



MASTER PLAN REQUEST

1675 The Northern Road,
Greendale

Prepared for
GREENFIELDS DEVELOPMENT COMPANY NO 2 PTY LTD
28 September 2022



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

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

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1. INTRODUCTION

This Master Plan Request has been prepared on behalf of Greenfields Development Company No 2 Pty Ltd (**GDC**). It seeks permission from the Minister for Planning and Public Spaces (**the Minister**) to prepare a Master Plan for 1675 The Northern Road, Greendale (**the site**).

The Master Plan Request has been prepared to enable the staged redevelopment of the site and facilitate the following key outcomes:

- Amendments to *State Environmental Planning Policy (Western Parkland City) 2021 (WPC SEPP)* and *Western Sydney Aerotropolis Precinct Plan* dated March 2022 (**the Precinct Plan**) to realise the optimal development of the site opportunities while managing the potential constraints identified through the detailed investigations by the proponent.
- Provision of site-specific complying development standards and design excellence provisions to facilitate the delivery of high-quality development to respond to market demands and within an efficient timeframe to align delivery of the first building(s) with the commencement of the Western Sydney International (**WSI**) airport operations.

It is intended that the Master Plan will deliver a superior outcome compared to the Precinct Plan for the following reasons:

- ‘Connecting with Country’ principles have been adopted through all aspects of the modified layout, including retention of heritage and cultural landscapes, testing of key sightlines and proposed public domain improvements and landscaping along Lake Duncan and the surrounding riparian areas.
- Detailed site investigations and planning will provide for high-quality development which will support the Western Sydney International (**WSI**) airport and market demand for large-scale industrial-style buildings within an attractive landscaped setting, supported by active transport connections.
- Retention and utilisation of Lake Duncan will deliver stormwater quality and quantity outcomes aligned with Sydney Water expectations and an innovative solution that provides for developable land to support the Cargo Precinct and avoids unnecessary land acquisition costs for Government.
- Further ground-truthing and validation of the waterways and riparian corridors will facilitate protection and restoration of high value areas, while providing for an optimal development outcome with appropriate environmental, social and economic benefits and impacts.
- Relocation and reconfiguration of the Local Centre and Local Open Space to provide for early delivery of retail, convenience services and on-site amenity for employees and visitors to the Agribusiness Precinct.
- The refined road network maintains key connections from the Outer Sydney Orbital (**OSO**) motorway, The Northern Road and WSI airport, providing for future bus connections, while creating greater efficiencies in the delivery of developable lots that optimise existing site features and modified landscape.
- Development sequencing is better aligned with anticipated development phasing and the continuation of dairy farm activities in the short to medium term. It enables the Technical Assurance Panel (**TAP**) to consider whether a detailed Master Plan be prepared only for the First Priority Area, with additional detailed planning for the Second Priority Area to be undertaken closer to the time of its redevelopment.

The Master Plan Request has been prepared in accordance with the relevant provisions of the following plans and guidelines, including:

- *State Environmental Planning Policy (Precincts - Western Parkland City) 2021*
- *Western Sydney Aerotropolis: Master Plan Guidelines - Guideline to Master Planning in the Western Sydney Aerotropolis*, dated December 2021 (**the Master Plan Guidelines**)
- *Supplementary Guidance: Preparing Master Plan Request (the Supplementary Guidelines)*

The matters listed within the Supplementary Guidelines are addressed in the following sections of the report.

Table 1 Master Plan Request Requirements

Requirement	Inclusions	Section
Landowner's Consent	In accordance with the Aerotropolis SEPP	Appendix A
Indicative Plan	- Structure Plan	Section 3.1
	- Public domain strategy	Section 3.2
	- Land use sub-precincts organised by intensity and primary land use	Section 3.3
	- Estimated number of jobs and homes both ultimate and annual	Section 3.5
	- Indications where the master plan may not be consistent with an approved Precinct Plan	Section 4.2
Constraints Plan	- Airport safeguarding	Section 2.4
	- Flooding – 1% AEP, 0.5% AEP and PMF	Section 2.4
	- Significant vegetation	Section 2.4
	- Areas of known contamination	Section 2.4
	- Areas of heritage or cultural significance	Section 2.4
	- Planned transport corridors	Section 2.4
	- Evidence of servicing capability	Section 2.4
Proposed Complying Development	<p>The proponent is required to identify location/s and development within the master plan site for which the complying development is to be sought. This can be either the entire site, or only a portion of the site. The degree of detail required for a master plan will be guided by the extent complying development is to be unlocked by the master plan. Depending on the location/s, development types and context of the locations the proponent is seeking to unlock the complying development pathway, additional technical investigations may be required. The request should describe the proposed concept for complying development, including:</p> <ul style="list-style-type: none"> - Plan showing areas where complying development is proposed - Land uses proposed to be complying development and preliminary development standards (code) for each of the land uses in table form, including land-based exclusions (e.g., flood areas, significant heritage areas) - The existing approval pathway for those land uses (i.e., SSD, relevant SEPPs, third parties' approvals required). 	Section 5
Project Staging	Staged master plans will be required to address all the standard requirements for the initial stage(s) for which approval is sought. Some or all standard requirements may also need to be addressed for remaining stages in order to demonstrate that the initial stage	Section 3.6

Requirement	Inclusions	Section
	<p>will not inhibit coordinated development outcomes across the remainder of the site or evolution of stages over time.</p> <p>The requirements for a staged master plan will be issued by the Minister for Planning and Public Spaces or his Delegate in granting permission to master plan. It is expected that a proponent will provide precinct planning level detail as well as anticipated building footprints and potential uses for the future staged portions of the Master Plan.</p>	
Design Excellence Strategy	The strategy outlines the process the proponent will follow to achieve design excellence. There may be different design excellence pathways ranging from design competitions to staged master plan development with design reviews along the development process.	Section 6
Cultural Map	Cultural Mapping is the identification, classification and mapping of cultural resources existing in a community. It includes tangible assets such as cultural industries, facilities and spaces, as well as natural and cultural heritage, public art, and places of religious assembly on the master plan site. The Cultural Map is to form one of the guiding tools, alongside the Design Excellence Strategy and NSW Better Placed design objectives, for the development of the master plan.	Section 2.4 Section 3.4

2. SITE ANALYSIS

This section of the report describes the existing site features and the relevant planning framework and site constraints which are likely to inform the siting and layout of future development within the Draft Master Plan.

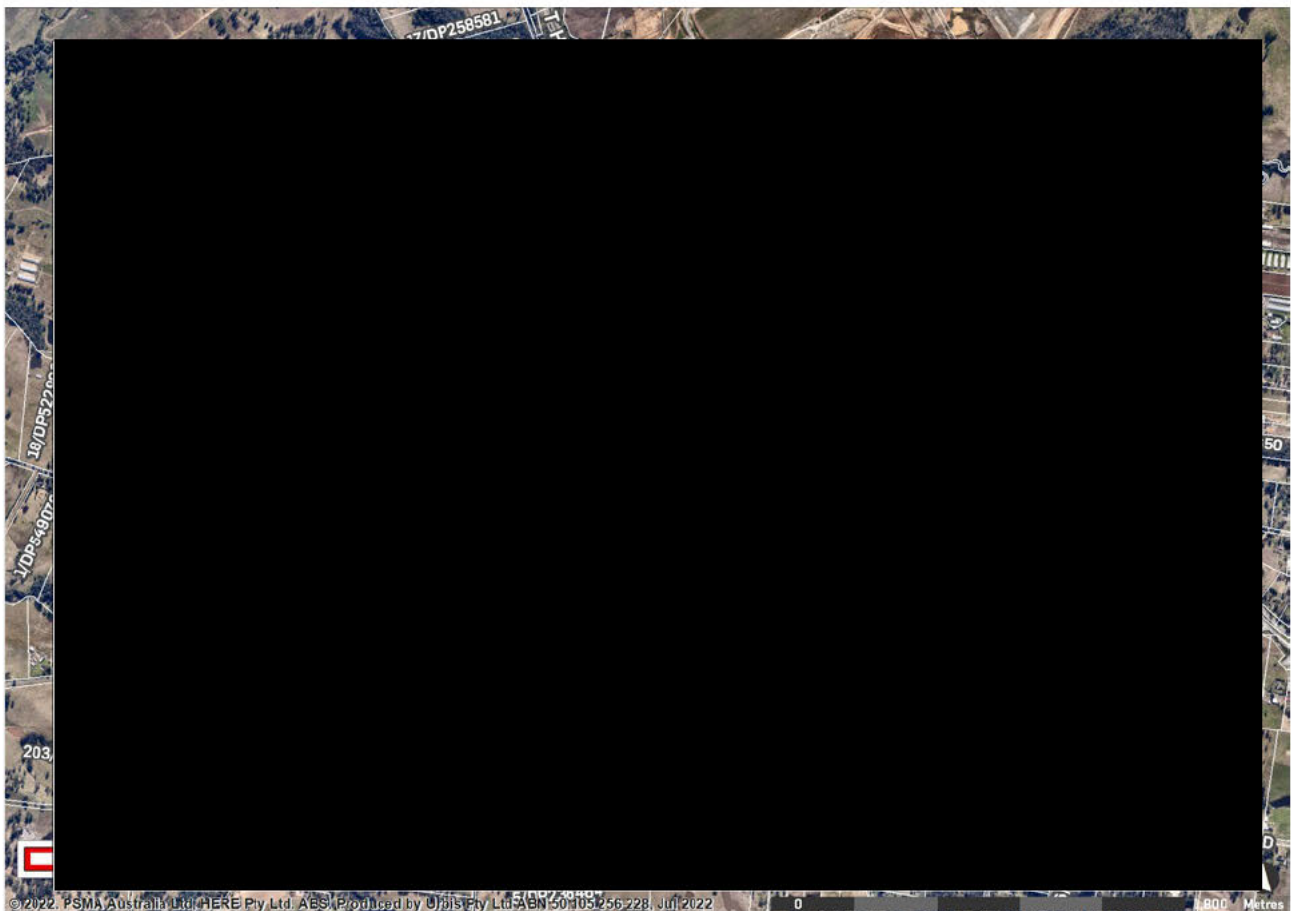
2.1. SITE DESCRIPTION

The site comprises a family owned and operated dairy farm, milking approximately 2,000 cows in a modern dairy facility at 1675 The Northern Road, Greendale (referred to as 'Base Farm'). An aerial photograph of the total land holding is provided as **Figure 1**. The total area comprises 520 hectares and legally described as follows:

- Lots 100 and 101 in Deposited Plan 1171843
- Lot 1 in Deposited Plan 1232438
- Lot 106 in Deposited Plan 1236319
- Lot 31 in Deposited Plan 746107
- Lot 76 in Deposited Plan 27550

The land is owned by Leppington Pastoral Co Pty Limited (**LPC**). GDC has entered into an agreement with LPC to pursue a Master Plan for the site. Land owner's consent for lodgement of the Master Plan Request by Urbis and on behalf of GDC is attached as **Appendix A**.

The Master Plan Request applies only to land within the Western Sydney Aerotropolis as shown in **Figure 2**. This does not include land along the western boundary for the future Outer Sydney Orbital and two residential lots to the south. Further details regarding this matter are provided in **Section 2.2** having regard to the relevant planning framework.





The site currently accommodates the LPC head office and major dairy operations within large agricultural-style buildings located towards the centre of the site. Smaller supporting and ancillary structures are located across other parts of the farm. This includes large single detached dwellings along the southern and western boundaries. Photographs of the site are provided as **Figure 3**. The current dairy farm operations are planned to continue for the foreseeable future and will be progressively scaled down as land is serviced by transport and utility services and made available for development in accordance with the WSA framework.

The western and northern parts of the site are dominated by three large man-made reservoirs, the larger of which (referred to as Lake Duncan) has a total surface area of approximately 65 hectares. The site is mostly cleared of vegetation. Scattered trees are present in the north-western and south-western corners of the site, generally along the riparian corridor to the north and south of Lake Duncan. The current landscape has been significantly modified to accommodate the existing farming operations. These modifications have resulted in discrete landscape zones as outlined in **Figure 4**.

The site is well located on the recently upgraded The Northern Road, providing a north-south link from the Westlink M4 Motorway in the north to the M5 South-West Motorway in the south. The closest railway station is likely to be the new metro station within the Bradfield City Centre. There is an existing bus stop on Dwyer Road, near the intersection with The Northern Road, which provides school bus services but does not currently appear to provide for public transport access to the site.

Figure 3 Site Photographs (source: Urbis, 2022)



Picture 1 Lake Duncan



Picture 2 Lake Duncan and existing water bodies to east



Picture 3 Looking east towards dairy farm buildings



Picture 4 Looking north to WSI airport and cargo precinct

Figure 4 Modified Landscape (source: Terroir, 2022)



2.2. LOCALITY CONTEXT

The future WSI airport is immediately north-east of the site and on the opposite side of The Northern Road (refer **Picture 4** and **Figure 5**). The current Airport Plan dated September 2021 shows the cargo facility and second runway opposite the site.

The land to the north and west also forms part of the Western Sydney Aerotropolis and is proposed to be redeveloped for land uses compatible with the long-term growth and development of the Western Sydney Airport. The future Outer Sydney Orbital is proposed to run north-south along the western boundary, providing a significant physical barrier between the Aerotropolis land to the east and the remaining agricultural zoned land to the west. The land to the east of Badgerys Creek Road comprises the first phase of works in the Aerotropolis Core Precinct. This includes the site for the 'First Building' proposed within the Bradfield City Centre which has been lodged by the Western Parkland City Authority (**WPCA**). The land to the west and south of the site is located outside of the Aerotropolis boundary and expected to be retained for rural uses.

