

# Master Plan Requirements

Western Sydney Aerotropolis

Clause 4.41 State Environmental Planning Policy (Precincts – Western Parkland City) 2021



## Application details

Master plan request number	WSA_MP03
Project name	1675 The Northern Road, Greendale
Description	Master plan to facilitate development of the site for industrial and agribusiness purposes.
Jobs / Dwellings	13,200 jobs*
Location	1675 The Northern Road, Greendale
Proponent	Greenfields Development Company No.2
Date of issue	16/12/2022
Attachments	A: TfNSW Standard Master Plan Requirements (May 2022) B: Comments from agencies and councils in response to draft master plan requirements

Note: \* The employment figures are approximate and will need to be refined and justified through the master planning process (refer to Part B and the requirement for an Economic Assessment).

## Part A: Master plan requirements

The purpose of the master plan requirements is to ensure suitable information and analysis is provided in support of a draft master plan and to inform the co-design process with the Western Sydney Aerotropolis Technical Assurance Panel (TAP). These requirements must be addressed as part of the co-design process with the TAP.

The Department of Planning and Environment (DPE) has prepared these master plan requirements in accordance with the Master Plan Guidelines and Supplementary Guidance. The requirements have been informed by consultation with government agencies and Liverpool City Council. The draft master plan is to be prepared with consideration of the submissions provided at **Attachment B**.

Further detailed studies and analysis may be required within the TAP process. This will be determined on an as required basis by the TAP, which may include, but is not limited to, further reports referred to in Part B of this document.

General requirements	The draft master plan must: <ul style="list-style-type: none"><li>• be prepared by the nominated proponent - <i>Greenfields Development Company No.2</i></li><li>• be lodged via <i>email to <a href="mailto:aerotropolis.masterplans@dpie.nsw.gov.au">aerotropolis.masterplans@dpie.nsw.gov.au</a></i>. Following</li></ul>
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	<p>the TAP process, the draft master plan must be lodged on the NSW Planning Portal for assessment.)</p> <ul style="list-style-type: none"><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 <i>Environmental Planning and Assessment Act 1979</i>, Environmental Planning Instruments (EPIs), and draft EPIs</li><li>• address all requirements of the Master Plan Guidelines (the Guidelines)</li><li>• demonstrate consistency with the Western Sydney Aerotropolis Plan, Phase 2 Development Control Plan (DCP), and relevant guidelines (such as Aviation safeguarding and Recognise Country)</li><li>• detail and justify how the draft master plan proposes to amend the Aerotropolis Precinct Plan (Precinct Plan), State Environmental Planning Policy (Precinct – Western Parkland City) 2021 (WPC SEPP), and the Phase 2 DCP</li><li>• demonstrate 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>
Site specific requirements	<p><b>1. Vision, values, and objectives</b></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. The draft master plan must also demonstrate how the layout and typology of development is consistent with the objectives of the Agribusiness precinct and leverages its location to the Outer Sydney Orbital (OSO) and the cargo facility within the Airport. The site’s location within the Metropolitan Rural Area and the objectives within the Greater Sydney Region Plan must also be addressed.</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><b>2. Recognising Country</b></p> <p>The draft master plan must demonstrate how future development will provide a meaningful connection to Country, informed by genuine engagement and cultural values research with Dharug Traditional Custodians and other relevant local Aboriginal stakeholders as required in the Aerotropolis planning framework, specifically the Phase 2 DCP and associated Recognise Country Guidelines.</p> <p>The draft master plan must be accompanied by:</p>

- an Aboriginal Engagement Outcomes Report, which outlines engagement activities undertaken with a range of Aboriginal Stakeholder types and documents the findings
- 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

*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.*

- a completed *Recognise Country Response Template* endorsed by the Aboriginal Stakeholders engaged in the master planning process.

