 Yield and Density	
Objectives	
<p><b>YD01</b></p> <p>Provide a mix of uses in the Mixed Use Zone, which supports employment and residential uses, and ensures employment generating development is prioritised while residential development occurs in suitable locations.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective through the delivery of a metropolitan centre.</p>
<p><b>YD02</b></p> <p>Development contributes towards achieving the strategic employment density targets of the Aerotropolis Plan.</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective through the delivery of a metropolitan centre.</p>
<p><b>YD03</b></p> <p>Employment generating development in the Aerotropolis contributes to achieving the following indicative employment densities:</p> <p>a) City Centre: 130 – 400 jobs/ hectare</p>	<p>The Department is satisfied that the Master Plan design adequately addresses this objective.</p> <p>The Master Plan sets out the vision for development that will support up to 24,000 jobs and approximately 15,000 residents over the next 30 years.</p>
5.5 Temporary land uses	
Objectives	
<p><b>LU01</b></p> <p>Allow flexibility for development and land uses to evolve as precincts mature and the Airport consolidates within the Aerotropolis.</p>	<p>The Department is satisfied that the Master Plan is not inconsistent with the objective, and that the requirements will be considered and addressed at the relevant Development Application stage.</p>
5.6 Design Excellence	

Objective/Requirement reference and description	Consideration
Objectives	
<p>DE01</p> <p>Provide guidance to applicants and consent authorities on the carrying out of architectural design competitions.</p>	<p>The Master Plan Design Excellence Strategy provides its own controls in relation to Design Competitions. The Department is satisfied that the Design Excellence Strategy will meet this objective.</p> <p>The Department is satisfied that the refinement of the Precinct Plan Design Competitions plan is a consequential change due to the operation of the site-specific Design Excellence Strategy.</p>
Requirements	
<p>DE1</p> <p>An architectural design competition is to be undertaken generally in accordance with the NSW Government Architect's Draft Design Excellence Competition Guidelines (2018) (the Guidelines), or the relevant guidelines published at the time.</p>	<p>The Department is satisfied the Master Plan Design Excellence Strategy is consistent with this requirement.</p>
<p>DE2</p> <p>Where a design competition is required by the Aerotropolis SEPP:</p> <p>a) A concept development application made under Part 4 Division 4.4 of the EP&amp;A Act must be accompanied by a Design Excellence Strategy.</p> <p>b) For any development application that is not a concept development application the consent authority must approve a Design Excellence Strategy prior to the lodgement of a development application.</p>	<p>The Department is satisfied that the Master Plan Design Excellence Strategy sets out appropriate design competition criteria.</p>

Objective/Requirement reference and description	Consideration
<p>DE3</p> <p>A Design Excellence Strategy must define:</p> <ul style="list-style-type: none"> <li>a) the location, context and extent of the design competition site(s);</li> <li>b) the objectives of the design competition(s);</li> <li>c) where there will be multiple development applications for separate buildings following approval of a concept development application, the number of design competitions to be undertaken;</li> <li>d) the type of design competition(s) to be undertaken;</li> <li>e) an explanation for the selection of competition type, including how the selected process(es) will meet the objectives of the Guidelines and those of the proponent;</li> <li>f) the number of designers involved in the process(es);</li> <li>g) the means for ensuring diversity amongst participating designers;</li> <li>h) timelines and programme;</li> <li>i) where the proposed process differs from that outlined in the Guidelines, a justification for the variation.</li> </ul>	<p>The Department is satisfied that Master Plan Design Excellence Strategy and the NSW Government Architect’s Design Excellence Competition Guidelines meet the intent of this requirement.</p>
<p>DE4</p> <p>Exemptions to the requirement for a design competition under the Aerotropolis SEPP requires specific consideration of impacts on view corridors, the relationship of development to major roads and visual prominence and are unlikely to be granted in those areas shown on Figure 14.</p>	<p>Not applicable. The Department is satisfied that the Master Plan Design Excellence Strategy sets out appropriate design competition criteria.</p>

## Western Sydney Aerotropolis Master Plan Guidelines

A summary of the Department’s consideration of the Master Plan against the Master Plan Guidelines is provided in Table 5.

The Guidelines note that the Master Plan will be assessed by the Department for its suitability and consistency with the master plan requirements, advice from the TAP (and seek further advice or clarification if required), and any relevant planning framework, including statutory and strategic standards and policies.

**Table 5.** Consideration of the Master Plan against the Master Plan Guidelines.

Reference	Consideration
Master Plan Guidelines	
1. Introduction	
The Guidelines establish the steps in the preparation of a master plan for proponents, the community, councils, and government agencies.	The Department is satisfied that the Master Plan has followed the appropriate steps in its preparation.
1.1 What is a master plan in the Aerotropolis?	
<p>A master plan’s primary purpose is to:</p> <ul style="list-style-type: none"> <li>• apply place-based development guidance to sites that are of strategic importance to the Aerotropolis due to size or catalytic potential,</li> <li>• provide a mechanism to amend the Precinct Plan while remaining generally consistent with the principles of the Aerotropolis planning framework,</li> <li>• create a complying development pathway for nominated development in large-scale precincts, where upfront strategic assessment can suitably manage identified risks.</li> </ul>	The Department is satisfied that the Master Plan is consistent with the primary purpose of a master plan.
1.2 Who can prepare a master plan?	

Reference	Consideration
<p>To qualify for the preparation of a master plan, the criteria specified under clause 43 of the Aerotropolis SEPP and any further matters identified in this Guideline must be satisfied.</p>	<ul style="list-style-type: none"> <li>• Clause 43 of the Aerotropolis SEPP has been repealed. The Master Plan Guidelines provide criteria for nomination of sites under 100 hectares. There are no criteria stipulated for sites 100 hectares or more.</li> <li>• The Master Plan site is 114.6 hectares.</li> <li>• The Department is satisfied that the Master Plan is not inconsistent with the Guidelines as the site area is not less than 100 hectares.</li> </ul>
<p>1.3 Relationship of master plans to the Aerotropolis Planning Framework</p>	
<p>A Master Plan is an optional plan created under the Western Parkland City SEPP for large or strategic sites.</p>	<ul style="list-style-type: none"> <li>• The Proponent has made a Master Plan application under section 4.41 of the Western Parkland City SEPP.</li> </ul>
<p>2. Master plan process</p>	
<p>2.1 Pre-lodgement meeting</p>	<ul style="list-style-type: none"> <li>• The TAP letter of advice details engagement between the proponent and the Department prior to the commencement of the TAP.</li> <li>• A pre-lodgement meeting was held 18 May 2022.</li> </ul>
<p>2.2 Master plan requirements</p>	<p>The Department granted permission to the proponent to become a Master Planner on 21 June 2022.</p> <p>Master Plan requirements were issued by the Department on 17 October 2022.</p> <p>The Department considered that the Master Plan adequately addressed the master plan requirements and was suitable for exhibition on 20 October 2023. The Department is satisfied that the Master Plan package and RtS adequately address the requirements of the Master Plan Requirements to enable the assessment and determination of the Master Plan. See detailed review of Master Plan Requirements at Table 6.</p>
<p>2.3 Drafting of master plan</p>	