The potential cumulative impacts of development within the Western Sydney Aerotropolis will form a key consideration within the future Draft Master Plan. It is anticipated that the construction impacts associated with the WSI airport will be of most relevance in the short-term, including, but not limited to, air quality and construction-related traffic.

Consideration will also need to be given to existing, likely or future proposals within the locality, including construction and operation-related impacts associated with the Agribusiness zoned land to the north, the Cargo Precinct for the WSI airport to the east, the OSO motorway to the west and future likely development on the Dwyer Road precinct to the south.

Each of these matters will be addressed in further detail within the Draft Master Plan, including the detailed technical investigations which will be undertaken in accordance with the Master Plan Requirements.

Figure 5 Locality Aerial Photograph (source: Urbis, 2022)



2.3. PLANNING CONTEXT

The statutory planning framework supports the broader strategic vision, at a local, State and Commonwealth Government level, to create a fully realised 22nd century city – the Western Parkland City – by leveraging the significant investment associated with the WSI airport and Sydney Metro – Western Sydney Airport line.

The environmental planning instruments relevant to the site and its likely future development include:

- *State Environmental Planning Policy (Precincts - Western Parkland City) 2021 (WPC SEPP)*
- *Western Sydney Aerotropolis Precinct Plan (the Precinct Plan)*
- *Western Sydney Aerotropolis Development Control Plan 2020 (the Stage 1 DCP)*

Most of the GDC land is located within the Western Sydney Aerotropolis and is zoned Agribusiness under the WPC SEPP as shown in **Figure 6**. Part of the site is also located within the Environment and Recreation zone. The boundaries of the Environment and Recreation zone were recently amended following release of the Cumberland Plain Conservation Plan (**CPCP**) and gazettal of associated amendments to *State Environmental Planning Policy (Biodiversity and Conservation) 2021* on 17 August 2022,

The land to the west and south remains in the RU1 Primary Production and R5 Large Lot Residential zones under *Liverpool Local Environmental Plan 2008 ('the LEP')*, also as shown in **Figure 6**. This land sits outside of the Aerotropolis and Master Plan boundary, however, consideration has been given to its likely future development, including the provision for future road and active transport connections as shown in the indicative maps within **Section 3**.

The WPC SEPP also provides for the acquisition of land to facilitate the delivery of water management infrastructure and open space (refer **Figure 7**). The site includes 14 separately defined areas of land to be acquired for 'Stormwater Infrastructure' and one area of land to be acquired for 'Local Open Space and Drainage'. It is intended the Master Plan may remove or relocate the proposed Land Reservation Acquisition Areas based on an alternative water management solution. This is also discussed in further detail within **Section 4.1** of this report.

The more detailed site constraints imposed by the WPC SEPP (including aviation safety, flooding, significant vegetation and other matters) are addressed in **Section 2.3**.

Figure 6 Land Zoning Map (source: Urbis 2022)

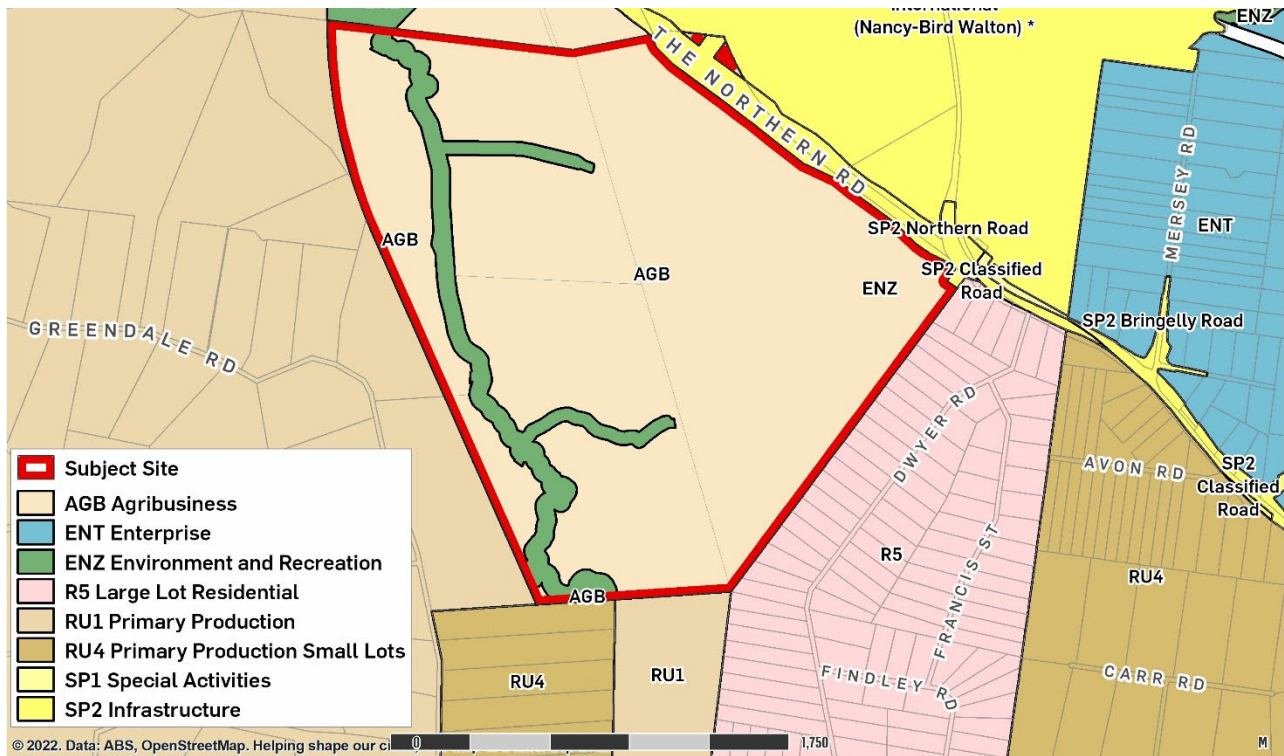
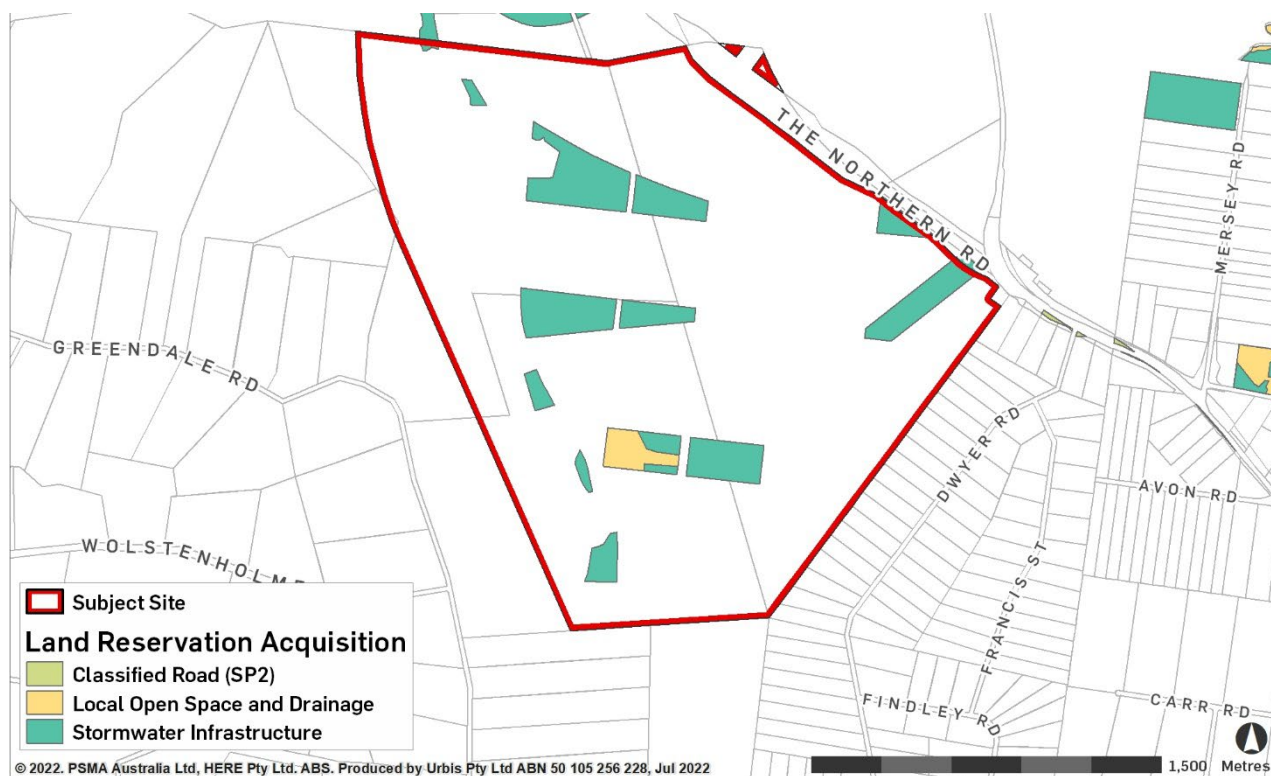


Figure 7 Land Reservation Acquisition Map (source: Urbis, 2022)



The place-based objectives and development guidelines for the site are provided in *Western Sydney Aerotropolis Precinct Plan* dated March 2022 (**‘the Precinct Plan’**). The key matters to be addressed in the future Master Plan are identified and explored in further detail within **Section 4.2** of this report, including a comparative analysis of the current provisions and potential future changes.

Western Sydney Aerotropolis Development Control Plan 2020 – Phase 1 provides further detailed guidelines to manage the siting and design of future development. This document is to be replaced by *Western Sydney Aerotropolis Development Control Plan 2022 – Phase 2* which is still being resolved by the Department. Any future Master Plan will need to consider the provisions of the final Phase 2 DCP.

2.4. SITE OPPORTUNITIES AND CONSTRAINTS

This section of the report provides a preliminary analysis of the site opportunities and constraints based on a desk-top analysis of the site context and planning framework. This analysis is supported by physical inspections of the site and its context and preliminary research and investigations regarding the potential impacts of previous land use activities.

Preliminary engagement with Aboriginal knowledge holders, including a site visit, has identified opportunities to recognise the ongoing custodianship of the land, including its significance to First Nations People and more recently, by the three generations of dairy farmers who have occupied the land since 1963. It was recognised the modified landscape is mostly cleared of natural vegetation, however, there are opportunities to restore and rehabilitate riparian corridors along Lake Duncan with native species. Key sightlines and vistas will also be considered in the layout of the future development, including the road layout and public domain improvements.

Further detailed investigations will be undertaken in accordance with the future Master Plan Requirements to provide a comprehensive understanding of the site opportunities and constraints, including the existing biodiversity and stormwater and flood conditions. The potential impacts associated with the existing farming operations will also be assessed, including site contamination and remediation requirements. Consideration will need to be given to the potential cumulative impacts of existing, approved and likely future development as described in **Section 2.2**.

A Cultural Map (Existing) Plan and Constraints Plan have also been prepared in accordance with the ‘Supplementary Guidance: Preparing Master Plan Request requirements. These maps are held as **Figure 8** and **Figure 9** on the following pages.

- **Areas of Cultural and Heritage Significance:** Yerrabingin has been engaged to lead the Connection to Country approach, collaborating with Terroir and other members of the proponent's design team to guide the future development of the site in accordance with the relevant planning framework.

This has incorporated the findings and recommendations from a preliminary cultural values mapping workshop undertaken (by others) with the local Aboriginal Land Councils within the study area, knowledge holders and the primary traditional owners to support the original preparation of the *Western Sydney Aerotropolis Precinct Plan*. This workshop identified the key Aboriginal cultural values of the Aerotropolis, to inform strategic precinct planning design and identify necessary future stages of Aboriginal community engagement requirements at the master planning and development stages. The following Cultural Values were summarised by Extent Heritage following this workshop:

- *Being on Country: it is important to be on Country to talk about and see archaeological sites and landscapes. Feelings are an important aspect of this site.*
- *Conservation of modified trees: carved or scarred*
- *Wildlife corridors: Retention of Cumberland Plain Woodland and remnant vegetation*
- *Conservation of significant objects and places: (such as grinding grooves, ridge lines and sandstone areas)*
- *Intergenerational equity: accumulative impact*
- *Connecting waterways: Burra is eel. Connection between Dharug people and Country.*

The work being undertaken by Yerrabingin seeks to incorporate the outcomes of the previous stakeholder consultation as outlined on page 30 of *Recognise Country Draft Guidelines for development in the Aerotropolis* and as per the following extract:

'the stakeholders were initially reserved about placing their notes on the tree diagram. All of the stakeholders reiterated that the whole tree is in danger – a consensus conclusion that ties back into the theme of cumulative impact across the Cumberland Plain and how the progressive development of Western Sydney has removed all but a small portion of the original environment of the Cumberland Plain. While the stakeholders included some high-level values on the cultural values tree, the general consensus was that they needed to go out from the meeting and talk to elders and members of the communities before providing any more cultural values input. All the stakeholders emphasised the need to get on Country to take the cultural values mapping to the next stage of detail needed for master planning and development.'