### 3. The draft master plan

The draft master plan, showing layout, street hierarchy, lot subdivision and sizes, staging, infrastructure provision, public spaces, land uses, gross floor area and building forms, must be supported by:

- an analysis of the site opportunities and constraints, including land ownership, solar access and wind, bushfire risk, flood risk, heritage, cultural values, view lines, biodiversity and vegetation value, contamination, covenants, stormwater, and drainage, and aviation restrictions
- 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.
- a discussion on 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
- consideration of compatible land uses and future infrastructure corridors, including the Outer Sydney Orbital
- 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
- a public space, public domain and landscaping plan. This plan should:
  - demonstrate how future public space will be maximised and designed to be welcoming, attractive, accessible, and culturally safe, with excellent amenity and landscaping.
  - include a breakdown of proposed open space 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, and

- identify the baseline canopy and proposed green infrastructure network across the site's public domain
- a discussion, demonstrating 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
- 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
- a visual impact assessment
- detailed complying development plan(s) (at block level) providing a graphic representation of the complying development controls
- implementation of smart city, sustainability (including contributions to achieving net-zero emissions by 2050), environmentally sustainable development, water sensitive urban design, effective green infrastructure and urban heat island principles consistent with or superior to, the Precinct Plan
- a staging plan (including infrastructure, utilities and development stages)
- the provision of community facilities, their types, scale and locations
- identification (maps) and justification for the differences between the proposed draft master plan and Precinct Plan, including open space and stormwater land provision, canopy provision, road alignments etc. (where relevant).

#### 4. Reduction in land identified for acquisition

The draft master plan must:

- clearly identify land to be acquired including, but not limited to, stormwater infrastructure and open space
- illustrate any differences (amount, location, use) between the Precinct Plan and draft master plan
- justify the need for a reduction in land reserved for acquisition for stormwater infrastructure, local drainage and open space
- demonstrate how, the proposed reduction in land reserved for acquisition for stormwater infrastructure, local drainage and open space provides a superior outcome to that identified in the Precinct Plan.

#### 5. Relocation of the local centre

To support the relocation of the local centre, the proposed changes need to be justified and demonstrated as being viable and appropriate from an economic, urban design and transport and traffic planning perspective. The draft master

plan is to empirically demonstrate that a superior development and transport and traffic management outcome can be achieved. The draft master plan is to be supported by the following:

- an economic analysis that:
  - considers any economic impacts resulting from any proposed change in size from that identified in the Precinct Plan
  - identifies how the relocation of the local centre results in a superior outcome for the broader precinct
  - delineates differences between the proposed service centres and local centre so that the economic impacts within the broader precinct are properly understood
- a transport and traffic assessment that:
  - considers TfNSW's movement and place guidelines
  - demonstrates that the proposed relocation of the local centre does not compromise the operational efficiency of The Northern Road
  - considers the benefits and disadvantages of the proposed service centres and their potential impacts on future operation of the proposed Outer Sydney Orbital
- an urban design and public domain analysis that demonstrates how the location of the local centre on the primary arterial road will develop an urban structure that better supports successful places and encourages walking, cycling and public transport journeys.

## 6. Land use transition

The draft master plan is to be accompanied by a Farm Operations and Environmental Management Plan, prepared by a suitably qualified consultant. The plan is to include an assessment of the farm operation in relation to the proposed master plan and providing recommendations and conclusions in relation to the ongoing operation and management of the farm in a reduced capacity.

## 7. Water sources and stormwater management

### 7.1 Alternative stormwater management approach – Lake Duncan

To support proposed changes, the draft master plan must demonstrate that the proposed alternative stormwater management approach that:

- results in a superior stormwater management approach and outcome to the Precinct Plan
- complies with the Construction Phase Stormwater Quality Targets, Operational Phase Stormwater Quality and Quantity Targets, MUSIC modelling requirements and WSUD Design Principles as set out in the 'Technical guidance for achieving Wianamatta-South Creek stormwater management targets, Aerotropolis Waterway Health Objectives'

Note: targets for water quality must be met before stormwater is discharged into the lake.