Reference	Consideration
2.3.1 TAP Collaboration	<p>The initial TAP Meeting was held 8 November 2022.</p> <p>6 formal TAP meetings were held, 1 Extraordinary meeting was required to discuss comments on technical studies, 4 workshops were held on specific aspects of the Master Plan design and 6 out of session meetings and workshops were required to discuss elements of the Master Plan.</p>
2.3.2 Content of the master plan	<p>The Department is satisfied that the Master Plan has been prepared to a high standard and meets the content requirements set out in the Master Plan Guidelines.</p>
2.3.3 Complying development controls	<p>Complying development controls are proposed, as required by the section 4.41 of the Western Parkland City SEPP and the Master Plan Guidelines.</p>
2.3.4 Provision of TAP Advice and Lodgement	<p>Formal advice was issued by the TAP Chair on 17 August 2023 advising that the Master Plan meets the requirements of the TAP and is suitable for lodgement with the Department.</p> <p>The Department reviewed the Master Plan to ensure that all TAP recommendations were met before accepting lodgement.</p>
2.4 Exhibition	<p>The Master Plan was accepted for lodgement on 20 October 2023. Exhibition took place from 5 February 2024 until 4 March 2024.</p>
2.5 Response to Submissions	<p>The Response to Submissions was accepted for lodgement on 4 June 2024.</p>
2.6 Determination	
2.6.1 Master plan assessment	

Reference	Consideration
<p>The master plan will be assessed by the Department for its suitability and consistency with the master plan requirements, advice from the TAP (and seek further advice or clarification if required), and any relevant planning framework, including statutory and strategic standards and policies.</p>	<p>This report is the Master Plan assessment which will be provided to the Minister for determination.</p>

## Bradfield City Centre Master Plan - Master Plan Requirements

A summary of the Department's consideration of the Bradfield City Centre Master Plan's response to the Master Plan Requirements is provided in **Table 6**.

**Table 6** | Consideration of the Master Plan response to the Master Plan Requirements

Master Plan Requirement	Master Plan response	Department's Consideration
General Requirement		
<p>The draft master plan must:</p> <ul style="list-style-type: none"> <li>• be prepared by the nominated proponent – <i>Western Parkland City Authority</i></li> <li>• be lodged on the NSW Planning Portal (<i>note: this function is currently being established</i>)</li> <li>• be accompanied by the consent of all landowners to which the master plan applies</li> <li>• address all relevant legislation (including the Objects of the EP&amp;A Act, Environmental Planning Instruments (EPIs), and proposed EPIs)</li> <li>• address all requirements of the Master Plan Guidelines (the Guidelines)</li> <li>• 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)</li> </ul> <p>Note: the Phase 2 DCP is expected to be finalised October 2022 and will replace the Phase 1 DCP</p> <ul style="list-style-type: none"> <li>• detail and justify how the draft master plan proposes to amend the Aerotropolis Precinct Plan (the Precinct Plan), (WPC SEPP), and the Stage 2 DCP, once finalised</li> <li>• demonstrates consistency with the Western City District Plan</li> </ul>	<p>The Master Plan is consistent with these requirements and was prepared by the Western Parkland City Authority.</p> <p>Refer to the Master Plan Report at <b>Appendix A</b>.</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>This Master Plan Report and Appendices comprehensively addresses this Requirement.</p>	<p>The Department is satisfied that the Master Plan has adequately considered and has been prepared in accordance with these requirements.</p> <p>A summary of the Master Plan's consideration of the relevant legislation (including the Objects of the EP&amp;A Act, EPIs, Master Plan Guidelines and the DCP are included in <b>Tables 2-5</b>.</p> <p>Landowner's Consent was received on 11 August 2023.</p> <p>The application fee payment was received on 11 August 2023.</p>



Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>demonstrates that the draft master plan provides for a superior planning outcome by meeting the criteria specified in the Guidelines</li> <li>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</li> <li>comply with these master plan requirements.</li> </ul>		

#### Key Issues to be addressed

<p>1. Vision, values, and objectives</p> <p>Drawing upon the established vision and objectives within the Aerotropolis planning framework, the draft master plan must develop a clear vision statement, values, and objectives for the entire site.</p> <p>This must be supported with evidence demonstrating that these have been prepared in consultation with relevant stakeholders, including council, agencies, industry, the local community and Aboriginal stakeholders.</p>	<p>Refer to the Master Plan Report at Appendix A.</p> <p>Refer to the Urban Design Report at Appendix B.</p>	<p>The Master Plan has been developed in consideration of the visions and objectives within the Aerotropolis Planning Framework.</p> <p>The Master Plan has developed a vision and objectives specifically for the Bradfield City Centre and established an urban structure to deliver the vision and objectives.</p> <p>The Department is satisfied that the requirements have been adequately addressed.</p>
<p>2. Recognising Country</p> <p>The draft master plan must demonstrate how future development will provide a</p>	<p>Refer to the Response To Country Report at Appendix C.</p> <p>Refer to the Master Plan</p>	<p>The Department notes the Proponent's engagement with Traditional Custodians and First</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>meaningful connection to Country, informed by genuine engagement and cultural values research with the Dharug Traditional Custodians and other relevant local Aboriginal stakeholders, as required in the Stage 2 DCP and associated Recognise Country Guidelines.</p> <p>The draft master plan must be accompanied by:</p> <ul style="list-style-type: none"> <li>an Aboriginal Engagement Outcomes Report, which outlines engagement activities undertaken with a range of Aboriginal stakeholder types and documents the findings</li> <li>a Recognise Country Strategy (informed by the engagement outcomes) to outline how engagement outcomes have informed and influenced the development of the draft master plan as well as outline strategic objectives and requirements for future development under the draft master plan to Recognise Country</li> </ul> <p><i>Note: this can form part of the Aboriginal Cultural Heritage Assessment Report (see further detail below), Aboriginal Engagement Outcomes Report, or a separate appendix/report.</i></p> <ul style="list-style-type: none"> <li>a completed <i>Recognise Country Response Template</i> endorsed by the Aboriginal stakeholders engaged in the master planning process (note: this is a draft requirement of the Recognise Country Guidelines and fulfils the requirement to produce a Recognising Country Statement).</li> </ul>	<p>Report at Appendix A.</p> <p>Refer to the Urban Design Report at Appendix B.</p> <p>Refer to the Aboriginal Engagement Outcomes Report at Appendix T.</p>	<p>Nations consultants has informed the vision and four key values of the Master Plan and guided decisions about the layout, connections, views, open spaces, landscape, water systems, and character of the site.</p> <p>The Department is satisfied that the requirements have been adequately addressed in the Master Plan.</p>
<p>3. The draft master plan</p> <p>The draft master plan, showing layout, street hierarchy, lot subdivision and sizes,</p>	<p>Refer to the Master Plan Report at Appendix A.</p>	<p>An assessment of these issues is provided in</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>staging plan (including infrastructure, utilities and development stages), infrastructure provision, public spaces, land uses, gross floor area and building forms, must be supported by:</p> <ul style="list-style-type: none"> <li>• an analysis of the site opportunities and constraints, including land ownership, solar access and wind, flood risk, heritage, cultural values, view lines, biodiversity and vegetation value, contamination, covenants, stormwater and drainage, and aviation restrictions</li> <li>• a street network plan, including a street grid and block size analysis, street hierarchy and dimensions, block dimensions, street cross-sections illustrating built form/open space and public/private interfaces and ground floor treatments, and streetscape plans</li> <li>• existing and/or proposed development controls, including in relation to lot size, floor space ratio, building setbacks, deep soil planting zones, street activation, building articulation, roof plant/ servicing and tree planting/ landscaping</li> <li>• an investigation and nomination of a range of building heights that respond to the site orientation, topography, prevalent breezes, available view corridors and views, public amenity at street level and the capacity to achieve excellent amenity in future built form</li> <li>• a public space, public domain and landscaping plan, demonstrating how future public space will be maximised and designed to be welcoming, attractive, accessible, and culturally safe, with excellent amenity and landscaping. This should include a breakdown of proposed open space</li> </ul>	<p>Refer to the Master Plan Report at Appendix A.</p> <p>Refer to the Urban Design Report at Appendix B.</p>	<p>Section 6 of the assessment report.</p> <p>The Department is satisfied that the Master Plan has adequately considered the requirements in its proposal.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>indicating usable space in relation to the Net Developable Land (NDL) and other areas such as biodiversity conservation zones, drainage swales, detention basins, large water bodies, easements and riparian corridors, and connectivity between these spaces</p> <ul style="list-style-type: none"> <li>• demonstrate how the draft master plan meets the performance criteria and standards for the amenity of the public realm, including solar access, environmental wind comfort, tree canopy, shade and cooling. Identify and respond to any potential impacts where the performance criteria will not be met, such as in relation to lighting, reflectivity, wind, visual and view impacts, especially if any of these impact the amenity of the public domain</li> <li>• drawings showing aggregated views of the site including built form, overshadowing and eye level views of key streetscapes and public spaces, including how the draft master plan will interface with adjoining sites and the public domain</li> <li>• a visual impact assessment</li> <li>• preparation of a structure plan considering the site's context within the Western Parkland City and Bradfield's role as part of the Metropolitan Cluster</li> <li>• detailed complying development plan(s) (at block level) providing a graphic representation of the complying development controls</li> <li>• implementation of smart city, sustainability - including consideration on how Bradfield may contribute the State goal of net-zero emissions by 2050, water sensitive urban design and urban heat island principles</li> </ul>		