Yerrabingin has drawn upon the above approach to confirm the site-specific values, arranging and hosting the following consultation meetings at Base Farm:

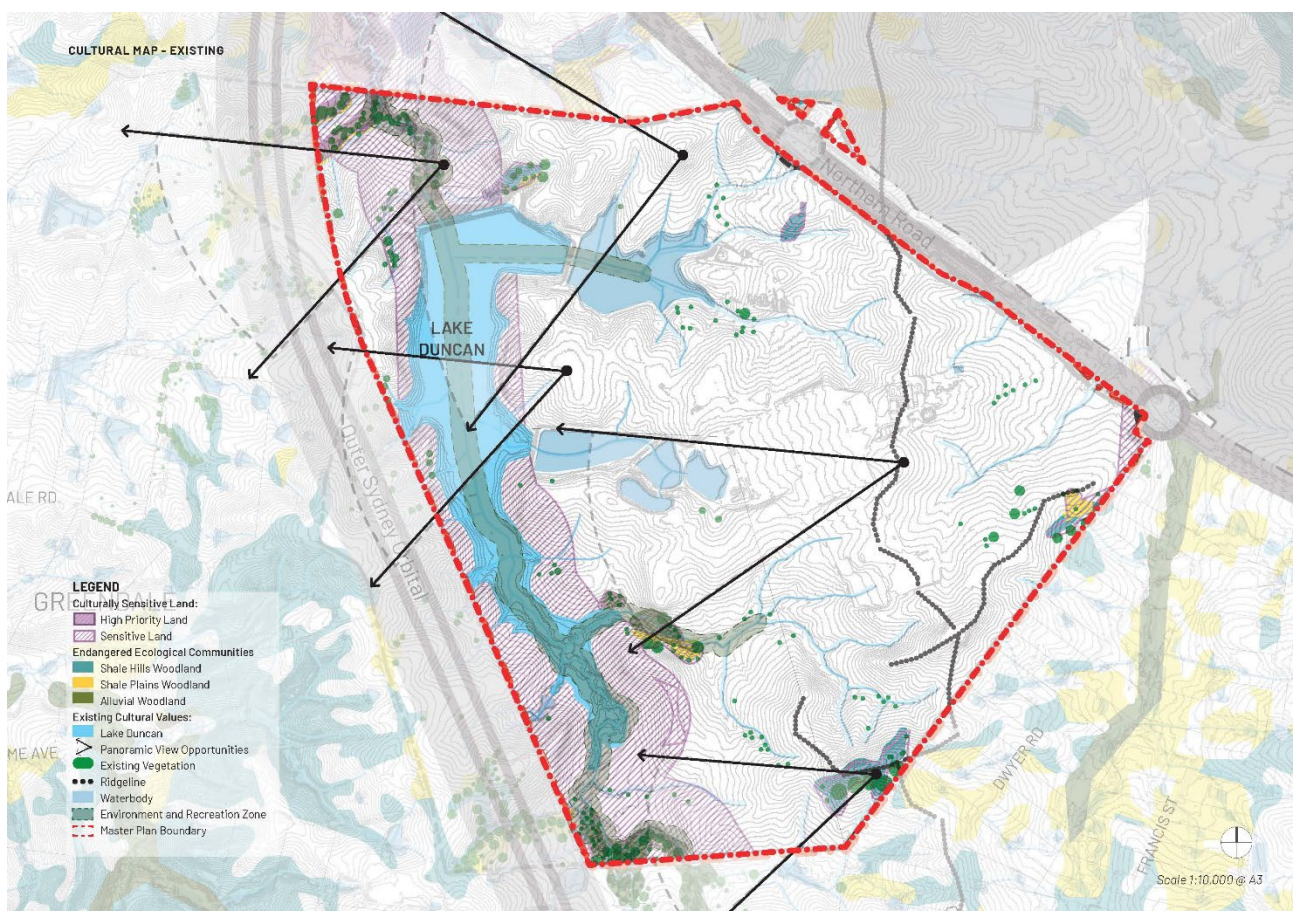
- 26 July 2022: a 'Walk on Country' was undertaken with Darug Women, plus representatives from GDC to provide an overview of the project and history of the farm. Unfortunately, only two attendees were able to attend on behalf of the Darug Women due to Sorry Business. However, preliminary discussions identified cultural opportunities for Base Farm, with general support for retention of the lake and creation of a 'meeting place' which would ideally be located next to a waterbody. Indigenous planting should be provided along the riparian corridors, with exploration of educational opportunities, including space to retain and show artefacts, host site tours to tell stories and raise awareness of Darug Country and share land management approaches between Traditional Owners and the current site owners.
- 22 August 2022: a preliminary workshop was held with the Darug Women at Fernhill Estate, including representatives from GDC and other major WSA land owners, to discuss some of the potential concepts identified in a workshop with Yerrabingin that morning. The key themes/priority areas included
 - Reciprocation: long term give-back plan to Darug Women, potentially including access and a meeting place on site and near waterways.
 - Recognition: Acknowledgement of Country through opportunities which optimise the WSI airport, including indigenous art on the roof-tops of buildings and indigenous plantings which show legible patterns when viewed from above.

- Retention: maintaining large riparian zones and waterways for benefit of native flora and fauna, particularly fruit bats and black swans.
- Design options: utilising basket weaving designs as part of the landscape and reflected in structural design.

Yerrabingin is proposing to coordinate a Design Jam (co-design consultation process) with the local Darug Women and the project team in the near future (date TBC). This process will help inform the design and structure of the masterplan and establish methods for celebrating the Cultural Heritage and Connection to Country within all elements of the design. In the meantime, GDC is seeking to explore some of the opportunities identified in the preliminary discussions, particularly having regarding the opportunity to deliver a cultural space adjacent to Lake Duncan and Acknowledgement of Country initiatives which optimise the site location adjacent to the WSI airport.

Consideration will also need to be given to other historic and cultural values associated with the post-European settlement land use activities, including the significance of the site as a third-generation dairy farm and the modified landscape, including Lake Duncan and views across the site and to the Blue Mountains. The existing vegetation and views are discussed in further detail below.

Figure 8 Cultural Map - Existing (source: Terroir, 2022)



- **Vegetation and Views:** most of the site is cleared, with limited native vegetation and low canopy cover. It is proposed the Draft Master Plan could include a network of open space, vegetation and active transport links, connecting uses across the site and beyond. The core public domain and parkland zones are to be focussed around Lake Duncan, optimising the amenity associated with the existing landscape and waterbody. Key vantage points will be identified along the ridgeline, high points and hill-tops which provide views across the landscape and Blue Mountains beyond.
- **Airport Safeguarding:** the site is affected by easements and restrictions to safeguard the airport operations, including an easement to accommodate High Intensity Approach Lighting ('HIAL') as shown in **Figure 9**. The controls in Part 4.3 of the WPC SEPP include restrictions on the proposed land use activities and built form, including aircraft noise, building wind shear and turbulence and wildlife hazards, etc. Each of these matters will need to be addressed in detail within the Draft Master Plan, including the

siting and layout of future buildings and the mitigation measures which may be required to facilitate the retention of Lake Duncan for water management and recreation.

- **Stormwater and Flooding:** the site is not identified within a flood planning area in accordance with the WPC SEPP. However, detailed consideration will need to be given to the overall approach to water management in accordance with the Precinct Plan, having regard to any changes to the upstream or downstream catchments based on future development.

Preliminary modelling undertaken by Costin Roe on behalf of GDC has indicated that Lake Duncan (which has 42 hectares of surface area) can provide an innovative response to stormwater management and delivering a 'Cool, Green and Resilient City' aligned with Sydney Water objectives. Stakeholder discussions with Sydney Water and the Environment and Heritage Group of DPE have provided in-principle support for the retention of Lake Duncan as a key stormwater asset for amenity, stormwater management and stream health and stormwater harvesting. This approach may avoid the need for further land acquisition to manage stormwater and avoid unnecessary costs for Government.

- **Local Open Space:** the Local Open Space is to be co-located with the Local Centre. This will provide a high level of amenity for employees and visitors, including passive and active recreation opportunities which are integrated with the retail and convenience-based services to be provided on the site.
- **Site Contamination:** the site has been used as a dairy farm and it will be necessary to undertake relevant investigations to assess and quantify any soil or groundwater contamination in accordance with *State Environmental Planning Policy (Resilience and Hazards) 2021* and the associated guidelines. A Remediation Action Plan and/or Preliminary Long-Term Environmental Management Plan may be required to address any areas of known contamination and confirm the site is suitable for the proposed future land use activities.
- **Transport Corridors:** the site is located on The Northern Road which provides excellent access to the regional road network, including the Westlink M4 Motorway in the north to the M5 South-West Motorway in the south. An east-west Primary Arterial Road is expected to connect the Outer Sydney Orbital (OSO) Motorway to the WSI Cargo Precinct, with a signalised intersection on The Northern Road providing the primary access to the GDC land.

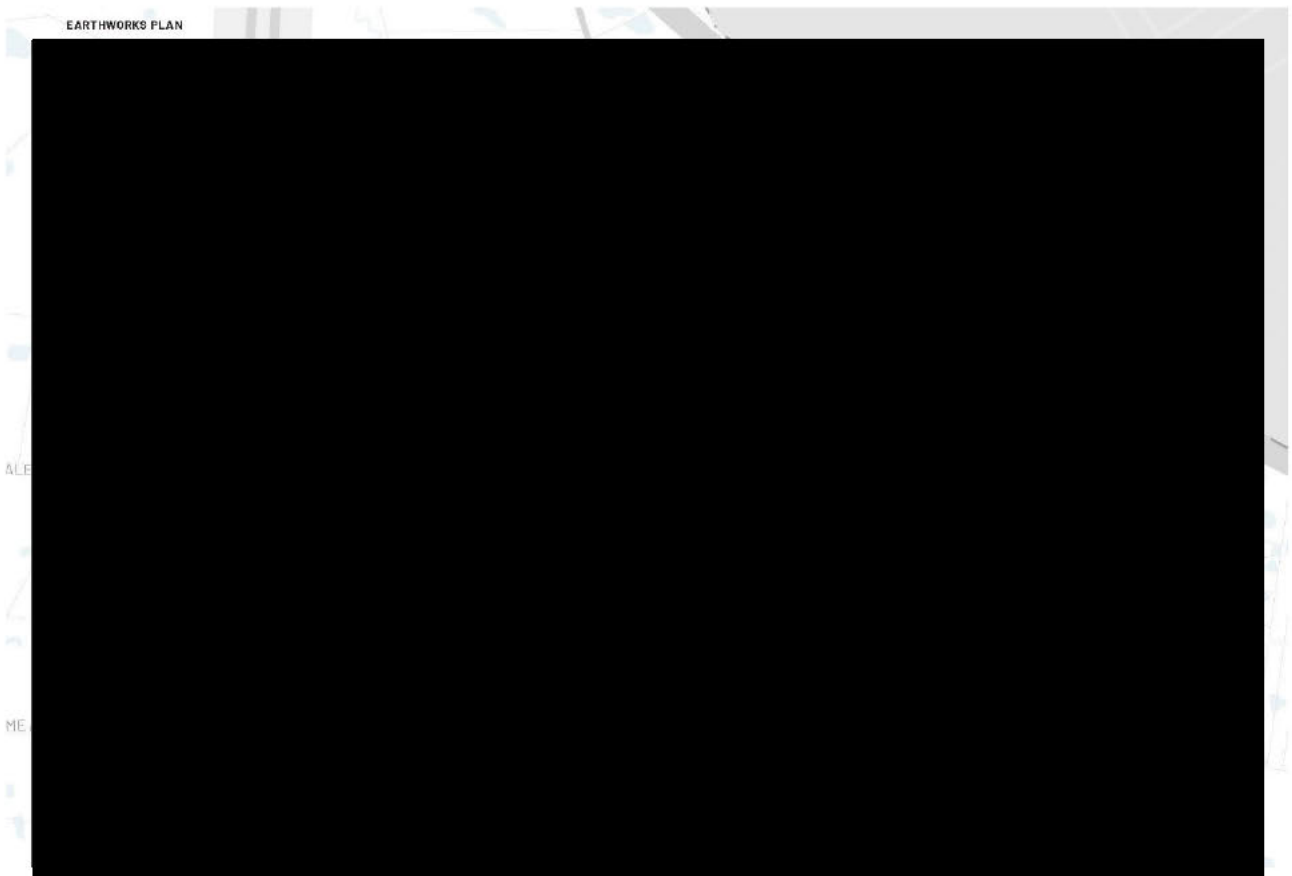
The site is not currently serviced by public transport, however, future rapid bus services are expected to provide a connection to the planned metro station within the Bradfield City Centre. This will involve delivery of a north-south Sub-Arterial Road connecting from the proposed Primary Arterial Road, through the GDC land an east-west connection with the second intersection on The Northern Road. Further consideration is given to the proposed Transport Network in **Section 4.2** of this report.

- **Site Topography and Earthworks:** the sloping topography of the site will require significant earthworks to facilitate developable lots for large-scale employment-generating development as envisioned by the planning framework and the land use activities to be accommodated within the Agribusiness zone. **Figure 10** shows the areas of the site which will require cut and fill to provide for future development which is primarily focussed on the eastern part of the site. Consideration will need to be given to the potential impacts of these works on the maximum building heights which can be delivered as outlined in further detail within **Section 4.2** of the report.
- **Utility Services:** the site is currently serviced via both utility services authority infrastructure and on-site management. This level of servicing is appropriate and adequate for the existing agricultural and residential uses. However, it is acknowledged significant service upgrades will be required to facilitate the planned future development. This is addressed in further detail within **Section 3** and **Section 4.2** of the report.

Figure 9 Constraints Plan (source: Terroir, 2022)



Figure 10 Site Topography and Earthworks (source: Costin Roe / Terroir, 2022)



3. INDICATIVE PLAN AND STAGING

This section of the report describes the potential layout and staging of future development based on the preliminary investigations undertaken by GDC and having regard to the site opportunities and constraints identified in Section 2.3.