- achieves the public health requirements under the National Health and Medical Research Council guidelines, if Lake Duncan is proposed to be used for recreation
- sufficiently details the extent of upstream infrastructure required to meet the water quality objectives within the Precinct Plan. This includes the extent that upstream infrastructure impacts on neighbouring sites
- considers the current condition of the lake and all future risks associated with the lake and its management via a series of background investigations by suitably qualified specialists. This includes, but is not limited to lake water quality analysis and modelling, its catchment (current and future), bed sediments, the dam wall, water extraction licenses, current and future prescribed dam status, ecology, wildlife hazard assessment and wildlife management plan (including mitigation and monitoring measures for wildlife hazard) and models for future land and lake management
- is supported by a management and ownership strategy for Lake Duncan (including transition of ownership over time)

In addition, the draft master plan is to:

- define the future use and level of amenity of the lake and stormwater related risks to this (e.g. algal blooms, contaminated sediment, structural stability, public safety, wildlife strike management, ecology etc.)
- demonstrate how the following standard Aerotropolis stormwater measures will be met within the developable area:
  - site coverage to meet permeability targets established in the Aerotropolis Development Control Plan
  - on-site stormwater detention to mitigate flood risk (unless otherwise agreed with council)
  - gross pollutant traps (to Sydney Waters standards)
  - passively irrigated street trees in accordance with Sydney Waters standards
  - connection to the Regional Stormwater Scheme
- provide an assessment that justifies changes to the total water cycle management plan and the blue-green infrastructure framework and demonstrates how the objectives of the Precinct Plan and Phase 2 DCP relating to the protection of riparian corridors will be met.

The draft master plan is to also consider the comments and requirements from DPE Water Group, EHG and Sydney Water at **(Attachment B)**.

## 7.2 Integrated Water Cycle Management

The draft master plan must be supported by an integrated water cycle management strategy (prepared by a suitably qualified engineer) that:

- details the pervious and impervious areas, to show compliance with the requirements set out in the Phase 2 DCP' and the Precinct Plan

- details the impacts on surface and ground water sources (both quality and quantity), related infrastructure, adjacent licensed water users, basic landholder rights, watercourses, riparian land, and groundwater dependent ecosystems, and measures proposed to reduce and mitigate these impacts
- undertake an assessment of any impacts of salinity and sodic soils
- details the proposed drainage design for the site including pits and pipes, overland flow paths, on-site detention, discharge locations, creek lines and riparian zones
- 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
- 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
- details a site water balance with water demands and supplementary sources, such as stormwater and recycled water, to ensure an adequate and secure water supply for the life of the project. This includes confirmation that water can be sourced from an appropriately authorised and reliable supply. Details how alternative water sources will be prioritised for greening and cooling
- a discussion on WSUD strategy for flooding, stormwater quantity and quality, and lake health management of the site
- demonstrate how the draft master plan achieves the operational phase stormwater quantity and quality management targets, in accordance with the WSUD design principles and modelling requirements described in the 'Technical guidance for achieving Wianamatta-South Creek stormwater management targets
- include a draft de-watering strategy demonstrating how potentially contaminated water and sediments in any existing farm dams will be removed to avoid entry into any water corridor
- details of connections to the regional stormwater system, or interim staged measures where the regional stormwater system will not be operational when development commences
- have regard to the long-term management and ownership of riparian corridors
- demonstrate compliance with the *Water Management Act 2000*, *Fisheries Management Act 1994* and *Natural Resource Access Regulator Guidelines for controlled activities on waterfront land for riparian corridors (2018)*
- undertake MUSIC modelling in accordance with the requirements in the 'Technical guidance for achieving Wianamatta-South Creek stormwater management targets' and 'MUSIC Modelling Toolkit -Wianamatta'.

The draft master plan is to also consider the comments and requirements from DPE Water Group, EHG, EPA and Sydney Water at (**Attachment B**) and in accordance with their policies and guidelines.