Master Plan Requirement	Master Plan response	Department's Consideration
<p>consistent with or superior to, the Precinct Plan</p> <ul style="list-style-type: none"> <li>• identification (maps) and justification for the differences between the proposed master plan and Precinct Plan, including open space and stormwater land provision, road alignments etc (where relevant)</li> <li>• provision of community facilities, their types, scale and locations.</li> </ul> <p>Refer to the submission from the Government Architect, and Liverpool City Council for further information (Attachment A).</p>		
<p>4. Interim uses</p> <p>It is noted that the Future Infrastructure Corridors in the master plan area are currently protected and managed by Chapter 4 of the Transport and Infrastructure SEPP, which states that development in the corridors is limited to SP2 Infrastructure or the previously permitted use (with conditions). Given the previous zone for the master plan sections of the Future Infrastructure Corridors was SP2 Defence, this is a significant limitation on what can be developed on the land, with what is proposed in the master plan request currently being prohibited.</p> <p>The Department is about to commence exhibition of a proposed policy to provide for short-long term development on Future Infrastructure Corridors which will provide opportunities for alternative permitted uses (of a temporary nature) to be considered. If the interim uses policy proceeds after exhibition, the master plan will need to address any proposed interim uses and will need to be endorsed by TfNSW and DPE.</p>	<p>Refer to the Exempt and Complying Development Code at Appendix E.</p>	<p>The Western Parkland City SEPP includes provisions which require concurrence of TfNSW for development on transport corridor land to ensure its protection. Future development will also need to address the controls in the Infrastructure SEPP and Development Near Rail Corridors and Busy Roads guidelines to ensure that impacts are mitigated.</p> <p>The Department is satisfied that the Master Plan addresses this requirement and that interim uses will be undertaken in accordance with the relevant provisions for development in proximity to a transport corridor.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>5. Social and cultural infrastructure and open space</p> <p>The draft master plan is to:</p> <ul style="list-style-type: none"> <li>• identify green, social (including educational facilities) and cultural infrastructure required to service the entire master plan area and provide a strategy to ensure key amenities and infrastructure servicing the site are planned for in line with need, and the contribution that existing vegetation and streams can make towards the open space network</li> <li>• identify potential new school related infrastructure to support public schools within and surrounding the master plan area</li> <li>• outline a strategy for the provision of essential infrastructure and amenities to service the site</li> <li>• outline details of any arrangements with Council/other landowners for public use of community facilities and any need to supplement shortfalls across the site</li> <li>• outline visual and physical connectivity from the mapped ESL land to Thompsons's Creek, and open space areas</li> <li>• consider how social and cultural infrastructure is owned and managed in the long-term, and any implications for contribution plans (SIC and LIC).</li> </ul> <p>In addition, the draft master plan is to consider the comments and requirements from Liverpool City Council and School Infrastructure NSW (refer Attachment A).</p>	<p>Refer to the Urban Design Report at Appendix B.</p> <p>Refer to the Social Infrastructure Strategy at Appendix T.</p>	<p>The Master Plan has adequately addressed these requirements. The Department's consideration of the Proponent's response to these requirements is included in Section 6 of the assessment report.</p> <p>The Proponent has provided a Response to Submissions report which has considered and addressed the issues raised in the submissions from the community and interest groups, councils and government agencies.</p>
<p>6. Housing</p> <p>The draft master plan is to be accompanied by a housing strategy which</p>	<p>Refer to the Housing Strategy Statement Report at Appendix BB.</p>	<p>The Master Plan has committed to providing approximately 10,000</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>identifies the annual dwelling forecast. The strategy is to consider proposed uses, staging and transport planning, as well as demonstrating how it supports the realisation of the anticipated housing targets in the final business case for Sydney Metro Western Sydney Airport.</p>		<p>residential dwellings. The recommended condition of approval promotes and ensures the adequate provision of affordable housing as it will ensure affordable housing is delivered at a rate no less than 10% or in accordance with current NSW Government policy, whichever is greater.</p> <p>The Department is satisfied that the requirement has been considered and addressed in the Master Plan.</p>
<p>7. Economic</p> <p>The master plan must be supported by an economic strategy that:</p> <ul style="list-style-type: none"> <li>assesses the master plan against the anticipated employment targets and economic objectives of the Sydney Metro Western Sydney Airport final business case, WSA Plan, Rapid Bus Corridor and Western City District Plan</li> <li>identifies the expected employment land use mix</li> <li>identified estimated potential GFA and jobs, including staging at 5-year intervals to the year 2056, to allow for assessment of staging impacts and forward network planning</li> </ul> <p>includes a 24-hour economy strategy supporting the vision of an international hub for business activity in the Indo-Pacific region.</p>	<p>Refer to the Economic Strategy at Appendix O.</p>	<p>The Master Plan will provide retail and residential land uses to accommodate the emerging residential and worker populations.</p> <p>The Department is satisfied that the Economic Strategy and RtS report has adequately addressed the requirements and issues raised in submissions.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>8. Design excellence</p> <p>To satisfy the requirements of the WPC SEPP, the draft master plan must be accompanied by a strategy setting out the process to ensure all future development will exhibit design excellence.</p>	<p>Refer to the Master Plan Report at Appendix A.</p> <p>Refer to the Design Excellence Strategy at Appendix D.</p>	<p>The Master Plan is accompanied by a site specific Design Excellence Strategy. The Departments consideration of the proposed Design Excellence Strategy is in Section 6 of the assessment report.</p> <p>The Department is satisfied that the proposed Design Excellence Strategy has adequately considered the requirements of the WPC SEPP.</p>
<p>9. Complying development</p> <p>For any proposed development that will be sought as exempt and complying development, the draft master plan submitted for the co-design TAP process, must include a draft exempt and complying development code (draft code). This draft code must include as a minimum, development controls, and land and development types both included and excluded from the draft code. The draft code should be informed by a detailed analysis of the site and its constraints. The co-design process may result in further refinement of the draft code.</p> <p>This draft code is to be prepared in accordance with the Guidelines detailing:</p> <ul style="list-style-type: none"> <li>any proposed exempt development types</li> </ul>	<p>Refer to the Master Plan Report at Appendix A.</p> <p>Refer to the Complying Development Code at Appendix E.</p>	<p>The Master Plan is accompanied by a site-specific complying development strategy, which has been considered by the Department in Section 6 of the assessment report.</p> <p>The Department is satisfied that this requirement has been considered and adequately addressed in the Master Plan.</p>



Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>• development types or locations not considered suitable for exempt and/or complying development. This includes but is not limited to activities that require an environment protection licence under the <i>Protection of the Environment Operations Act 1997</i> (refer to attached comments from EPA)</li> <li>• unless there is adequate justification and strategic merit, the following areas are to be excluded: <ul style="list-style-type: none"> <li>○ areas of the site that are constrained in terms of topography, biodiversity, flooding, riparian corridors, bushfire prone land etc.</li> <li>○ stormwater works and basins</li> <li>○ excessive cut and fill (levels to be discussed during co-design)</li> <li>○ public spaces (pocket parks, parks, ovals and recreation areas)</li> </ul> </li> <li>• development types (noting any exclusions in the WPC SEPP), development standards, controls, and parameters for each development type, such as in relation to building height, floor space ratio, site coverage, setbacks, building articulation, street activation, deep soil zones, landscaping and planting, traffic movements, parking provision, stormwater flowrates and water quality indicators. Complying development controls must be consistent with standards contained within the Stage 2 DCP. Any inconsistencies are to be supported by justification that a superior planning outcome can be achieved</li> <li>• for development types including subdivision and earthworks being sought as complying development, the scope of the proposed works will need to be clearly defined and assessed for flooding, biodiversity and waterway health impacts</li> </ul>		

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>• details of finished levels for the development</li> <li>• any standard conditions, such as controls to ensure future development meets relevant provisions for Airport safeguards and/or the Building Code</li> <li>• any requirements relating to applicable local, State/Regional infrastructure contributions payable as part of complying development</li> <li>• any mapping and images.</li> </ul> <p>The draft master plan must also include a detailed justification for the proposed draft code demonstrating how development will, among other things:</p> <ul style="list-style-type: none"> <li>• respond to and recognise Country</li> <li>• exhibit design excellence</li> <li>• not unreasonably impact the amenity of adjacent buildings and open spaces</li> <li>• be safely accommodated on the site</li> <li>• be supported by all necessary concurrent third-party approvals</li> <li>• be supported by existing or planned Infrastructure</li> <li>• provide public benefit</li> <li>• identify the waste management measures</li> <li>• consider exempt and complying development controls against the standards contained within the Stage 2 DCP (or any draft) as a baseline and any inconsistencies supported by justification that a superior planning outcome can be achieved</li> <li>• ensure exempt and complying development controls conform with the overarching principles of the WPC SEPP and the Precinct Plan.</li> </ul>		
10. Infrastructure and utilities	Refer to the Utility Infrastructure and Servicing Strategy at Appendix H.	The Master Plan has identified the expected

Master Plan Requirement	Master Plan response	Department's Consideration
<p>The draft master plan must include an infrastructure delivery strategy that:</p> <ul style="list-style-type: none"> <li>identifies any applicable contribution plans, Voluntary Planning Agreements or Special Infrastructure Contribution plans that affect land to which the application relates</li> <li>demonstrates mechanisms for delivery of infrastructure for future development, including how they address any contributions applicable under any contribution plans/planning agreements/ works-in-kind</li> <li>identifies infrastructure (including transport, green, social, cultural and utilities) required to service the entire master plan area; and distinguish (where possible) state, regional and local infrastructure.</li> <li>identifies the financial and delivery impacts for State and local governments and utility providers resulting from proposed changes to infrastructure and utilities as outlined in the Precinct Plan.</li> <li>details how, when and by whom the infrastructure will be provided, and how this aligns to any proposed staging including details on annual and ultimate yields for water and wastewater servicing. This should include assumptions related to take up rates over the course of the development timeframe, including how infrastructure and utilities are staged, to determine the adequacy of proposed staging/delivery</li> <li>identifies any utility augmentation required to accommodate the proposed development and easements and their locations</li> <li>provide details of any further material public benefit to be delivered through the master plan</li> </ul>	<p>Refer to the Infrastructure Delivery Strategy at Appendix V.</p>	<p>demand and potential utility requirements to service the Bradfield City Centre site.</p> <p>The Department considers the Utility Infrastructure and Servicing Strategy has adequately addressed this requirement.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>investigates opportunities to implement a multi-utilities corridor approach as part of the planning and delivery of major road corridors within the site</li> <li>includes a property acquisition and activation staging plan, outlining when particular properties facilitating access and infrastructure are to be brought into public ownership or the control of the master plan developer. The staging should account for the processes of acquisition in line with best practice and the Just Terms Compensation Act</li> </ul>		
<p>11. Transport, traffic, parking, and connectivity</p> <p>The draft master plan must include a transport and accessibility impact assessment, including an integrated package of transport plans, modelling, analysis and reports which sets out the following:</p> <ul style="list-style-type: none"> <li>predicted transport mode share split, and demonstrate design, strategic and statutory initiatives that will give rise to significant mode shift away from driving towards public and active transport, delivering on the urban, social and economic benefits catalysed by the Sydney Metro infrastructure, from city opening date and beyond</li> <li>required road infrastructure, intersections, and traffic management measures, including details of funding and delivery; an analysis of existing and predicted peak traffic movements and intersection performance</li> <li>measures to promote walking, cycling and sustainable travel choices</li> </ul>	<p>Refer to the Traffic Management Accessibility Plan Report Assessment at Appendix G.</p>	<p>The Traffic Management Accessibility Plan was prepared in consultation with Transport for NSW and local councils and has adequately addressed this requirement.</p> <p>The Department's assessment of the Proponent's consideration of this requirement is included in Section 6 of the assessment report.</p> <p>The Department is satisfied that this requirement has been adequately addressed in the Master Plan.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>• connections between the road network shown in the Precinct Plan and the planned road network for the Bradfield City Centre</li> <li>• land use benefits as a result of the Metro Station, including walking catchments, and master plan outcomes for the station precinct</li> <li>• staging of transport infrastructure and services</li> <li>• protection of planned transport corridors, including: <ul style="list-style-type: none"> <li>○ planning control measures</li> <li>○ consideration of the station precinct, walking catchments and transport integration needs</li> <li>○ South West Rail Link extension corridor</li> <li>○ future arterial and regional roads</li> <li>○ unused portions of corridors which are still to be retained in terms of staging, sequencing and the consideration of appropriate surrounding land uses.</li> <li>○ documentation supporting the draft master plan consistent with the Sydney Metro Corridor Protection Guidelines</li> <li>○ changes proposed to the corridor alignments (and accepted by the responsible state and local authority) should be incorporated into the draft master plan</li> <li>○ protected future corridors should be considered as at-grade future infrastructure consistent with the protected Future Infrastructure Corridors</li> </ul> </li> <li>• movement framework throughout the site – both vehicular and pedestrian, which should demonstrate how the draft master plan will result in an improvement of the Precinct Plan</li> </ul>		