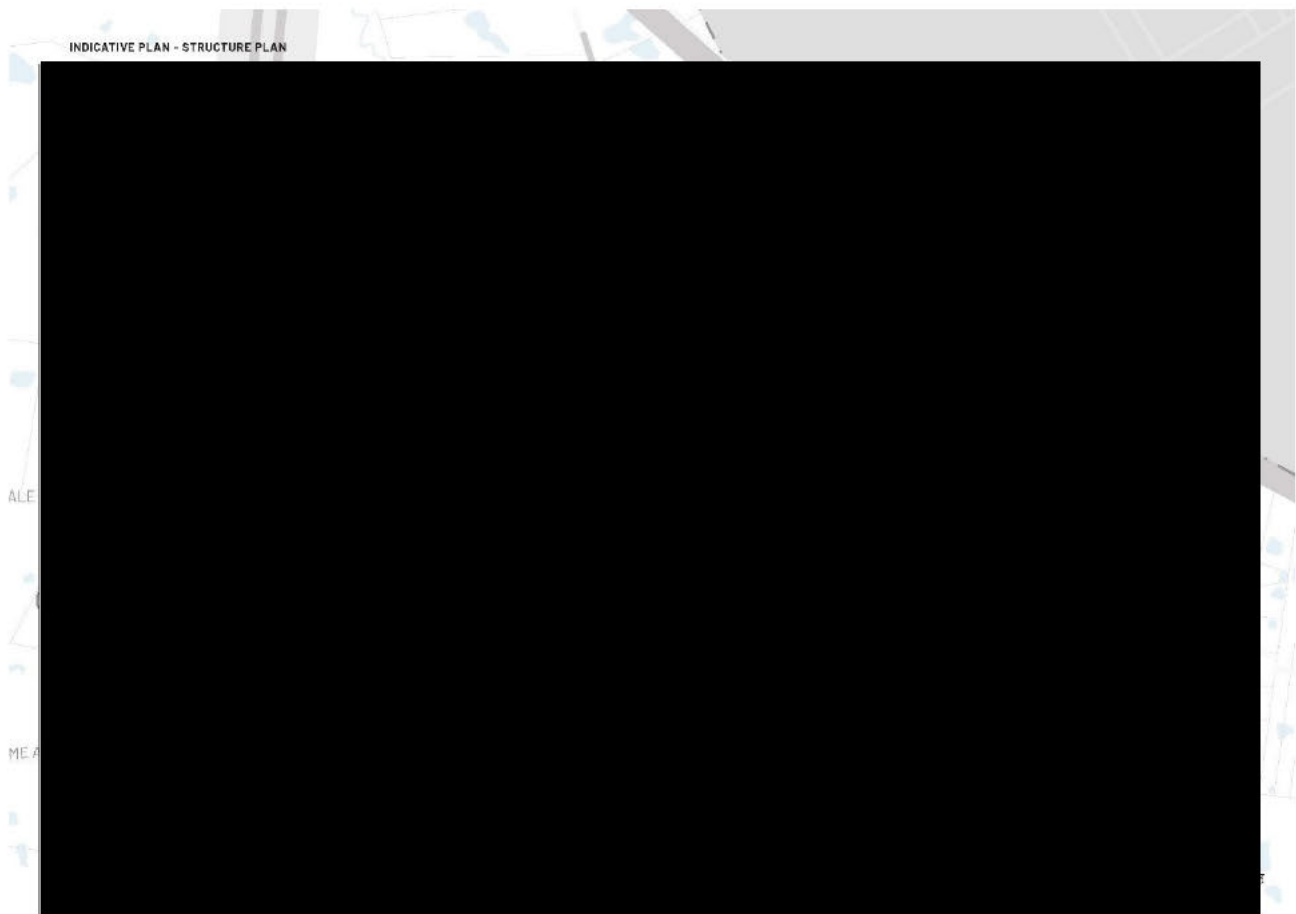
The plans have been intentionally prepared at a 'high level', acknowledging more detailed investigations will be required to be undertaken in response to the Master Plan Requirements and the more rigorous consideration of the key issues as part of the co-design process with the TAP.

The potential changes to the WPC SEPP and Precinct Plan are identified and discussed in further detail within Section 4 of this report. This includes side-by-side comparison maps which clearly show the proposed changes to the current planning framework arising from the indicative plans below.

3.1. STRUCTURE PLAN

A preliminary Structure Plan (Figure 11) has been prepared which outlines the key features of the potential future Master Plan, including the potential layout of the planned land use activities and movement network, considering the forecast infrastructure delivery and staging of future development.

Figure 11 Structure Plan (source: Terroir, 2022)



The indicative layout has been informed by key findings of the preliminary site investigations and stakeholder engagement undertaken by GDC to facilitate greater understanding of the site opportunities and constraints, including the relevant planning framework. The guiding principles which informed the preliminary layout as shown above are summarised below and outlined in further detail in the following sections of this report:

- Optimising the existing site topography and modified landscape to deliver developable land which meets forecast market demand and supports the future WSI operations.
- Retention of Lake Duncan to manage stormwater quantity and quality in accordance with Sydney Water objectives and targets.

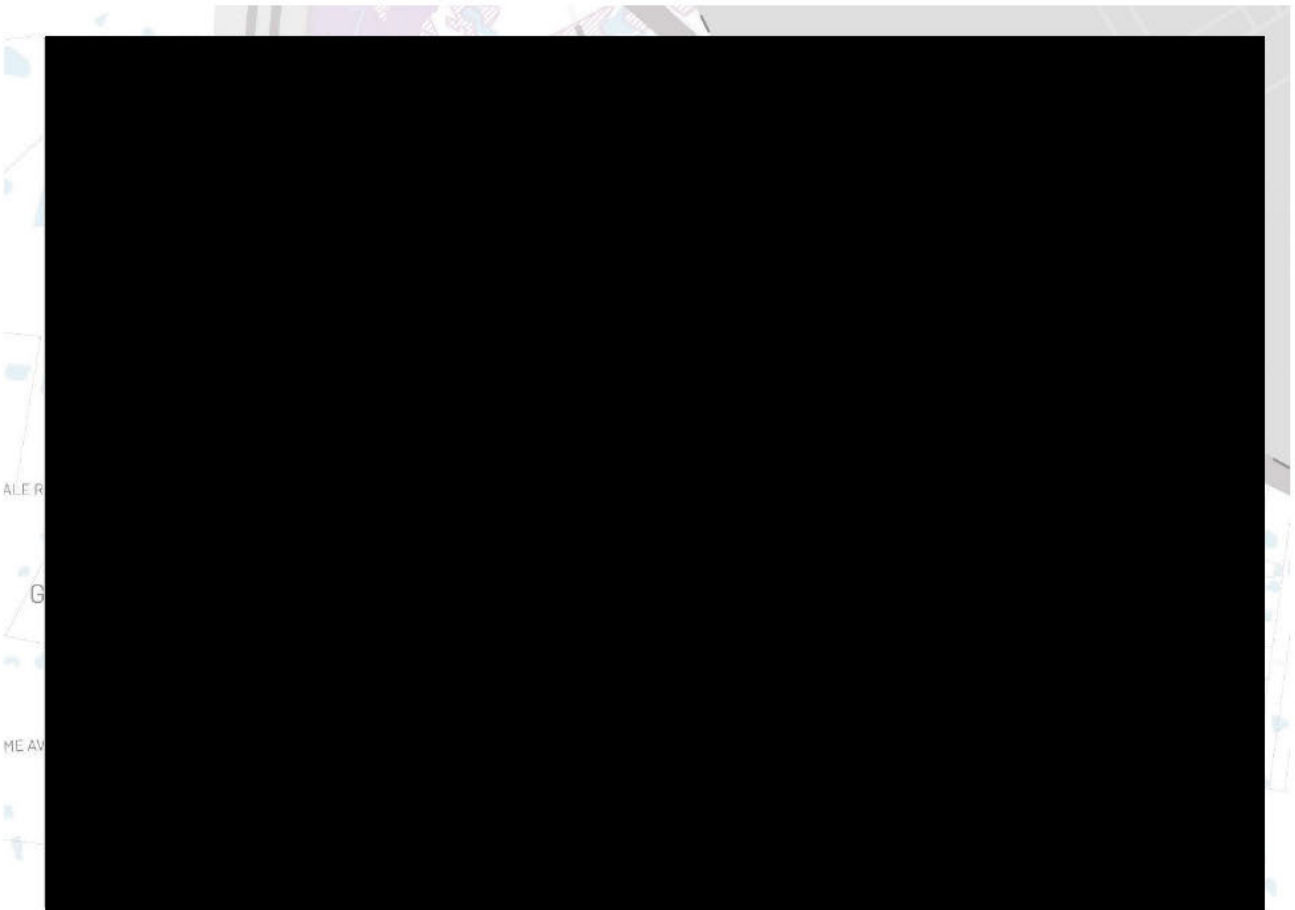
- Further ground-truthing and validation of the waterways and riparian corridors will facilitate protection and restoration of high value areas, while providing for an optimal development outcome with appropriate environmental, social and economic benefits and impacts.
- Locating the Local Centre and Local Open Space to provide for the early delivery of on-site amenities for future employees and visitors to the site, while also meeting the economic and employment objectives for the site.
- Delivery of the key intersections identified by Transport for NSW to provide access to the site, the Cargo Precinct for the WSI airport and the future Outer Sydney Orbital and future bus connectivity.
- Refinement of internal road layouts to optimise the efficiency of future development and provide flexibility for future connections to the Dwyer Road Precinct.

It is anticipated that the indicative Structure Plan (and the indicative plans in the following sections of this report) will be tested and refined through the preparation of the draft Master Plan in accordance with the Master Plan Requirements and the co-design process to be undertaken with the TAP.

3.2. PUBLIC DOMAIN PLAN

A preliminary Public Domain Plan has been prepared to outline how the future Master Plan can deliver a high-quality public domain and landscaping which responds to the existing site features and opportunities.

Figure 12 Public Domain Strategy Plan (source: Terroir, 2022)



Lake Duncan is to be substantially retained to manage stormwater run-off from the development. Preliminary modelling undertaken by Costin Roe has confirmed the alternative approach will achieve the stream-health flow duration discharge criteria at the downstream end of Lake Duncan without the need for additional basins (and land acquisition). The modelling results were submitted to Sydney Water in response to the recent public exhibition of the *Draft Aerotropolis Stormwater Catchment Framework*.

This alternative solution has received in-principle support from Sydney Water. It is expected the preliminary analysis will be supplemented with additional information to be prepared in response to the Master Plan Requirements and further discussions with Sydney Water.

It is anticipated the retention of Lake Duncan and its role within the stormwater management framework will form a key issue to be resolved as part of the co-design process. Input from various State agencies, Liverpool City Council and others will be important to ensure the optimal outcome is achieved for the site and the locality, as well as the sustainability objectives for the broader precinct.

Further consideration will need to be given to the ownership and management of all stormwater management assets, including Lake Duncan and any additional land to be acquired (if considered necessary) for the on-site retention and treatment of stormwater before it is discharged to the north via Duncan's Creek. Statutory approvals outside of the Master Plan process will also need to be considered in deriving the final stormwater management strategy, eg Water Sharing Plan.

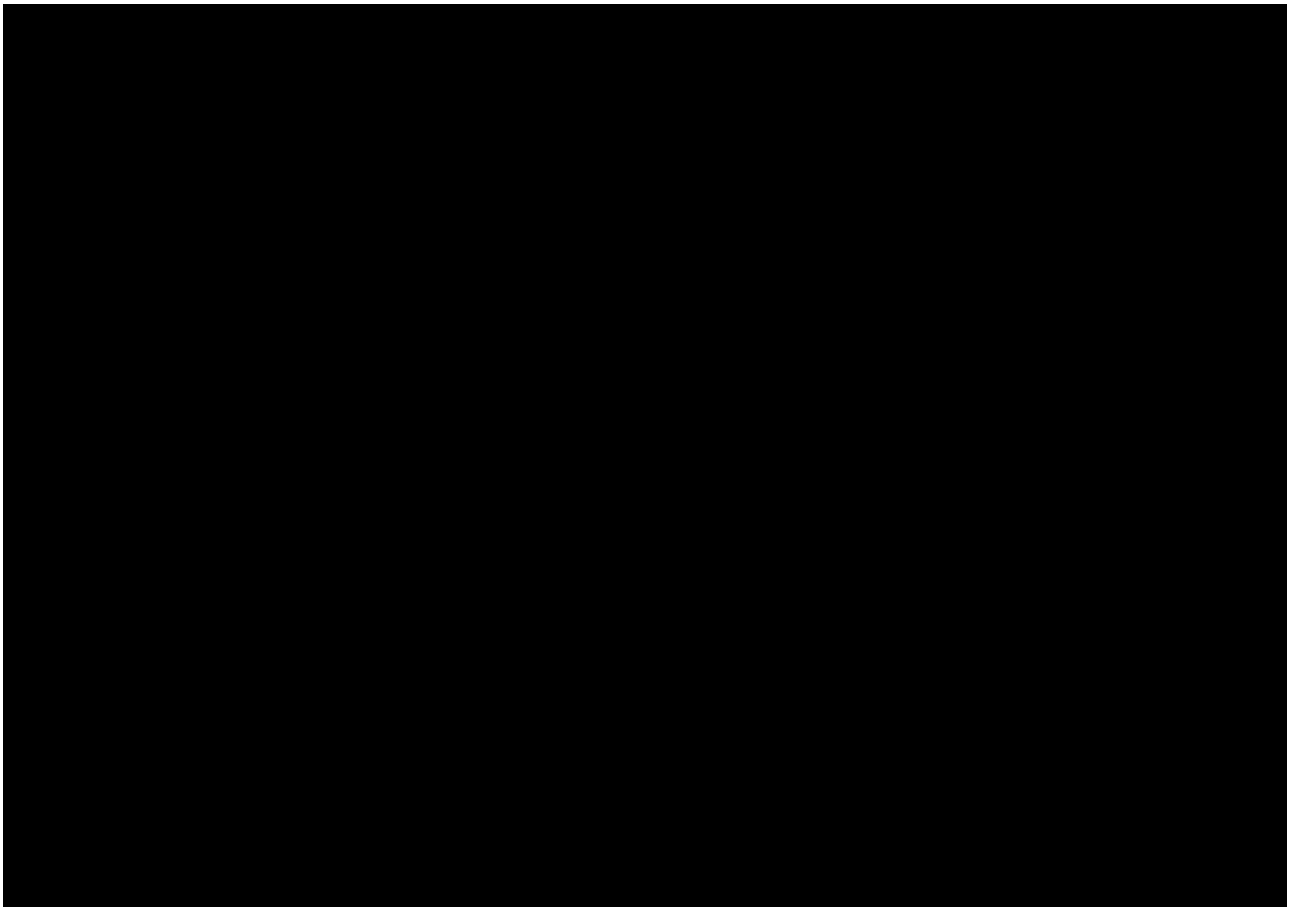
The surrounding foreshore will deliver open space and landscaping to provide a high level of amenity for future workers and visitors. It will also contribute to environmental outcomes, including evaporative cooling and increased tree canopy shading. A landscaped transition interface is proposed along the boundary of the parkland/open space to provide for appropriate setbacks and treatment of future large-scale buildings and an acceptable visual and amenity outcome.