## 8. Flood planning

The draft master plan is to be supported by a risk based approach to any flood impacts in line with the recommendations of the 2022 Independent Flood Inquiry. The draft master plan must be supported by a preliminary Flood Impact and Risk Assessment (FIRA) prepared by a suitably qualified person. The FIRA is to:

- be informed by relevant studies
- include the necessary flood mapping (0.2%, 0.5% 1% AEP and PMF), stormwater report describing and addressing stormwater quantity and quality control management strategy, concept design plans and drawings
- flood impact assessment for existing and post development conditions with hydrologic and 2D hydraulic modelling for range of storm events
- model and assess the impacts of future development, including cut and fill on flood behaviour
- identify emergency management arrangements for a range of flood events, including proposed evacuation methods (vertical and horizontal) and the flood characteristics where each of these are proposed
- demonstrate consistency with the WPC SEPP, Ministerial Direction 4.1 Flooding, NSW Floodplain Development Manual, Flood Risk Management Guide and other local or State studies, guidance, and management plans
- consideration of the Flood Inquiry recommendations about revised Flood Planning Levels, citing of infrastructure and evacuation

Note: The Department is currently considering how to provide further advice while the Reconstruction Authority is established and may be able to provide further advice in the future.

## 9. Green, social, and cultural infrastructure and open space

The draft master plan is to:

- identify green, social, and cultural infrastructure required to service the entire master plan area (informed by a needs assessment)
- provides a strategy to ensure key amenities and infrastructure servicing the site are planned for in line with need
- be supported by a Social Impact Assessment (SIA) that:
  - assesses the significance of positive, negative, and cumulative social impacts
  - includes likely social impacts and any proposed enhancement measures
  - details how social impacts will be monitored and managed over time.
- be supported by a public art strategy that is in line with relevant state and local government policies and strategies.

## 10. Design excellence

If the proponent wishes 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.



## 11. Complying development

For any proposed development that is intended to be 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.

This draft code is to be prepared in accordance with the Guidelines detailing:

- any proposed exempt development types
- 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 *Protection of the Environment Operations Act 1997*,
  - development on flood prone land
- unless there is adequate justification and strategic merit, the following areas are to be excluded:
  - areas of the site that are constrained in terms of topography, biodiversity, riparian corridors, bushfire prone land etc.
  - stormwater works and basins
  - excessive cut and fill (levels to be discussed during co-design) public spaces (pocket parks, parks, ovals and recreation areas)
- 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, tree canopy targets, tree planting targets, landscaping and planting, traffic movements, parking provision, stormwater flowrates and water quality indicators. Complying development controls must be consistent with standards contained within the Phase 2 DCP. Any inconsistencies are to be supported by justification that a superior planning outcome can be achieved
- 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
- details of finished levels for the development, including roads
- any standard conditions, such as controls to ensure future development meets relevant provisions for Airport safeguards and/or the Building Code
- any requirements relating to applicable local, State/Regional infrastructure contributions payable as part of complying development
- any mapping and images.

The draft master plan must also include a detailed justification for the proposed draft code demonstrating how development will, among other things:

- respond to and recognise Country
- exhibit design excellence
- not unreasonably impact the amenity of adjacent buildings and open spaces
- be safely accommodated on the site
- be supported by all necessary concurrent third-party approvals
- be supported by existing or planned Infrastructure
- provide public benefit
- identify the waste management measures
- consider exempt and complying development controls against the standards contained within the Phase 2 DCP as a baseline and any inconsistencies supported by justification that a superior planning outcome can be achieved
- ensure exempt and complying development controls conform with the overarching principles of the WPC SEPP and the Precinct Plan.

## 12. Infrastructure and utilities

The draft master plan must include an infrastructure delivery strategy that:

- identifies any in effect or draft Contribution Plans, Voluntary Planning Agreements or Special Infrastructure Contribution Plans that affect land to which the application relates
- demonstrates mechanisms for delivery of infrastructure for future development, including how they address any contributions applicable under any contributions plans/ planning agreements/ works-in-kind
- identifies infrastructure (including transport, green, social, cultural and utilities), as well as the land needed to house infrastructure, required to service the entire master plan area drawing upon supporting information (such as stormwater management) and justification for the masterplan. Infrastructure should distinguish (where possible) state, regional and local infrastructure
- details of any trade enabling infrastructure, including relevant systems and/or shared use arrangements to facilitate an airport freight interface
- 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
- considers the location of infrastructure in line with the recommendations of the Flood Inquiry
- identifies any utility augmentation required to accommodate the proposed development and easements and their locations
- provide details of any further material public benefit to be delivered through the draft master plan