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>• The draft master plan is to provide an analysis of the adjoining sites to ensure a consistent provision of necessary infrastructure:               <ul style="list-style-type: none"> <li>◦ identification of new key access links to the east, linking Bradfield to the remainder of the Aerotropolis Core (and further east to Rossmore, Kemps Creek and Austral), with road corridor designs that provide continuity</li> <li>◦ an examination as to how the eastern road and infrastructure links between Bradfield and the remainder of the Aerotropolis Core on the eastern side of Thompson's Creek are to be identified, and a discussion of funding</li> <li>◦ demonstrate how both vehicular and pedestrian access may be provided across Moore Gully and Thompsons Creek in such a way that will not impact negatively on pedestrian amenity and permeability.</li> </ul> </li> </ul> <p>The draft master plan must also address requirements outlined in the <i>Western Sydney Aerotropolis TfNSW Master Plan Requirements</i> (Attachment B) and be prepared in accordance with relevant TfNSW policies and guidelines. Additionally, the draft master plan must consider comments from Liverpool City Council, Sydney Metro and Sydney Water (Attachment A).</p> <p>The draft master plan must also address site specific comments and requirements from TfNSW when they are received by the Department.</p>		
<p><b>12. Heritage</b> The draft master plan is to be accompanied by a Statement of Heritage</p>	<p>Refer to the Statement of Heritage Impact at Appendix S.</p>	<p>The Master Plan has been informed by a Statement of Heritage Impacts,</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>Impact (SOHI), prepared in accordance with relevant guidelines and policies and must address the requirements outlined by Heritage NSW (Attachment A). The SOHI is to also consider the impact specifically on State Heritage listed 'Kelvin' and associated curtilage.</p>		<p>which has addressed this requirement.</p> <p>The Department's assessment of the potential heritage impacts is included in Section 6 of the assessment report.</p> <p>The Department is satisfied that the requirement has been adequately considered and addressed in the Master Plan.</p>
<p>13. Aboriginal cultural heritage</p> <p>The draft master plan must be accompanied by an Aboriginal Cultural Heritage Assessment Report (ACHAR) in accordance with relevant guidelines and requirements provided by Heritage NSW (Attachment A). The draft master plan is to also address the <i>Recognise Country Guidelines</i>, and specifically include details of genuine engagement, cultural values research and cultural values mapping.</p>	<p>Refer to the Aboriginal Cultural Heritage Assessment Report (ACHAR) at Appendix U.</p> <p>Refer to the Aboriginal Engagement Outcomes Report at Appendix T.</p>	<p>The Master Plan is accompanied by an ACHAR which has identified Aboriginal objects or places within the Master Plan area and provides recommendations and mitigation strategies to ensure all considerations are appropriately identified and assessed.</p> <p>The Department is satisfied that the Master Plan has adequately considered this requirement.</p>
<p>14. Flood planning</p> <p>The draft master plan must be supported by a Flood Impact and Risk Assessment (FIRA) prepared by a suitably qualified</p>	<p>Refer to the Flooding Impact Assessment at Appendix K.</p>	<p>The Master Plan has been informed by an updated Flood Impact Risk Assessment. The Department's assessment</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>person in line with the Flood Risk Management Guide. The FIRA is to:</p> <ul style="list-style-type: none"> <li>• be informed by relevant studies</li> <li>• include the necessary flood mapping, stormwater report describing and addressing stormwater quantity and quality control management strategy, onsite detention, overland flow paths, concept design plans and drawings</li> <li>• include a flood impact assessment for existing and post development conditions with hydrologic and 2D hydraulic modelling for range of storm events</li> <li>• model and assess the impacts of future development on flood behaviour</li> <li>• identify emergency management arrangements for a range of flood events</li> <li>• demonstrate consistency with the WPC SEPP, NSW Floodplain Development Manual, Flood Risk Management Guide and other local or State studies, policy guidance, and management plans</li> <li>• undertake MUSIC Modelling.</li> </ul> <p>The draft master plan is to consider the submissions from DPE - Environment and Heritage Group and Liverpool City Council (Attachment A).</p>		<p>of the potential flood risks is included in Section 6 of the assessment report.</p> <p>The Department is satisfied that this requirement has been addressed through the RtS with the necessary flood investigations undertaken, risks identified and resolved.</p>
<p>15. Integrated water cycle management The draft master plan must address the following:</p> <ul style="list-style-type: none"> <li>• describe the existing surface (e.g. creeks and farm dams) and groundwater resources (including ecological values, cultural values and reliance by users) likely to be impacted by the project</li> </ul>	<p>Refer to the Flooding Impact Assessment at Appendix K.</p> <p>Refer to the Integrated Water Cycle Management Report at Appendix I.</p>	<p>The Master Plan is accompanied by an Integrated Water Cycle Management Report, which considers the proposed drainage strategy and demonstrates how compliance with the</p>



Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>• outline potential or known impacts of future development on surface and groundwater hydrology, riparian land, water-related infrastructure and systems and other water users in accordance with the current guidelines</li> <li>• a discussion on WSUD strategy for flooding, stormwater quantity, water way health and quality management of the site</li> <li>• detail stormwater treatment options and footprints relevant to the site</li> <li>• detail on connections and servicing via reticulated/interim reticulated sewerage service</li> <li>• detail considerations on how amendments to road alignments may impact on the design and delivery of trunk drinking and recycled water trunk mains delivered by Sydney Water</li> <li>• have regard to the long-term management and ownership of riparian corridors</li> <li>• demonstrate how the master plan achieves the NSW Government Wianamatta South Creek waterway health objectives and stormwater management targets</li> <li>• enable the design and delivery of potential multi-functional stormwater infrastructure, including trunk drainage channels and treatment wetlands to the satisfaction of Sydney Water as identified in the Precinct Plan and WPC SEPP. Where a variation occurs, demonstrate how this achieves a superior outcome</li> <li>• demonstrate compliance with the <i>Water Management Act 2000</i> and NRAR and Guidelines for controlled activities on waterfront land for riparian corridors.</li> </ul>		<p>Western Sydney Aerotropolis DCP stormwater quality and quantity requirements can be achieved.</p> <p>The Department is satisfied that this requirement has been adequately considered and addressed.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>The draft master plan is to consider the submissions from Sydney Water and Liverpool Council (Attachment A).</p>		
<p>16. Biodiversity</p> <p>The draft master plan must:</p> <ul style="list-style-type: none"> <li>• demonstrate that the amount of existing native vegetation (ENV) protected under the draft master plan is the same as that which is currently protected under the WPC SEPP and Precinct Plan on the land to which the draft master plan applies</li> <li>• identify any direct and indirect biodiversity impacts associated with the project in accordance with the <i>Biodiversity Conservation Act 2016</i> and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR) unless a waiver is granted, or the site is on biodiversity certified land</li> <li>• describe the proposed regime for avoiding and minimising, managing and reporting any biodiversity impacts of future development</li> <li>• demonstrate consistency with the Relevant Biodiversity Measures (RBM) of the <i>Growth Centres Biodiversity Certification Order</i> (the Order) and the Commitments for matters of national environmental significance of the Strategic Assessment, including the application of RBM 19 of the Order</li> <li>• quantify the amount of ENV which will be protected in non-certified lands</li> <li>• demonstrate how the ENV will be protected in the draft master plan area</li> <li>• be supported by a report and maps (including shapefiles).</li> </ul>	<p>Refer to the Biodiversity Strategy and Impact Assessment at Appendix M.</p>	<p>The Master Plan has addressed this requirement in the Biodiversity Strategy and Impact Assessment report.</p> <p>In its response to submissions report, the Proponent has addressed the issues raised regarding threatened species and ecological communities, ENV zoned land and future development in proximity to protected areas.</p> <p>The Department's assessment of the potential biodiversity impacts is included in Section 6 of the assessment report.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>The draft master plan must be prepared with consideration of the comments provided by DPE Environment and Heritage Group (Attachment A).</p>		
<p><b>17. Air quality and Odour</b>  The draft master plan must be supported by a preliminary discussion on air quality and odour impact. This should include an assessment of existing air quality and odour conditions.</p>	<p>Refer to the Air Quality Impact Assessment at Appendix P.</p>	<p>An Air Quality Impact Assessment has informed the Master Plan and addresses the potential air quality emissions and impacts associated with the Master Plan.</p> <p>The Department's assessment of the potential air quality impacts is included in Section 6 of the assessment report.</p> <p>The Department is satisfied that the Air Quality Impact Assessment has adequately addressed this requirement.</p>
<p><b>18. Noise and vibration</b>  The draft master plan must include a preliminary discussion on noise and vibration impacts, specifically on existing sensitive receivers both inside and outside the project area, prepared by a suitably qualified person. Consideration is also to be given to compatible land uses around infrastructure corridors and any mitigation measures.</p>	<p>Refer to the Noise and Vibration Impact Assessment at Appendix Q.</p>	<p>The Department considers the Noise and Vibration impact assessment has adequately addressed this requirement. The issues raised in the submissions regarding potential noise and vibration impacts on adjoining receivers have been addressed in the RtS report.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>19. Earthworks</p> <p>The draft master plan must:</p> <ul style="list-style-type: none"> <li>• identify and quantify the required earthworks necessary to support the proposed development, and calculate the cut and fill for each relevant stage, zone, or area as necessary to support relevant planning applications, including the provision of a cut and fill plan</li> <li>• demonstrate that cut and fill levels are not excessive and beyond that which may be required to facilitate the development, having regard to streetscape amenity</li> <li>• discuss the earthworks strategy for any retention, import or export of materials, including the use of Virgin excavated natural material (VENM), including soil quality assessments</li> <li>• address clause 4.9 of the Transport and Infrastructure SEPP for earthworks adjacent to protected transport corridors.</li> </ul>	<p>Refer to the Earthworks Report at Appendix W.</p>	<p>An Earthworks Report has informed the proposed earthworks for the major development in the Bradfield City Centre including transport networks, infrastructure delivery, road design and buildings.</p> <p>The Department is satisfied that the requirement has been adequately addressed in the Master Plan.</p>
<p>20. Ground conditions</p> <p>The draft master plan must assess any geotechnical, salinity and acid sulphate soil impacts demonstrating that the proposed development can be accommodated on the site.</p>	<p>Refer to the Ground Conditions Report at Appendix Z.</p>	<p>A Ground Conditions Report has been undertaken to investigate the existing ground conditions and inform the Master Plan.</p> <p>The Department is satisfied that this requirement has been adequately considered in the Master Plan.</p>
<p>21. Aviation safeguarding</p> <p>The draft master plan must address aviation safeguarding as required in the</p>	<p>Refer to the Aviation Impact Assessment at Appendix J.</p> <p>The Master Plan outlines</p>	<p>An Aviation Impact Assessment has informed the Master Plan and</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>WPC SEPP, Precinct Plan, Stage 2 DCP and relevant guideline.</p>	<p>that future Development Applications will need to address the Aviation Safeguarding Guidelines and the relevant provisions of Section 2.10 of the Phase 2 DCP.</p>	<p>addressed the requirements of the National Airports Safeguarding Framework Guidelines.</p> <p>The Department is satisfied that the Master Plan will not have any impacts on the future Western Sydney Airport and the requirement has been adequately addressed.</p>
<p>22. Contamination</p> <p>The draft master plan must include a preliminary site investigation prepared by a suitably qualified environmental consultant. The investigation must:</p> <ul style="list-style-type: none"> <li>• assess and quantify any soil or groundwater contamination and demonstrate that the site is suitable (or may be made suitable after remediation) for the proposed use, in accordance with the <i>State Environmental Planning Policy (Resilience and Hazards)</i> and any associated guidelines</li> <li>• Where recommended in the preliminary site investigation, or requested by the Planning Secretary, the draft master plan must also include a detailed site investigation, a remediation action plan and/or preliminary long-term environmental management plan.</li> </ul>	<p>Refer to the Detailed Site Investigation at Appendix Z.</p>	<p>A Detailed Site Investigation has been undertaken to investigate the existing ground conditions and inform the Master Plan.</p> <p>The Department is satisfied that this requirement has been adequately considered in the Master Plan.</p>
<p>23. Bushfire</p> <p>The draft master plan must consider bush fire prone land and detail proposed bush fire protection measures, demonstrating</p>	<p>Refer to the Bushfire Strategy and Impact Assessment at Appendix Y.</p>	<p>A Bushfire Strategy and Impact Assessment has informed the Master Plan and considered potential</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>compliance with Planning for Bush Fire Protection, and any requirements of the <i>Rural Fires Act 1997</i>.</p>		<p>bushfire impacts across the Bradfield City Centre. The Master Plan will require all future development applications on the site to comply with Planning for Bushfire Protection and relevant requirements of the Rural Fires Act 1997.</p> <p>The Department is satisfied that this requirement has been adequately considered.</p>
<p><b>24. Statutory applications</b></p> <p>The First Building State Significant Development Application (SSD-25452459) for Bradfield City Centre has been lodged with the Department for assessment. The draft master plan and TAP are to consider this application and any valid consent, if received.</p>		<p>NA – the First Building State Significant Application (SSD-2542459) has been considered in accordance with the applicable SSD planning pathway.</p>
<p><b>25. Health</b></p> <p>The draft master plan shall address any health infrastructure demand for the site, for example, ambulance stations, hospitals (public and private). The draft master plan should also address any site-specific comments and requirements from Health Infrastructure, when they are received by the Department.</p>		<p>The Master Plan has been informed by a Social Infrastructure Strategy Report, which has identified the health infrastructure needs for the future residential and worker population in Bradfield City Centre.</p> <p>In its response to submissions report, the Proponent considered and responded to the issues</p>