The Local Open Space is to be co-located with the Local Centre to optimise on-site amenity and recreation opportunities. The quantum of open space would be maintained in accordance with the current requirements outlined in the Precinct Plan and the supporting documentation which informed its preparation.

3.3. LAND USE SUB-PRECINCTS

A preliminary Land Use Sub-Precincts Plan (**Figure 13**) has been prepared to outline how the site may be developed to accommodate a range of development lot sizes and land use activities associated with supply chain industries, from large-scale warehouse or distribution centres and industries through to supporting office and business premises.

Figure 13 Land Use Sub-Precinct Plan (source: Terroir, 2022)



It is anticipated the draft Master Plan will provide for a range of potential block sizes having regard to the existing site topography and proposed access arrangements. Flexibility will be provided within the block

structure to facilitate the delivery of developable lots which respond to market demand, leveraging the strategic location close to the WSI Cargo Precinct.

The indicative plan shows the proposed Local Centre in the north-eastern corner of the site, adjacent to The Northern Road and its intersection with the Primary Arterial Road. The Precinct Plan provides a flexible approach to its final layout and design and accordingly, GDC is proposing an alternative layout which will align with the anticipated staging of the development. The alternative location will provide for the delivery (and economic viability) of retail and convenience services in the early phases of the project. The site provides higher visibility to The Northern Road, enabling a higher level of patronage until there is a critical mass of workers and visitors associated with the staged redevelopment of the site.

The alternative layout maintains the same amount of land and floor space as prescribed within the FSR map in the Precinct Plan, avoiding any unacceptable impacts on the delivery of retail and commercial services within the WSA in accordance with the planning framework. The final layout will be informed by further economic analysis, potentially including market demand and feasibility assessment, and a review of the potential traffic impacts in accordance with the Master Plan Requirements. It is anticipated that this matter will also benefit from additional stakeholder input and discussion as part of the co-design process with the TAP.

Opportunities have also been identified for 'highway service centres' on the western end of the Primary Arterial Road and on the opposite side of The Northern Road. It is anticipated these sites would provide for a 'service station', 'restaurant or café', 'take away food and drink premises' and other typical amenities provided in accordance with this use and the standard LEP definition.

The nominated locations adjacent to the future OSO motorway have a combined area of approximately 3.23 hectares. These uses will optimise the use of physically constrained parts of the site, while avoiding environmentally sensitive areas, including culturally sensitive land and high biodiversity value land. The nominated areas east of The Northern Road have a total approximate area of 0.97 hectares. The proposed development is to optimise the efficient use of this land (which also forms part of the Agribusiness Precinct) and support the future Cargo Precinct operations.

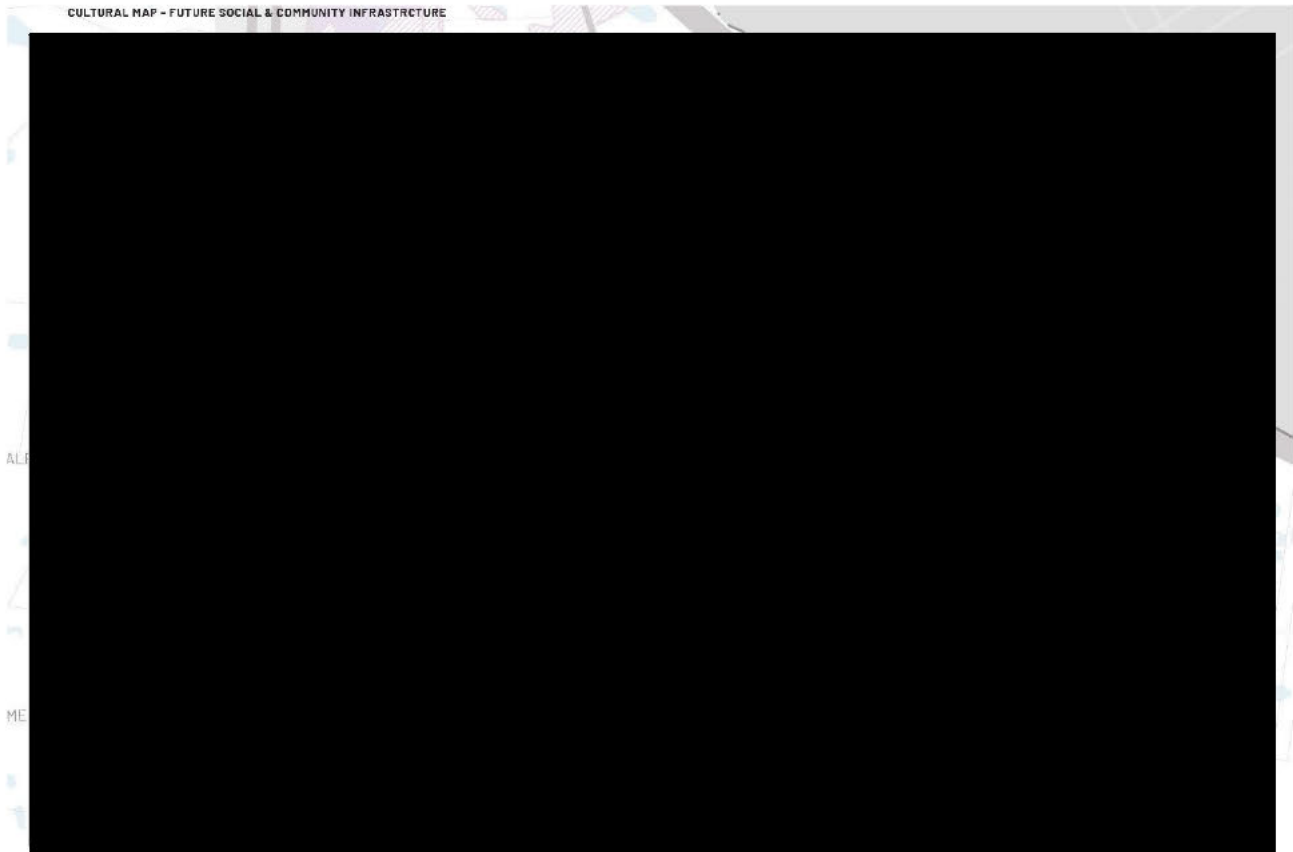
3.4. PROPOSED CULTURAL RESOURCES

Future cultural resources, including cultural industries, facilities and spaces, natural and cultural heritage, public art and other matters will be resolved through further detailed investigations and research, including stakeholder consultation.

It is anticipated this will be led by a Connecting with Country approach, including further consultation and collaboration with Aboriginal people and recognised knowledge-holders to better understand the significance of Country. This may include a Design Jam (co-design consultation process) with the local Darug Women and the project team to help inform the design and structure of the masterplan and establish methods for celebrating the Cultural Heritage and Connection to Country within all elements of the design.

The draft Master Plan will also detail the future social and community infrastructure that will be accommodated on the site. This may include public domain improvements around Lake Duncan and the Local Centre, including further detailed consideration of providing for a 'centre-based child care facility' to meet the needs of future workers. This is explored in further detail within **Section 4.1** of this report.

Figure 14 Cultural Map – Proposed (source: Terroir, 2022)



3.5. ESTIMATED JOBS

Based on the preliminary Structure Plan, it is estimated the site and its future development could generate approximately 5,280 full-time equivalent jobs during the construction phase and 13,200 full-time equivalent jobs during the operational phase. The preliminary estimates are based on the following job generation rates:

- Construction job generation rate: 1 job per 250m² GFA.
- Occupancy jobs generation rate: 1 job per 100m² GFA.

3.6. PROJECT STAGING

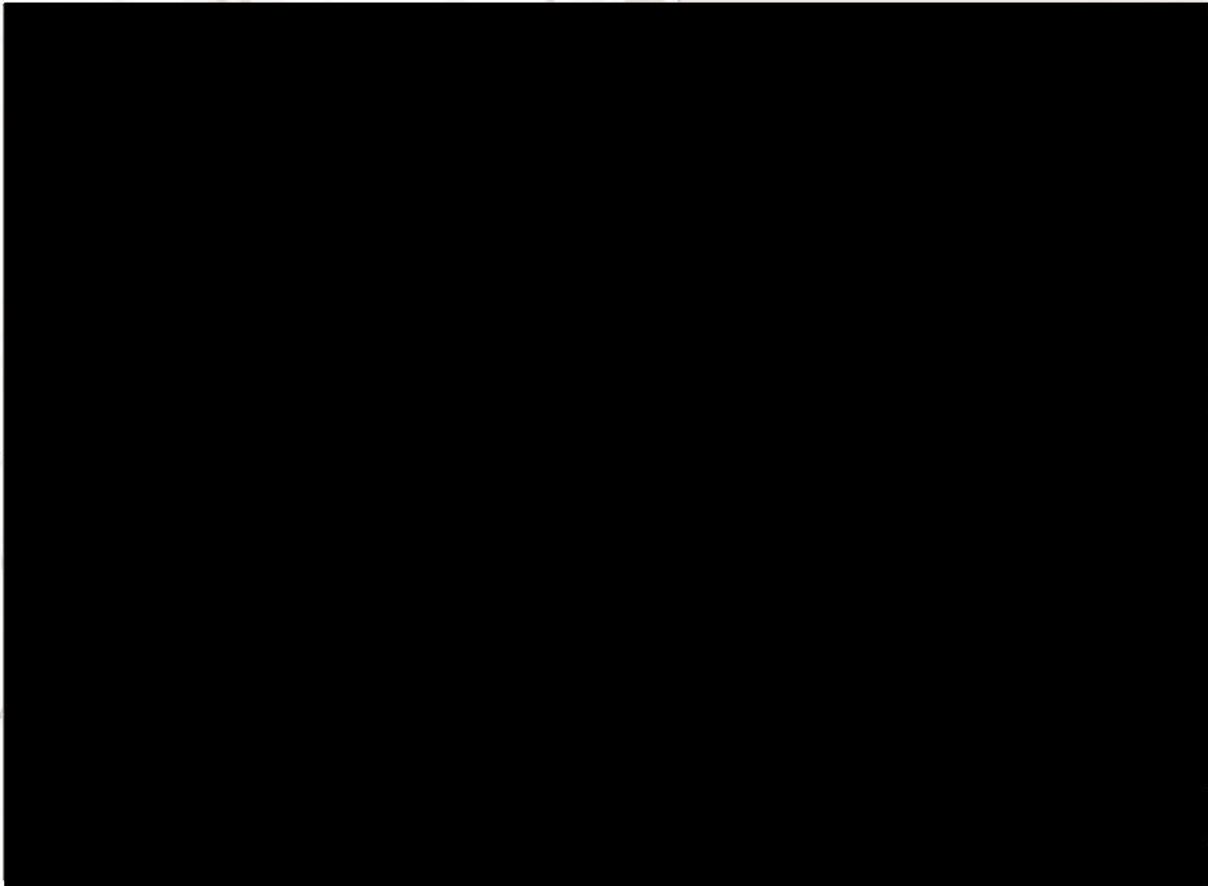
It is intended the development of the GDC land will be staged to facilitate continued operation of the dairy farm activities (and ongoing compliance with environmental licensing requirements) until satisfactory services are available to meet the demands of future development.

The Project Staging Plan held as **Figure 15** provides indicative land areas based on the current layout. These will be refined based upon further investigations by the proponent in preparing the draft Master Plan and during the TAP process. Consideration will need to be given to Lake Duncan and the surrounding open space network, including whether the blue-green infrastructure will be delivered in stages.