- investigates opportunities to implement a multi-utilities corridor approach as part of the planning and delivery of major road corridors within the site
- 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.
- 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 *Land Acquisition (Just Terms Compensation) Act 1991*

### 13. Transport, traffic, parking, and access

The draft master plan must include a transport and accessibility impact assessment, including an integrated package of transport plans, modelling, analysis and reports and sets out the following:

- predicted transport mode share split
- 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
- measures to promote walking, cycling and sustainable travel choices
- connections between the road network shown in the Precinct Plan and Western Sydney Airport planning documents
- impacts of the proposed road network on pedestrian safety and other transport related safety considerations including proposed mitigation measures given the large volumes of freight movements expected to occur to and from the site
- how the required corridor reservations for future rail, arterial and regional roads will be preserved accompanied with adequate planning control measures. This includes for the proposed cargo facility within the Airport, The Northern Road and Outer Sydney Orbital. Any changes proposed to the corridor alignments (and accepted by the responsible state and local authority) are to be incorporated into the draft master plan
- consideration of the freight strategy, including freight rail connections and alignment with future freight corridors including the Outer Sydney Orbital
- staging of transport infrastructure and services
- movement framework throughout the site – both vehicular and active, which should demonstrate how the draft master plan will result in an improvement of the Precinct Plan.

The draft master plan is to also include initial engineering plans detailing road alignments and levels and detail as to how the proposed road network responds to the existing topography.

Furthermore, the draft master plan must address requirements outlined in the *Western Sydney Aerotropolis TfNSW Master Plan Requirements (Attachment A)*, the submissions by TfNSW, WPCA, Liverpool City Council and DPE – Corridors

protection (**Attachment B**) and be prepared in accordance with relevant TfNSW policies and guidelines.

## 14. Heritage

The draft master plan is to be accompanied by a Statement of Heritage Impact, prepared in accordance with relevant guidelines and policies that includes:

- a study of the history of place or site to identify potential heritage items or relics in the proposed draft master plan area
- a review of local historical sources and maps to assess the potential for archaeological relics
- investigation of heritage significance within the site and surrounding areas, including cultural values and scenic values
- a description and maps of the proposed works or activities including Reduced Levels according to Australian Height Datum (AHD)
- an assessment of the impact the draft master plan and any potential future proposed works will have on the identified significance of the site, its surrounding area and potential relics
- recommendations and measures to reduce or mitigate potential negative impacts of the proposed works.

## 15. Aboriginal cultural heritage

The draft master plan must be accompanied by an Aboriginal Cultural Heritage Assessment Report (ACHAR) in accordance with relevant codes and guidelines that:

- identifies and describes the Aboriginal cultural heritage values that exist across the whole area that will be affected by the development
- undertakes and documents consultation with Aboriginal people. The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented
- documents and assesses impacts on Aboriginal cultural heritage values, demonstrating attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the draft master plan must outline measures proposed to mitigate impacts
- the assessment of cultural heritage values must include a surface survey undertaken by a qualified archaeologist and document findings in the ACHAR.

The draft master plan is to also address the *Recognise Country Guidelines*, and specifically include details of genuine engagement, cultural values research and cultural values mapping.

## 16. Biodiversity

The draft master plan must:

- demonstrates consistency with the Cumberland Plain Conservation Plan, Chapter 13 of the State Environmental Planning Policy (Biodiversity and Conservation) 2021 and Ministerial Direction – 3.6 Strategic Conservation Planning
- describe the proposed regime for avoiding and minimising biodiversity impacts of future development
- describe the proposed regime for holistic management of land set aside for blue/green infrastructure/parkland/open space to ensure that conservation outcomes are achieved
- specifies requirements for the road crossing over Duncan’s Creek to avoid and minimise ecological impacts, maximise vegetation retention and retain and enhance habitat connectivity
- include maps (including shapefiles).