Master Plan Requirement	Master Plan response	Department's Consideration
		<p>raised regarding health infrastructure.</p> <p>The Department is satisfied that this requirement has been adequately addressed.</p>
<p><b>3D Model</b></p> <p>At the conclusion of the TAP process, a virtual 3D model should be prepared to support exhibition of the master plan. This is to be done on an accessible web-based portal, where all stakeholders, including the community, can view and navigate the master plan to understand the development. Where possible, the model must present any analysis and impacts of future development (such as for example overshadowing impacts).</p>		<p>The Proponent has addressed this requirement and provided a 3D model, which exhibited as part of the Master Plan.</p>
<p><b>Requests for additional information</b></p> <p>The Department may request additional information or documentation to be included in the master plan at any time prior to the master plan being determined.</p>		<p>The Department requested additional flood modelling and biodiversity field investigations to be undertaken, as a result of issues raised during exhibition.</p> <p>The Proponent provided the additional information as requested by the Department, which accompanied the response to submissions and post exhibition changes.</p>
<p><b>Consultation</b></p>		<p>The Master Plan has been informed by consultation with council's, agencies,</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>Prior to submitting the draft master plan to the TAP for co-design, you should consult with adjoining landowners to provide them with the opportunity to provide early comments and feedback to inform the preparation of the draft master plan.</p>		<p>community members and the local Aboriginal Community. The Consultation Outcomes Report has addressed this requirement and provides details on how the Master Plan has addressed this requirement.</p>
<p><b>Timeframe to lodge Master Plan</b></p> <p>You must lodge the master plan on the NSW Planning Portal within 18 months of the date of these Master Plan Requirements. Up to three extensions of 6 months each may be granted by the Minister for Planning and Homes if you meet certain criteria in the Guidelines.</p>		<p>This requirement has been satisfied. The Master Plan Requirements were issued to the Proponent on 17 October 2022. The Proponent lodged a Master Plan application on 20 October 2023.</p>
<p><b>Reports and further information which may be required for master plan assessment</b></p>		
<ul style="list-style-type: none"> <li>Biodiversity assessment (in accordance with the requirements of <i>Biodiversity Conservation Act 2016</i> and <i>Growth Centres Biodiversity Conservation Order</i>). This is to include an assessment of any direct and indirect biodiversity impacts associated with the project in accordance with the <i>Biodiversity Conservation Act 2016</i> and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR) unless a waiver is granted, or the site is on biodiversity certified land.</li> </ul>		<p>Addressed – see 16. Biodiversity</p>
<ul style="list-style-type: none"> <li>Noise and vibration assessment (prepared by a suitably qualified</li> </ul>		<p>Addressed – See 18. Noise and Vibration</p>



Master Plan Requirement	Master Plan response	Department's Consideration
<p>person and in line with policies and guidelines).</p>		
<ul style="list-style-type: none"> <li>Air quality and odour assessment (prepared by a suitably qualified person and in line with policies and guidelines).</li> </ul>		<p>Addressed – See 17. Air Quality and Odour</p>
<ul style="list-style-type: none"> <li>Statement of Heritage Impact, including the preparation of a heritage interpretation strategy; detail on view corridors/sight lines to and from Kelvin Park, and detail on Unexpected Finds Protocol, and protocol on if burial sites or skeletal material is uncovered during construction.</li> </ul>		<p>Addressed – See 12. Heritage</p>
<ul style="list-style-type: none"> <li>Social Infrastructure Strategy to outline the population growth scenarios at local, district and regional context related to the development of the Bradfield City Centre, the current capacity of existing infrastructure and the future needs of the Bradfield City Centre community.</li> </ul>		<p>Addressed – See 5. Social Infrastructure</p>
<ul style="list-style-type: none"> <li>Sustainability strategy, including: <ul style="list-style-type: none"> <li>waste and servicing</li> <li>contributing to net-zero emissions by 2050, in accordance with the Western City District Plan</li> </ul> </li> </ul>		<p>The Master Plan is informed by a Sustainability Report, which addresses this requirement.</p>
<ul style="list-style-type: none"> <li>Integrated water cycle management strategy, which shall include, as a minimum: <ul style="list-style-type: none"> <li>proposed monitoring locations, monitoring frequency and indicators of surface and groundwater quality</li> <li>a draft de-watering strategy demonstrating how potentially</li> </ul> </li> </ul>		<p>The Master Plan is informed by an Integrated and Water Cycle Management Report, which addresses this requirement.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<p>contaminated water and sediments in any existing farm dams will be removed to avoid entry into any water corridor</p> <ul style="list-style-type: none"> <li>○ assess (and model if required) the impact of the construction and operation of future development on surface and groundwater hydrology, riparian land, water-related infrastructure and systems and other water users in accordance with the current guidelines</li> <li>○ a WSUD strategy for flooding, stormwater quantity and quality management of the site</li> <li>○ be prepared in accordance with the assumptions and modelling outlined in the technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPE, 2022) (when finalised and available) and the EHG MUSIC modelling toolkit (interim)</li> <li>○ comply with the relevant DCP controls.</li> </ul>		
<ul style="list-style-type: none"> <li>• Flood Impact and Risk Assessment.</li> </ul>		Addressed – See 14. Flood Planning
<ul style="list-style-type: none"> <li>• Transport Management Assessment Plan, which will also include as a minimum: <ul style="list-style-type: none"> <li>○ a transport and accessibility impact assessment</li> <li>○ an integrated package of transport plans, modelling, analysis and reports</li> <li>○ measures that give rise to significant mode shift away from</li> </ul> </li> </ul>		Addressed – See 11. Transport, traffic, parking and connectivity

Master Plan Requirement	Master Plan response	Department's Consideration
<p>driving towards public and active transport, such as removal of minimum parking requirements, imposition of maximum parking requirements/ parking capacity cap, priced parking framework, low Emissions Vehicle Zone/Cordon, street design elements that prioritise active transport and public transport</p> <ul style="list-style-type: none"> <li>○ traffic circulation plan that limits general through traffic to selected key routes; low traffic/ traffic-free zones; design initiatives that support transport interchange with Sydney Metro and future rail extensions</li> <li>○ first and last mile freight servicing strategy, including potential for consolidated city freight hub</li> <li>○ travel demand management strategies for future occupants and land uses that actively disincentivises driving to Bradfield and actively incentivises public and active transport use</li> <li>○ use of the Movement and Place Frameworks (MAPF) Built Form Indicators for school sites</li> <li>○ indicative School Walking Catchment and User Paths</li> <li>○ preferred active and public transport routes – including share paths and cycle lanes, bus servicing strategy</li> </ul> <p>address all relevant legislation, policy and guides.</p>		