The initial stage within Tranche 1 (or the First Priority Area) is expected to comprise land adjacent to the intersection with The Northern Road opposite the Cargo Precinct, aligned with the commencement of the WSI airport. Pending the outcomes of the Master Plan process (including confirmation of a complying development pathway), [REDACTED]

The balance of the land will then be developed in stages, having regard to the anticipated market demand and available transport and infrastructure services. This will be resolved through additional detailed site investigations and further stakeholder discussions with Transport for NSW and utility service providers.

Figure 15 Project Staging Plan (source: Terroir, 2022)



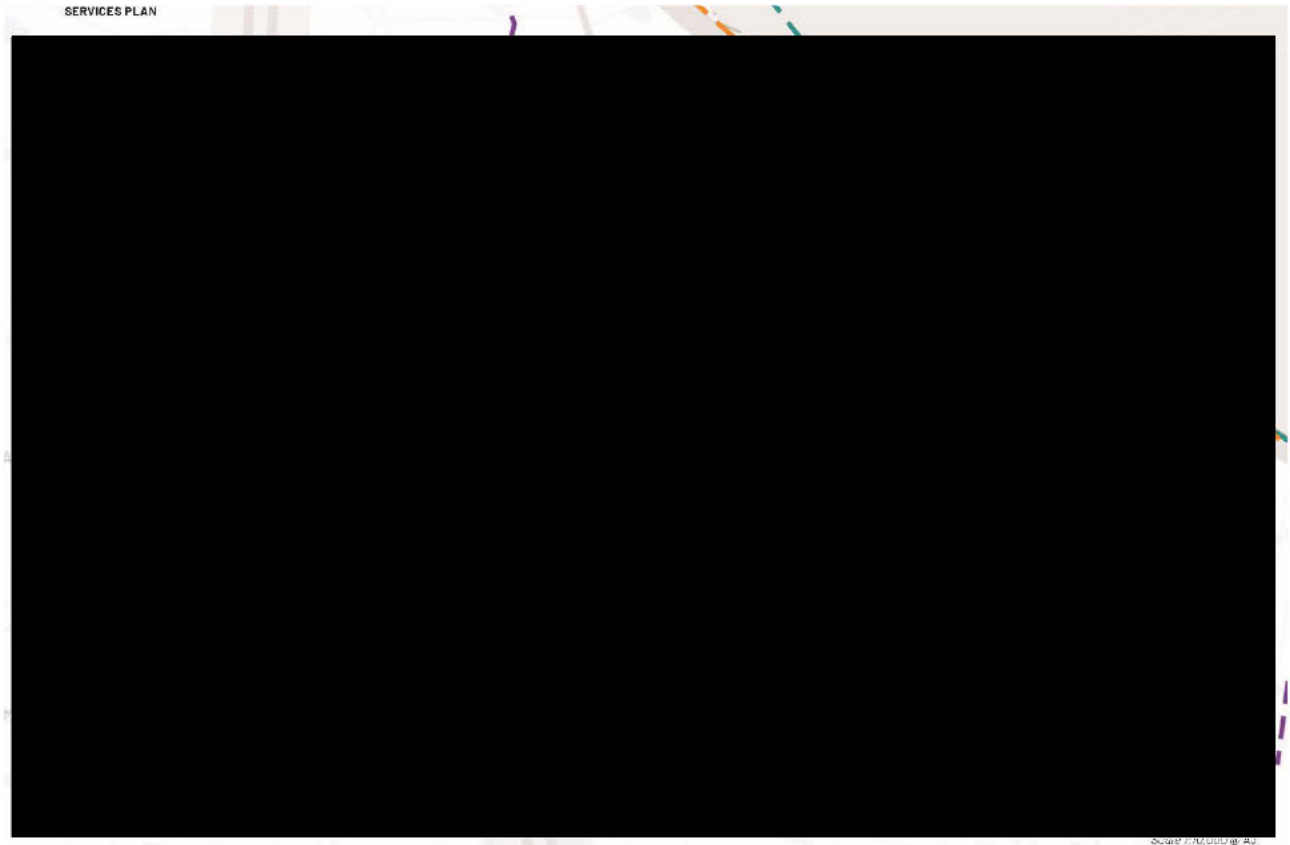
It is expected most services will be reticulated along The Northern Road, commencing from next year. The proposed staging of the development phases is aligned with the delivery of services as outlined below and in **Figure 15**.

- Water will be accessed via The Northern Road and be available in late 2023. Future works will need to be undertaken once Sydney Water establishes the Cecil Park Reservoirs, with the Oran Park Reservoirs to be the main source until such point.
- The Upper South Creek Advanced Water Recycling Centre (AWRC) sewer catchment will service the site from 2025. Interim stages will be serviced via the Sydney Water Badgerys Creek treatment system and an onsite packaged plant and irrigation system (subject to future designs).
- Electricity will be supplied via a new substation in the Aerotropolis Core precinct (Bradfield ZS), to be delivered in 2025. Alternatively, a new zone substation may be delivered on-site to service the Agribusiness Precinct (subject to further investigations).

Development of the Second Priority (or Tranche 2) land will depend on the delivery of additional transport infrastructure and utility services to meet the forecast demands. Consideration will be given to the intended future use and likely timing for the development of land within the Dwyer Road Precinct, which is unresolved at this stage.

Based on the above, consideration is being given to whether the land in the Second Priority Area will form part of the detailed Master Plan or its detailed design deferred until closer to the time of its redevelopment (which could be around 2040). Again, this will be subject to the anticipated market demand and available transport and infrastructure services. This is discussed in further detail within **Section 4.2** of this report.

Figure 16 Services Plan (source: Terroir, 2022)



4. PROPOSED AMENDMENTS TO PLANNING FRAMEWORK

It is anticipated the proposed layout of the draft Master Plan may result in some inconsistencies with the current provisions in the WPC SEPP and the Precinct Plan. Accordingly, it is proposed the Master Plan will also facilitate updates to these instruments in accordance with Clause 4.41 of the WPC SEPP and Section 1.3 of the Master Plan Guidelines.

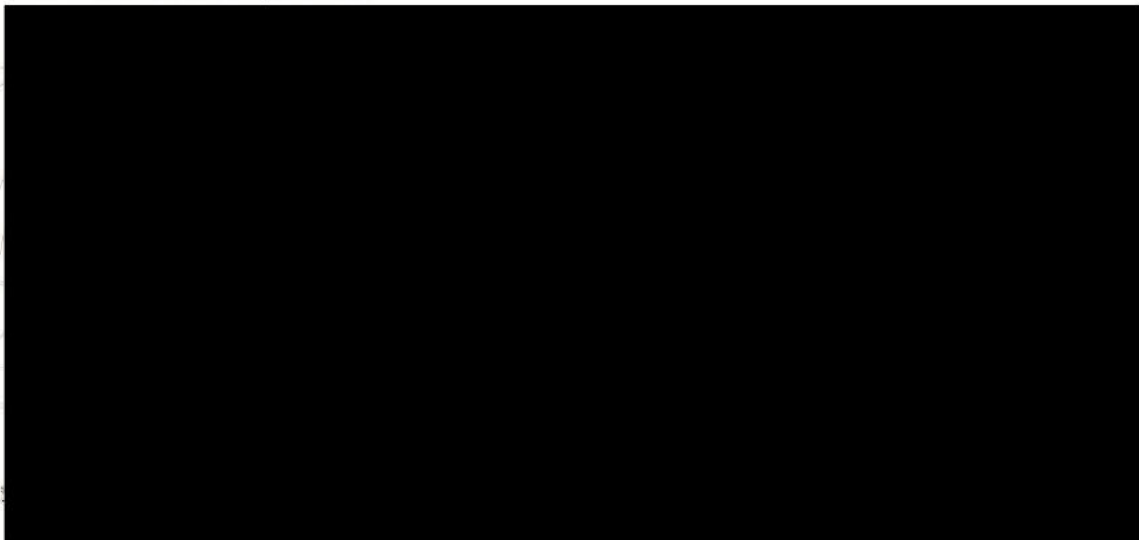
4.1. AMENDMENTS TO STATE ENVIRONMENTAL PLANNING POLICY (PRECINCTS – WESTERN PARKLAND CITY) 2021

The draft Master Plan may seek to amend the WPC SEPP to reflect the changes proposed within the preliminary Structure Plan provided as **Figure 9** in **Section 3.1** and as summarised below:

- **Land Zoning Map:** consideration may be given to the range of permitted land use activities within the Agribusiness precinct. For example, it may be considered appropriate to provide for 'hotel or motel accommodation' as a permitted use within the Agribusiness precinct. It may be appropriate to provide for short-stay accommodation close to the large-scale employment uses and within the proposed Local Centre.
- **Land Reservation Acquisition:** it is proposed to refine the areas of land to be acquired by Sydney Water for stormwater infrastructure based on the retention of Lake Duncan and as shown in the comparison maps held in **Figure 17**.

Figure 17 Land Reservation Acquisition Maps – Existing and Proposed (source: Terroir, 2022)

LAND RESERVATION ACQUISITION



Preliminary modelling was undertaken by Costin Roe in response to the recent public exhibition by Sydney Water regarding the draft Aerotropolis Stormwater Framework. Additional analysis was undertaken to inform further consultation with Sydney Water (including a site visit on 24 August 2022 and a meeting with the DPE on 7 September 2022) to confirm the key objectives and outcomes can be met by an alternative innovative approach.

The proposed Local Open Space is also proposed to be relocated to complement the on-site amenity associated with the Local Centre. Consideration will be given to the detailed reports which informed the SEPP amendment (including the Open Space Needs Study) as well as feedback provided regarding the alternative water management approach as outlined above.

It is anticipated the TAP process will also inform the final approach to the stormwater management and local open space provisions as outlined above, including land ownership and maintenance requirements. Consideration will also need to be given to aviation safety, including any mitigation, minimisation or management measures required to avoid unacceptable risks associated with the retention of Lake Duncan and the future second runway.

- **Aircraft Noise:** no changes are proposed to the proposed development controls which relate to the future airport operations and/or associated safety requirements. However, further consideration may be given to the aircraft noise provisions in Clause 4.17 which currently prohibit a 'centre-based child care facility' from being delivered on land within the 20+ ANEC contour.

It is proposed to explore the opportunity to provide child care facilities within the Local Centre to meet the needs of future workers in the Agribusiness precinct. Further detailed investigations and impact assessments would be required, including an aircraft noise impact assessment, to confirm a child care facility could be satisfactorily accommodated on the site having regard to the final noise contours and any mitigation measures which could be adopted to minimise potential impacts.

The final amendments will be resolved in collaboration with key stakeholders including the Department, Liverpool Council, Commonwealth and State government environmental authorities/agencies and utility service authorities, including Sydney Water.

4.2. AMENDMENTS TO WESTERN SYDNEY AEROTROPOLIS PRECINCT PLAN

The proposed amendments to the Precinct Plan will be resolved through further discussions with the Department, Liverpool City Council, Transport for NSW, Sydney Water and other key stakeholders. The potential changes that could be facilitated via the Master Plan process are outlined in the following sections, having regard to the indicative plan and staging outlined in **Section 3** of this report.

4.2.1. Proposed Land Use and Structure Plan

It is proposed to refine and update the current Land Use and Structure Plan currently provided as Figure 3 within the Precinct Plan to reflect the changes resolved through the Master Plan process.

Figure 18 Land Use and Structure Plan Existing and Proposed (source: Terroir, 2022)



This may include the changes currently shown on the indicative Structure Plan provided as **Figure 9** in **Section 3.1** of this report and described in further detail in the following sub-sections. The final details would be refined based on further detailed investigations and discussions with relevant stakeholders, including Sydney Water and Transport for NSW. However, it is anticipated this could include:

- Potential increase in the maximum building height to accommodate buildings up to 26-30 metres in height, aligned with recent modern warehouse or distribution centre developments within Western Sydney, and allowing for variations to the existing ground level (as discussed in further detail in **Section 4.2.7**).
- Relocation of the Local Centre by demonstrating the role, intent, uses, transport connectivity and locational criteria outlined in Table 2 of the Precinct Plan can be satisfied by the alternative proposal (as discussed in **Section 4.2.6** and elsewhere within the report).
- Changes to the blue-green infrastructure framework (as outlined in **Section 4.2.3** and **Section 4.2.4**) and movement framework (as outlined in **Section 4.2.5**).

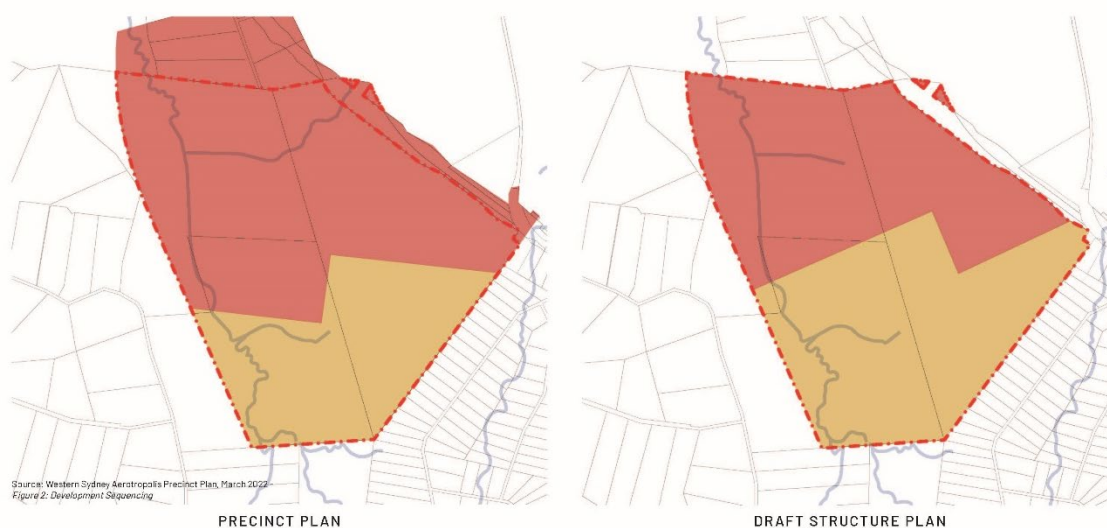
4.2.2. Development Sequencing

The Precinct Plan currently includes most of the site within the First Priority Area. The southern part of the site is located within the Second Priority Area, however, it is unclear how the boundary between these two areas was determined. The Out of Sequence provisions in Section 3.3 of the Precinct Plan may still facilitate development within the Second Priority Area if it can be demonstrated that the proposed development can be adequately serviced.