## 17. Air quality and Odour

The draft master plan must be supported by an assessment of air quality and odour impact. This should:

- identify significant air emission sources at the proposed development
- assess their potential to cause adverse off-site impacts
- detail proposed management, mitigation and monitoring measures that would be implemented
- where air emissions during operation have the potential to cause adverse off-site impacts, provide a quantitative air quality impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines.

## 18. Noise and vibration

The draft master plan must include a noise and vibration assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines and prepared by a suitably qualified person. The assessment must:

- discuss noise and vibration impacts, specifically on existing sensitive receivers both inside and outside the project area
- consider compatible land uses around infrastructure corridors and any mitigation measures, including for the Outer Sydney Orbital
- outline the proposed management and mitigation measures.

## 19. Earthworks

The draft master plan must:

- 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

- 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
- 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
- address clause 4.9 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) for earthworks adjacent to protected transport corridors.

#### **20. Ground conditions**

The draft master plan must assess any geotechnical and acid sulphate soil impacts demonstrating that the proposed development can be accommodated on the site.

#### **21. Aviation safeguarding**

The draft master plan must address aviation safeguarding as per the National Airport Safeguarding Framework (NASF) and as required in the WPC SEPP, Precinct Plan, Phase 2 DCP and relevant guidelines. Given the site's close proximity to Western Sydney Airport, ongoing consultation must occur with Western Sydney Airport and the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts to ensure that aviation safeguarding measures are incorporated into the master plan and development.

#### **22. Contamination**

The draft master plan must:

- 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 State Environmental Planning Policy (Resilience and Hazards) 2021 and any associated guidelines
- be supported by a detailed site investigation that gives regard to the potential effects of any contaminants on public health, the environment and building structures and meets the sampling density outlined in the NSW EPA Contaminated Sites Sampling Design Guidelines (1995)
- a remediation action plan and/or preliminary long-term environmental management plan prepared by a suitably qualified environmental consultant where the detailed site investigation indicates that the site poses unacceptable risks to human health or the environment.

#### **23. Bushfire**

The draft master plan must consider bushfire risk (including consideration of the risks from surrounding properties), detail proposed bush fire protection measures and demonstrate compliance with Planning for Bush Fire Protection and any requirements of the Rural Fires Act 1997.

# Master Plan Requirements

Western Sydney Aerotropolis

Clause 4.41 State Environmental Planning Policy (Precincts – Western Parkland City) 2021



3D model	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).
Requests for additional information	The Department may require any additional information or documents to be included in the master plan at any time during the TAP process.
Consultation	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.
Timeframe to lodge Master Plan	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.

## Part B: Reports and further information for the lodgement and assessment of the master plan

In addition to the considerations and studies outlined in Part A for the TAP co-design process, the Department may require further detailed analysis and studies to support the lodgement and statutory assessment of the master plan.

The following is a list of studies which may be required to be lodged with the master plan for assessment.

Note: this is an indicative list, and further studies may be required that are not listed below following the TAP process and discussions with the DPE Assessments Team which may be required to be considered at the time of lodgement.

### Reports and further information

- Biodiversity assessment
- Noise and vibration assessment (prepared by a suitably qualified person and in line with policies and guidelines)
- Acoustic report
- Air quality and odour assessment (prepared by a suitably qualified person and in line with policies and guidelines)
- Sustainability strategy
  - including waste and servicing
  - contributing to achieving net-zero emissions by 2050, in accordance with the Western City District Plan
- Integrated water cycle management strategy, which shall include, as a minimum:
  - proposed monitoring locations, monitoring frequency and indicators of surface and groundwater quality
  - a draft de-watering strategy demonstrating how potentially contaminated water and sediments in any existing farm dams will be removed to avoid entry into any water corridor
  - 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 (including green infrastructure) and systems and other water users in accordance with the current guidelines
  - a WSUD strategy for flooding, stormwater quantity and quality management of the site
  - complies with the modelling requirements and WSUD design principles outlined in the Technical guidance for achieving Wianamatta-South Creek stormwater management targets(DPE, 2022) and the MUSIC modelling toolkit - Wianamatta
  - comply with the relevant DCP controls.
- Flood Impact and Risk Assessment
- Transport Management Assessment Plan, which will also include as a minimum:



- a transport and accessibility impact assessment
- preferred active and public transport routes – including share paths and cycle lanes, bus servicing strategy
- address all relevant legislation, policy and guides.
- Social impact assessment
- Green infrastructure needs assessment, which will include as a minimum:
  - an audit of existing trees and vegetation on the master plan site and measures to be taken to ensure any trees and vegetation being removed will be replaced appropriately
  - principles of the NSW Government Architect's Greener Places Framework
  - setting an aspirational canopy cover target for the whole master plan site which ensures no net less canopy from existing canopy and prioritises the retention of existing canopy
  - recommended minimum deep soil and tree planting rates to meet minimum tree canopy targets in the Phase 2 DCP, based on the masterplan's lot and street layout
  - plan identifying proposed green infrastructure network across the site in both the public domain and private lots.
- CPTED assessment
- Public Domain and Public Art strategy
- Economic assessment (including retail and employment) and including:
  - Employment forecasting for the project, at both the construction and operational stages, including forecasting of 5 and 10 year intervals to full development. These numbers should be based on a study, having consideration to servicing and previous numbers in WSAP, Precinct Plan, etc.
- Statement of Heritage Impact, including a strategy to manage the proposed works, an unexpected finds protocol, and protocol on if burial sites or skeletal material is uncovered during construction
- Infrastructure Delivery Plan
- Fire safety report
- Bushfire Assessment Report
- Geotechnical Report
- Urban Design Analysis, including:
  - consideration of topography including for example excavation of basements, location of carparking and integration into built form, street activation, servicing, and high-quality streetscapes
  - the establishment of quality urban design controls
  - a movement framework, and place strategy
  - 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

- 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 signage strategy. The study should demonstrate an understanding and the rationale behind the selected pedestrian desire lines and master plan permeability
- an accessibility and CPTED assessment
- alignment with the Public Domain Concept Plan – both plans to consider the Aerotropolis Recognise Country Guidelines (including any Recognise Country Strategy prepared for the site) and the GA NSW Draft Connecting with Country framework
- 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 the amenity of the public domain, or impact upon performance criteria as a result of building height. Establish any new standards for these criteria.

*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.*

- Exempt and complying development code (informed by the TAP process)
- Detailed earth works strategy, including but limited to:
  - any retention, import or export of materials, including the use of Virgin excavated natural material (VENM), including soil quality assessments
  - detail interfaces and demonstrate that they will not impact potential neighbouring sites, set an undesirable precedent or drive poor development outcomes on adjacent sites
  - consider clause 4.9 of the Transport and Infrastructure SEPP for earthworks adjacent to protected transport corridors
  - establish the earthworks strategy for any retention, import or export of materials, including soil quality assessments.
- Erosion Sediment Control Plan
- Soil salinity and sodicity assessment
- Contamination: 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
- Demolition and construction management plan. This plan is to detail and sediment and erosion controls
- Exempt and complying development code (informed by the TAP process)
- An existing site survey plan drawn at an appropriate scale illustrating:

# DRAFT Master Plan Requirements

Western Sydney Aerotropolis

Clause 4.41 State Environmental Planning Policy (Precincts – Western Parkland City) 2021



	<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>
Consultation	<p>Detail engagement undertaken and demonstrate how it was consistent with the Understanding Engagement Guidelines for State Significant Development. Detail how issues raised and feedback provided have been considered and responded to in the project. Applicants must consult with:</p> <ul style="list-style-type: none"><li>● the relevant Department assessment team</li><li>● any relevant local councils</li><li>● any relevant agencies</li><li>● the community</li><li>● Western Sydney Airport</li><li>● if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&amp;A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&amp;A Act, the agency relevant to that approval or authorisation.</li></ul>