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>Infrastructure Delivery Plan, which should also identify as a minimum connected infrastructure to supports the journey (and access) to schools, to enable more students and staff to choose active and public transport and decongest the road networks around future schools.</li> </ul>		Addressed – See 10. Infrastructure and utilities
<ul style="list-style-type: none"> <li>Social impact assessment: <ul style="list-style-type: none"> <li>to be prepared in accordance with relevant State and local guidelines and policies</li> <li>include considerations for how the master plan area is designed and located to mitigate against potential adverse impacts (including traffic, access, noise and vibration and air quality impacts) on surrounding schools and communities.</li> </ul> </li> <li>Consider school site selection (<a href="https://www.schoolinfrastructure.nsw.gov.au/news/2021/03/guidelines-for-school-site-selection-and-master-planning-.html">https://www.schoolinfrastructure.nsw.gov.au/news/2021/03/guidelines-for-school-site-selection-and-master-planning-.html</a>).</li> </ul>		Addressed – See 5. Social and cultural infrastructure and open space
<ul style="list-style-type: none"> <li>Public Domain and Public Art strategy.</li> </ul>		The Master Plan is informed by an Art and Culture Strategy which addresses this requirement.
<ul style="list-style-type: none"> <li>Economic assessment (including retail and employment, and strategies to facilitate the establishment of a 24 hour economy)</li> </ul>		Addressed – See 7. Economic
<ul style="list-style-type: none"> <li>Fire safety report.</li> </ul>		Addressed – See 23. Bushfire

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>• Bushfire Assessment Report.</li> </ul>		Addressed – See 23. Bushfire
<ul style="list-style-type: none"> <li>• Geotechnical Report.</li> </ul>		N/A – Future development application will need to include a Geotechnical Report.
<ul style="list-style-type: none"> <li>• Urban Design Analysis, including: <ul style="list-style-type: none"> <li>○ the establishment of quality urban design controls</li> <li>○ a movement framework, and place strategy</li> <li>○ consideration of topography including for example excavation of basements, location of carparking and integration into built form, street activation, servicing, and high-quality streetscapes</li> <li>○ a height, built form and solar access and overshadowing study to ensure public places (streets, plazas and parks) and internal amenity can be achieved and can be maintained to an acceptable and compliant level</li> <li>○ a canopy tree/street tree/landscaping analysis or master plan concept which is informed by other technical studies including civil, WSUD, engineering and traffic designs and the solar access and overshadowing study</li> <li>○ an active transport study which identifies all modes of transport, bus stops, cycleways and path and shared path locations and their connectivity to the larger grid inclusive of a wayfinding and</li> </ul> </li> </ul>		Addressed – See 8. Design Excellence

Master Plan Requirement	Master Plan response	Department's Consideration
<p>signage strategy. The study should demonstrate an understanding and the rationale behind the selected pedestrian desire lines and master plan permeability</p> <ul style="list-style-type: none"> <li>○ an accessibility and CPTED assessment, and</li> <li>○ alignment with the Public Domain Concept Plan – both plans to consider the Draft Connecting with Country framework.</li> </ul> <p><i>Note: For guidance on undertaking site analysis, setting the urban structure, benchmarks for open space and canopy provision, and establishing built form controls refer to DPE Good Practice Urban Guidelines.</i></p>		
<ul style="list-style-type: none"> <li>• Detailed earth works strategy, including but not limited to: <ul style="list-style-type: none"> <li>○ any retention, import or export of materials, including the use of Virgin excavated natural material (VENM), including soil quality assessments</li> <li>○ detail interfaces and demonstrate that they will not impact potential neighbouring sites, set an undesirable precedent or drive poor development outcomes on adjacent sites</li> <li>○ consider clause 4.9 of the Transport and Infrastructure SEPP for earthworks adjacent to protected transport corridors</li> <li>○ establish the earthworks strategy for any retention, import or export of materials, including soil quality assessments.</li> </ul> </li> </ul>		<p>NA – this will be required by future development applications.</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>Contamination assessment: which may include a Detailed Site investigation, Remedial Action Plan, preliminary long-term environmental management plan, and any other plans required by an appropriately qualified professional.</li> </ul>		<p>Addressed – See 22. Contamination</p>
<ul style="list-style-type: none"> <li>Demolition and construction management plan. This plan is to also detail sediment and erosion controls.</li> </ul>		<p>NA – this will be required by future development applications.</p>
<ul style="list-style-type: none"> <li>Demonstration on how the proposed master plan meets the performance criteria and standards. Identify and respond to any potential impacts where the performance criteria will not be met, such as in relation to lighting, reflectivity, wind, visual and view impacts, especially if any of these impact public domain amenity, impacts upon performance criteria as a result of building height. Establish any new standards for these criteria.</li> </ul>		<p>The Master Plan proposes site-specific development controls and alternative benchmark solutions for Bradfield City Centre for naturalised drainage, perviousness, tree canopy and deep soil, building setbacks, solar access to open space, maximum gross footprint and road design.</p> <p>The Department's assessment found that the proposed variations would provide site-specific guidance appropriate for the city centre and are consistent with the relevant objectives and performance outcomes of the DCP.</p> <p>The Department is satisfied this requirement has been addressed adequately.</p>
<ul style="list-style-type: none"> <li>Exempt and Complying Development Code (informed by the TAP process).</li> </ul>		<p>Addressed – See 9. Complying Development</p>

Master Plan Requirement	Master Plan response	Department's Consideration
<ul style="list-style-type: none"> <li>An existing site survey plan drawn at an appropriate scale illustrating: <ul style="list-style-type: none"> <li>the location of the land, boundary measurements, area (sqm) and north point</li> <li>the existing levels of the land in relation to buildings and roads</li> <li>location and height of existing structures on the site</li> <li>location and height of adjacent buildings and private open space</li> <li>all levels to be to Australian Height Datum (AHD).</li> </ul> </li> </ul>		The Master Plan is accompanied by a Survey Plan (Appendix FF) which has addressed this requirement.

### Technical Assurance Panel membership - Bradfield City Centre Master Plan

The membership of the Technical Assurance Panel (TAP) established for the Bradfield City Centre Master Plan is provided in Table 7.

**Table 7** | TAP Membership

Member	Organisation	Title
<b>Stephen Murray</b>	Independent Chair	Independent Chair of the Western Sydney Aerotropolis technical assurance panel
<b>Catherine Van Laeren</b>	Department of Planning, Housing and Infrastructure	Executive Director, Metro West
<b>David Hartmann</b>	Transport for NSW	A/Director Strategic Landuse Western Sydney Aerotropolis
<b>Graham Richardson</b>	Transport for NSW	Director Program Management and Integration, Western Sydney Aerotropolis, Greater Sydney
<b>Lina Kakish</b>	Liverpool City Council	Acting Director, Planning and Compliance
<b>Kylie Powell</b>	Penrith City Council	Director, City Futures
<b>Renee Ingram</b>	Sydney Water	Head of Western Sydney Development
<b>Angela Jeffrey</b>	Sydney Metro	Project Director, Western Sydney Airport
<b>Matthew Bennett</b>	Independent	Urban Designer