It is expected the draft Master Plan would facilitate an update to the current Development Sequencing Plan so the entire site is located within a First Priority Area. It is understood this would require a comprehensive assessment of the transport infrastructure and utility services arrangements to demonstrate the appropriateness of this approach. It may also need to be demonstrated the development would not unreasonably impact the ability of the adjoining or nearby land owners to develop their land in accordance with the Precinct Plan.

Preliminary information regarding the future servicing of the site is provided in **Section 3.6** of this report. It is acknowledged further detailed investigations and input from the relevant servicing authorities (as well as Transport for NSW) would be required to confirm whether the entire site can be included within a First Priority Area. Alternatively, the final Master Plan may update the boundary between the First Priority area and Second Priority Area to reflect the final layout and servicing arrangements.

Figure 19 Development Sequencing - Existing and Proposed (source: Terroir, 2022)



4.2.3. Blue-Green Infrastructure Framework

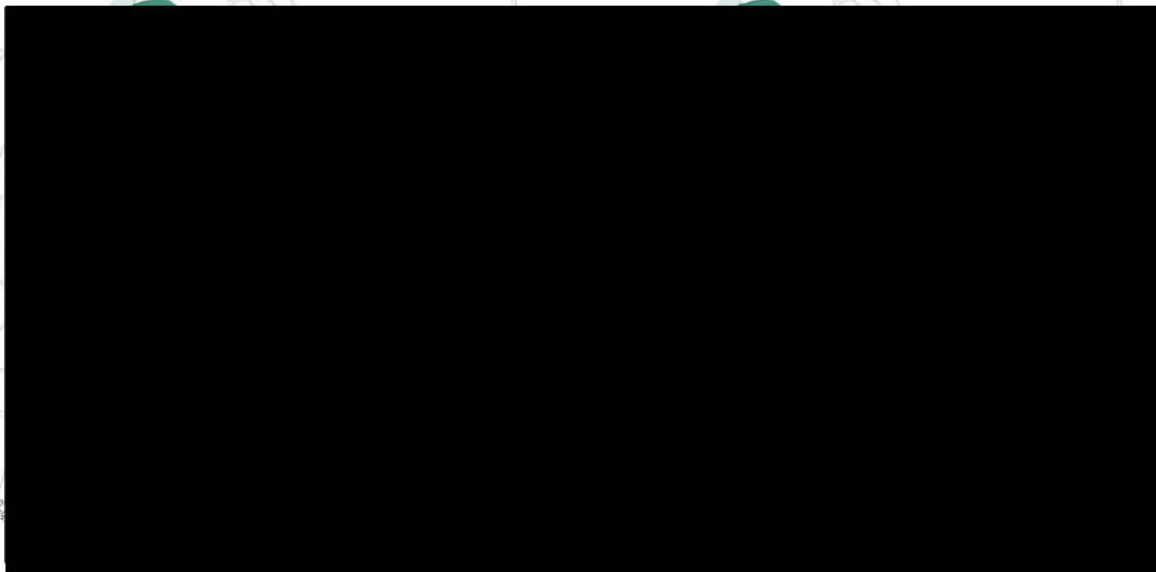
Preliminary stormwater management modelling undertaken by Costin Roe on behalf of GDC has indicated only limited additional water quality and quantity infrastructure would be required upstream if Lake Duncan is to be substantially retained. This would facilitate the delivery of larger lots to suit the needs of future tenants on the eastern part of the site, close to the WSI Cargo Precinct.

It is expected the Master Plan will seek to replace the Total Water Cycle Management plan as shown in Figure 6 of the Precinct Plan. Any changes to the Water Cycle Management plan would also need to be reflected in Figure 5 in the Precinct Plan which provides the Blue Green Infrastructure Framework. No changes would be proposed to the key controls pertaining to stream health and cleaning of stormwater runoff.

The final stormwater management outcome would be resolved in collaboration with Sydney Water as proposed in Control BG7 in the Precinct Plan. Preliminary consultation has already been commenced to understand the methodology used by Sydney Water to confirm the areas of land proposed for acquisition for stormwater management purposes.

Further ground-truthing and validation of the waterways and riparian corridors will be undertaken by EcoLogical on behalf of GDC to facilitate protection and restoration of high value areas, while providing for an optimal development outcome with appropriate environmental, social and economic benefits and impacts.

This will include a detailed review of the waterway identified in the north-eastern corner of the site in the Precinct Plan.



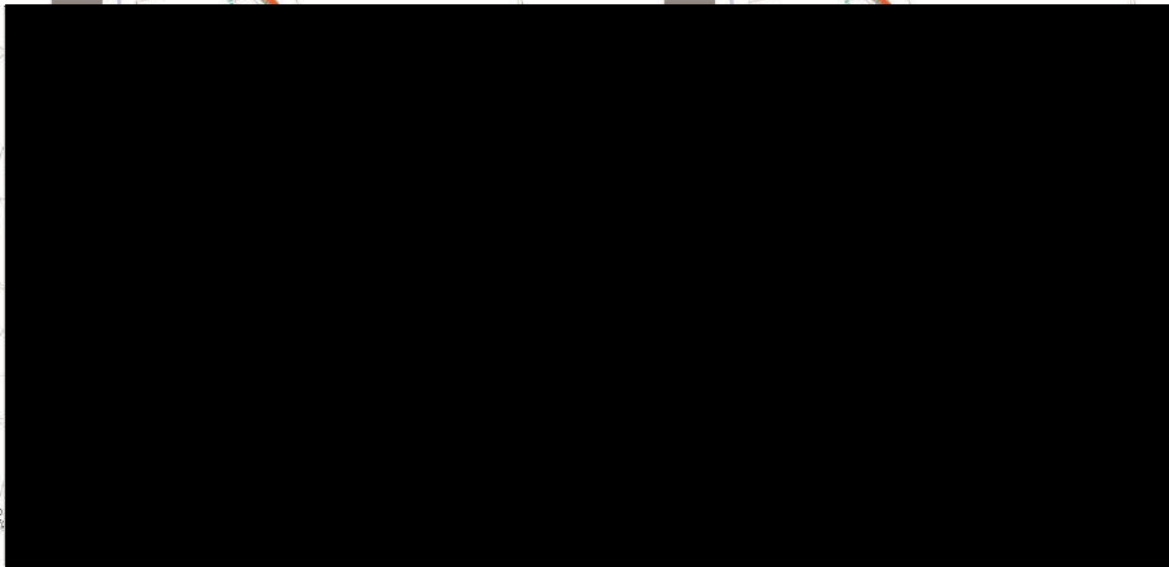
4.2.4. Movement Framework

It is proposed to refine and update the proposed Transport Network, Active Transport Network and Street Hierarchy (Figures 8-10 in the Precinct Plan) to provide a more logical and legible transport network throughout the site.

The key site connections would be generally maintained, including an east-west primary arterial road link between the OSO and WSI Cargo Precinct and the two signalised intersections on The Northern Road. This is consistent with preliminary advice provided by Transport for NSW.

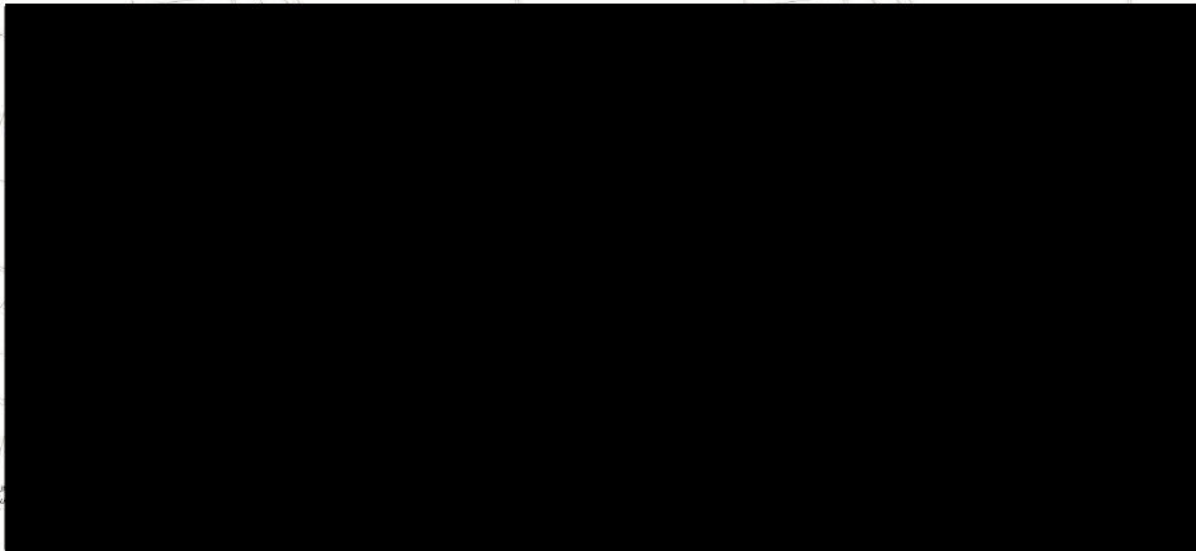
However, the proposed sub-arterial road, collector road and local roads may be refined to optimise the existing site topography to deliver lots which respond to market demand. The proposed changes would be informed by the Indicative Local Bus Network, including input from public transport authorities, as required.

The boundaries of Lake Duncan will also need to be refined in a consistent manner throughout the updated Precinct Plan. The proposed cycle and pedestrian connections (as shown in Figure 9 of the Precinct Plan) will be updated to incorporate changes to the wider transport network.



4.2.5. Floor Space Ratio

The Local Centre will be located generally within the area shown shaded green in the Centres Hierarchy Plan. However, it is proposed to relocate the Local Centre from its current position as shown in the Floor Space Ratio Plan in Figure 13 of the Precinct Plan. The Local Centre is to be sited on the northern side of the intersection of The Northern Road and the Sub-Arterial Road to provide for its financial viability in the early stages of the project.



Opportunities have also been identified for 'highway service centres' on the western end of the Primary Arterial Road and on the opposite side of The Northern Road. It is anticipated these sites would provide for a 'service station', restaurant or café', 'take away food and drink premises' and other typical amenities provided in accordance with this use and the standard LEP definition. If required, a maximum FSR of 1:1 may also be applied to these sites, consistent with the Local Centre.

4.2.6. Height of Buildings

The proposed maximum building height of 24 metres is being tested based on market feedback and aviation safety requirements. Consideration may be given to refining the proposed maximum building heights if it can be demonstrated that it would optimise the strategic location of the site adjacent to the WSI Cargo Precinct and not result in any unacceptable impacts to the airport operations.

Based on the investigations to date, it is likely a maximum building height of 26-30 metres could be explored to ensure the final built form will meet market demands within Western Sydney. However, more importantly, the draft Master Plan needs to give detailed consideration to the way in which the maximum building height will be measured.

The standard definition in *Standard Instrument—Principal Local Environmental Plan (2006 EPI 155a)* provides:

building height (or height of building) means—

- (a) *in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or*
- (b) *in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building,*

including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

However, the development of the site will require significant earthworks to deliver developable lots. This may involve both cut and fill which could result in significant variations in the building heights which could be delivered in accordance with the existing ground levels. Further consideration needs to be given to this matter as part of the draft Master Plan to ensure that the assessment of future development proposals (including proposals to be assessed via a complying development pathway) can be based on the proposed/approved ground levels and not the existing ground level at the time of lodgement.

5. COMPLYING DEVELOPMENT STANDARDS

A complying development pathway is sought for specified development across the entire Master Plan site. It is understood further information is to be released by the Department which will outline the potential development standards and complying development conditions which will need to be addressed in the final draft Master Plan. In the meantime, consideration has been given to the development types and standards which are typically applied to facilitate a complying development certificate (CDC) pathway.

Detailed consideration has been given to the complying development provisions under Part 5A of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (the E&C SEPP). It is noted these provisions do not apply to the Master Plan site as the Agribusiness land use is not included within the specified business and industrial zones under the Standard LEP or Part 5A of the SEPP.

Consideration has also been given to the recent site-specific provisions which were adopted for the Moorebank Freight Intermodal Precinct through the gazettal of Chapter 6 in *State Environmental Planning Policy (Transport and Infrastructure) 2021* (the T&I SEPP). These provisions were based on the detailed investigations and impact assessments that had been completed in accordance with the previous approvals. This level of detail is not dissimilar to the Master Plan assessment process and accordingly, provides a useful recent example of a site-specific complying development pathway.

The following table outlines the core development typologies which are to be considered for a CDC pathway, including preliminary development standards which may be applied, pending further detailed investigations regarding the site opportunities (eg refinements to the maximum building heights) and site constraints (eg biodiversity). The table also identifies the existing planning approval pathway. The potential matters which could exclude development from a CDC pathway are identified following the table.

Table 2 Complying Development Standards (Indicative/Preliminary)

Development Type	Preliminary Development Standards	Existing Approval Pathway
Industries and warehouse or distribution centres (including new buildings, alterations and additions in the Industrial/Logistics/Warehouse Sub-Precinct)	<ul style="list-style-type: none"> - Maximum building height consistent with the Precinct Plan and subject to compliance with other relevant aviation safety requirements. - Maximum 100,000m² GFA for a warehouse or distribution centre building. - No maximum floor space ratio ('FSR') control for development outside of the Local Centre. - Maximum 30% of the GFA for ancillary office premises or industrial retail outlets. - Compliance with Design Verification Statement which provides site-specific requirements including setbacks, landscaping, car parking, loading facilities, design excellence, etc. - Earthworks which allow for the cut and fill required to deliver the developable lots resolved through 	<p><u>State Significant Development</u></p> <ul style="list-style-type: none"> - Chemical, manufacturing and related industries over \$30 million - Warehouse or distribution centres over \$30 million (until 31 May 2023) or \$50 million (after 31 May 2023) <p><u>Regional Development</u></p> <ul style="list-style-type: none"> - Warehouse or distribution centres over \$30 million but less than \$50 million (after 31 May 2023) <p><u>Local Development</u></p> <ul style="list-style-type: none"> - Chemical, manufacturing and related industries less than \$30 million - Warehouse or distribution centres less than \$30 million <p><u>Complying Development</u></p> <ul style="list-style-type: none"> - Alterations which comply with Part 5, Division 1 of the E&C SEPP

Development Type	Preliminary Development Standards	Existing Approval Pathway
	<p>the Master Plan process and similar to the current provisions for residential development in Part 5A of the E&C SEPP and Schedule 13 of the T&C SEPP.</p> <ul style="list-style-type: none"> - Stormwater drainage to service the developable lots as resolved through the Master Plan process and similar to the current provisions for residential development in Part 5A of the E&C SEPP. - Provision for new awnings, replacement/alteration of existing awnings and development under awnings similar to the current provisions for residential development in Part 5A of the E&C SEPP. 	
<p>Commercial premises (including new buildings, alterations and additions in the Local Centre and Highway Service Centre Sub-Precincts)</p>	<ul style="list-style-type: none"> - Maximum building height consistent with the Precinct Plan and subject to compliance with other relevant aviation safety requirements. - Maximum 10,000m² GFA for a new 'commercial premises' building, 1,000m² for additions to 'retail premises' and 2,500m² for additions to 'office premises' or 'business premises'. - 'Highway service centre' with a maximum site area of 1,000m² and compliance with relevant food standards. - Maximum 1:1 FSR for development within the Local Centre (similar to E&C SEPP), consistent with the provisions in the Precinct Plan. - Compliance with Design Verification Statement which provides site-specific requirements including site coverage, setbacks, landscaping, car parking, design excellence, etc. - Earthworks which allow for the cut and fill required to deliver the 	<p><u>Regional Development</u></p> <ul style="list-style-type: none"> - Development over \$30 million <p><u>Local Development</u></p> <ul style="list-style-type: none"> - Development less than \$30 million <p><u>Complying Development</u></p> <ul style="list-style-type: none"> - Alterations which comply with Part 5, Division 1 of the E&C SEPP

Development Type	Preliminary Development Standards	Existing Approval Pathway
	<p>developable lots resolved through the Master Plan process and similar to the current provisions for residential development in Part 5A of the E&C SEPP and Schedule 13 of the T&C SEPP.</p> <ul style="list-style-type: none"> - Stormwater drainage to service the developable lots as resolved through the Master Plan process and similar to the current provisions for residential development in Part 5A of the E&C SEPP. - Provision for new awnings, replacement/alteration of existing awnings and development under awnings similar to the current provisions for residential development in Part 5A of the E&C SEPP. 	
Change of use of premises (existing industries, warehouse or distribution centres and commercial premises)	<ul style="list-style-type: none"> - Development for a specified purpose, (eg industries, warehouse or distribution centre, commercial premises) - Any associated building alterations (internal/external) could be undertaken as complying development or exempt development 	<p><u>Regional Development</u></p> <ul style="list-style-type: none"> - Development over \$30 million <p><u>Local Development</u></p> <ul style="list-style-type: none"> - Development less than \$30 million <p><u>Exempt Development</u></p> <ul style="list-style-type: none"> - Development which complies with Part 2, Division 1, Subdivision 10A of the E&C SEPP
Site preparation works and ancillary development	<ul style="list-style-type: none"> - Demolition of existing agricultural buildings and ancillary structures which are not captured under as 'specified development' under Clause 7.1 of the current E&C SEPP but utilising similar development standards to avoid unacceptable environmental impacts - Torrens subdivision of industrial lots in accordance with lot requirements resolved through the Master Plan process and similar to the current provisions for residential 	<p><u>Regional Development</u></p> <ul style="list-style-type: none"> - Development over \$30 million <p><u>Local Development</u></p> <ul style="list-style-type: none"> - Development less than \$30 million <p><u>Complying Development</u></p> <ul style="list-style-type: none"> - Demolition works which comply with Part 7 of the E&C SEPP (ie dwelling houses and ancillary development) <p><u>Exempt Development</u></p> <ul style="list-style-type: none"> - Signage which complies with Part 2, Division 2 of the E&C SEPP

Development Type	Preliminary Development Standards	Existing Approval Pathway
	<p>development in Part 6 of the E&C SEPP.</p> <ul style="list-style-type: none"> - Business identification signage which complies with agreed outcomes regarding the relevant number and type of signs considered appropriate for the site having regard to the scale of the buildings and potential visual/safety impacts. 	

The potential land-based matters which could potentially exclude development from a CDC pathway would be identified through further detailed site investigations. However, these are likely to include:

- Aboriginal culturally sensitive land.
- Acid sulfate soils.
- Aircraft safeguards, including aircraft noise, building wind shear and turbulence, wildlife hazards, lighting, airspace operations and public safety.
- Environmentally sensitive areas (eg high biodiversity values and native vegetation).
- Flooding.
- Site contamination (comprising significantly contaminated land).

Further, development would not be eligible for a CDC pathway where:

- The proposal is captured under the exempt development provisions in the E&C SEPP.
- The proposed land use(s) are prohibited under the WPC SEPP.
- The land is proposed to be acquired in accordance with the WPC SEPP.
- The proposed development comprises designated development, a potentially hazardous industry or potentially offensive industry.
- Concurrence is required from another authority for the development to proceed.
- The proposal does not meet the relevant provisions of the Building Code of Australia.
- Adequate utility services, including water supply, sewer and stormwater, are not yet available.

The final development standards would be resolved through further stakeholder consultation, including resolution of the potential changes to the WPC SEPP and the Precinct Plan, as well as the key findings from the detailed site investigations to inform the preparation of the draft Master Plan.

6. DESIGN EXCELLENCE STRATEGY

Part 4.5 of the WPC SEPP includes design excellence provisions which apply to development across the Western Sydney Aerotropolis. A key objective is to *'deliver the highest standard of architectural, urban and landscape design'*.

The site currently has a maximum building height of 24 metres under the WPC SEPP. Consideration is being given to whether the maximum building height could be increased to meet market demands. However, the final maximum heights will be less than 40 metres and accordingly, future development will not require an architectural design competition to be held.

However, it is highly likely development could trigger the need for a design review panel under the provisions listed in Clause 4.31 of the SEPP, including the potential for State significant development, development with a capital investment value over \$30 million, sites over 10,000m² and/or development which is over three storeys. However, it is noted these provisions would not apply to complying development in accordance with Clause 4.30(1).

It is proposed to prepare a Design Excellence Strategy to facilitate an alternative design excellence process in accordance with clause 4.30(2). This clause provides that the Part 4.5 Design Excellence requirements may not apply where a Master Plan adequately provides for the assessment of the design quality of the development. It is intended the Master Plan will include site-specific design excellence provisions to facilitate delivery of high-quality development, while avoiding the need for future DAs to be referred to a design review panel under Clause 4.31.

GDC propose to work closely with DPE and the TAP to resolve a detailed set of provisions which will facilitate the implementation of the relevant matters listed in Clause 4.33 of the SEPP and avoid the need for ongoing design reviews in accordance with Clause 4.31. The final strategy would be informed by the siting and layout of future development in the Master Plan, including the key issues and mitigation measures identified within the detailed site investigations. It is anticipated this could include:

- Site-specific initiatives developed by Yerrabingin to respond to Connecting with Country and Design with Country frameworks, including knowledge sharing and ongoing consultation with Aboriginal people, which are embedded in the final Master Plan.
- Protection of significant view corridors based on a detailed understanding of the site and through the careful planning and layout of the future subdivision and building locations in accordance with the Master Plan.
- Architectural design, materials and details which are directly relevant to the proposed location, scale, height, number and intended use of the buildings intended to be delivered across the site, including site-specific measures to enhance the public domain, including the parklands/open space around Lake Duncan.
- Landscaping of private and public spaces which complements the architectural design quality and unique site features, eg relationship with Lake Duncan, water management and other public domain elements including the final movement network, including road hierarchies, access, public transport and active transport networks, including pedestrian and cycle connections.
- Ecologically sustainable development and specific design initiatives to be incorporated across the site, eg green roofs, solar panels, etc.

A Design Verification Report, similar to what is proposed for the complying development process in **Section 5** of this report, could be prepared for proposals which require development consent. This would be prepared by the project architect (with input from the landscape architect and others as required), confirming that each of the design excellence provisions have been satisfactorily addressed within the final proposal.

7. OVERVIEW AND JUSTIFICATION

This Master Plan Request has been prepared on behalf of GDC and seeks permission from the Minister to prepare a Master Plan for 1675 The Northern Road, Greendale. It has been prepared in accordance with Section 4.41 of the WPC SEPP, the Master Plan Guidelines and the Supplementary Guidance documents.

It is considered the Master Plan process will deliver an improved outcome for Base Farm compared to the current controls in the SEPP and Precinct Plan. The proposed changes seek to optimise the existing site features and minimise the potential impacts of the identified constraints as identified throughout this document, including the potential cumulative impacts associated with the construction of the WSI airport.

Overall, it is considered the indicative Master Plan as outlined within this report could deliver significant benefits to the WSA as outlined below:

- 'Connecting with Country' principles will be adopted through all aspects of the proposed layout, including retention of heritage and cultural landscapes, testing of key sightlines and proposed public domain improvements and landscaping along Lake Duncan and the surrounding riparian areas.
- Detailed site investigations and planning will provide for high-quality development which will support the WSI airport and market demand for large-scale industrial-style buildings within an attractive landscaped setting and active transport connections.
- Retention and utilisation of Lake Duncan will deliver stormwater quality and quantity outcomes aligned with Sydney Water expectations and an innovative solution that provides for developable land to support the Cargo Precinct and avoids unnecessary land acquisition costs for Government.
- Further ground-truthing and validation of the waterways and riparian corridors will facilitate protection and restoration of high value areas, while providing for an optimal development outcome with appropriate environmental, social and economic benefits and impacts.
- Relocation of the Local Centre and Local Open Space will better respond to market demand for retail and convenience based services, enabling their delivery in the early stages of the development.
- The refined road network maintains key connections from the OSO motorway, The Northern Road and WSI airport, providing for future bus connections while creating greater efficiencies in the delivery of developable lots that optimise existing site features and modified landscape.
- Development sequencing is better aligned with anticipated development phasing and the continuation of dairy farm activities in the short to medium term. It enables the TAP to consider whether a detailed Master Plan be prepared only for the First Priority Area, with additional detailed planning for the Second Priority Area to be undertaken closer to the time of its redevelopment.

GDC is committed to working collaboratively with key stakeholders through the TAP Collaboration and Master Plan Co-Design Process, to deliver a high-quality Master Plan which delivers design excellence and a meaningful response to Country, landscape and environmental considerations.

DISCLAIMER

This report is dated 28 September 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Greenfields Development Company No 2 Pty Ltd (**Instructing Party**) for the purpose of a Master Plan Request (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

LAND OWNER'S CONSENT

29 June 2022

Minister for Planning and Public Spaces
Department of Planning and Environment
Locked Bag 5022,
Parramatta NSW 2124

To Whom It May Concern,

RE: Master Plan for 1675 The Northern Road, Greendale

Leppington Pastoral Co Pty Limited is the registered owner of 1675 The Northern Road, Greendale which is legally described as follows:

- Lots 100 and 101 in Deposited Plan 1171843
- Lot 1 in Deposited Plan 1232438
- Lot 106 in Deposited Plan 1236319
- Lot 31 in Deposited Plan 746107
- Lot 76 in Deposited Plan 27550

Leppington Pastoral Co Pty Limited provides owner's consent for the lodgment of the necessary documentation to progress a Master Plan on the land referenced above.

Leppington Pastoral Co Pty Limited confirms authorisation for Greenfields Development Company No 2 Pty Ltd and Urbis to lodge all necessary information to progress the Master Plan on our behalf and authorises for related communication to continue through Greenfields Development Company No 2 Pty Ltd and Urbis.

Should you require any further information, please do not hesitate to contact my office.

Regards

**Executed by Leppington Pastoral Co)
Pty Limited ACN 000 420 404 in)
accordance with s.127 of the)
Corporations Act (Cth) 2001 by its
officers:**



.....
Signature of Director

Ronald Perich

.....
Name of Director



.....
Signature of Director

Timothy Bryan

.....
Name of Director

