

Department of Planning and Environment

Our ref: IRF22/3213

Sarah Hill
Chief Operating Officer
Western Parkland City Authority
Level 2, 10 Valentine Avenue
PARRAMATTA NSW 2150

Attention: Nick Graham, Project Director Master Plan

17 October 2022

Subject: WSA_MP02 – WPCA Bradfield City Centre – Lot 10 DP1235662, 215 Badgerys Creek Rd, Bringelly

Dear Ms Hill,

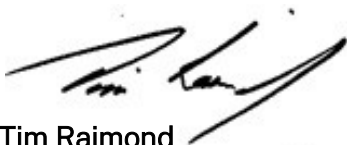
Thank you for your correspondence to the Department of Planning and Environment (the Department) dated 1 July 2022, on behalf of Western Sydney Parkland Authority (the proponent), submitting a revised master plan request for 215 Badgerys Creek Rd, Bringelly (subject site).

In accordance with the Master Plan Guidelines, the Department has now issued the master plan requirements for the subject site, dated 17 October 2022. The master plan requirements must be addressed prior to lodging a draft master plan for consideration and co-design with the Technical Assurance Panel.

The Department will provide further information on the formal commencement date of the Technical Assurance Panel soon.

If you have any questions, please contact Lisa Pemberton, Senior Planning Officer, at the Department of Planning and Environment on 9228 6191 or at lisa.pemberton@dpie.nsw.gov.au.

Yours sincerely,



Tim Raimond
Deputy Secretary
Planning and Land Use Strategy

Master Plan Requirements

Western Sydney Aerotropolis

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



Application details

Master plan request number	WSA_MP02
Project name	Bradfield City Centre
Description	Master plan to facilitate the development of the Bradfield City Centre
Jobs / Dwellings	20,000 jobs and 8,000 dwellings approx.
Location	215 Badgerys Creek Rd, Bringelly Lot 10 DP 1235662
Applicant	Western Parkland City Authority
Date of issue	17 October 2022
Attachments	A: Comments from agencies and councils B: TfNSW Standard Master Plan Requirements (May 2022)

Part A: Master plan requirements

The purpose of the master plan requirements is to enable suitable information and analysis in support of a draft master plan and to inform the co-design process with the 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 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, Liverpool City Council and Penrith City Council.

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. **Attachment A** contains further detail from state and local authorities.

General requirements	<p>The draft master plan must:</p> <ul style="list-style-type: none">• be prepared by the nominated proponent – <i>Western Parkland City Authority</i>• be lodged on the NSW Planning Portal (<i>note: this function is currently being established</i>)• be accompanied by the consent of all landowners to which the master plan applies• address all relevant legislation (including the Objects of the EP&A Act, Environmental Planning Instruments (EPIs), and proposed EPIs• address all requirements of the Master Plan Guidelines (the Guidelines)
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	<ul style="list-style-type: none">• demonstrate consistency with the Western Sydney Aerotropolis Plan, the Western Sydney Aerotropolis Development Control Plan – Phase 2 and relevant guidelines (such as Aviation safeguarding and Recognise Country) <p>Note: the Phase 2 DCP is expected to be finalised October 2022 and will replace the Phase 1 DCP</p> <ul style="list-style-type: none">• detail and justify how the draft master plan proposes to amend the Aerotropolis Precinct Plan (the Precinct Plan), (WPC SEPP), and the Stage 2 DCP, once finalised• demonstrates consistency with the Western City District Plan• demonstrates that the draft master plan provides for a superior planning outcome by meeting the criteria specified in the Guidelines• be accompanied by the required application fees, payable at different stages, calculated in accordance with the milestone agreement and Secretary's determination, and provide an estimate of jobs that will be created during the future construction and operation phases of the proposed draft master plan, all supported by a report by a qualified quantity surveyor• comply with these master plan requirements.
Key issues to be addressed	<p>1. Vision, values, and objectives</p> <p>Drawing upon the established vision and objectives within the Aerotropolis planning framework, the draft master plan must develop a clear vision statement, values, and objectives for the entire site.</p> <p>This must be supported with evidence demonstrating that these have been prepared in consultation with relevant stakeholders, including council, agencies, industry, the local community and Aboriginal stakeholders.</p> <p>2. Recognising Country</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 the Dharug Traditional Custodians and other relevant local Aboriginal stakeholders, as required in the Stage 2 DCP and associated Recognise Country Guidelines.</p> <p>The draft master plan must be accompanied by:</p> <ul style="list-style-type: none">• 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 <p><i>Note: this can form part of the Aboriginal Cultural Heritage Assessment Report (see further detail below), Aboriginal Engagement Outcomes Report, or a separate appendix/report.</i></p> <ul style="list-style-type: none">• a completed <i>Recognise Country Response Template</i> endorsed by the Aboriginal stakeholders engaged in the master planning process (note: this is a draft requirement of the Recognise Country Guidelines and fulfils the requirement to produce a Recognising Country Statement).

3. The draft master plan

The draft master plan, showing layout, street hierarchy, lot subdivision and sizes, staging plan (including infrastructure, utilities and development stages), 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, 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
- 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
- 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, demonstrating how future public space will be maximised and designed to be welcoming, attractive, accessible, and culturally safe, with excellent amenity and landscaping. This should include a breakdown of proposed open space 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
- demonstrate how the draft master plan meets the performance criteria and standards for the amenity of the public realm, including solar access, environmental wind comfort, tree canopy, shade and cooling. Identify and respond to any potential impacts where the performance criteria will not be met, such as in relation to lighting, reflectivity, wind, visual and view impacts, especially if any of these impact the amenity of the public domain
- 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
- preparation of a structure plan considering the site's context within the Western Parkland City and Bradfield's role as part of the Metropolitan Cluster
- detailed complying development plan(s) (at block level) providing a graphic representation of the complying development controls
- implementation of smart city, sustainability - including consideration on how Bradfield may contribute the State goal of net-zero emissions by 2050, water sensitive urban design and urban heat island principles consistent with or superior to, the Precinct Plan
- identification (maps) and justification for the differences between the proposed master plan and Precinct Plan, including open space and stormwater land provision, road alignments etc (where relevant)

- provision of community facilities, their types, scale and locations.

Refer to the submission from the Government Architect, and Liverpool City Council for further information (**Attachment A**).

4. Interim uses

It is noted that the Future Infrastructure Corridors in the master plan area are currently protected and managed by Chapter 4 of the Transport and Infrastructure SEPP, which states that development in the corridors is limited to SP2 Infrastructure or the previously permitted use (with conditions). Given the previous zone for the master plan sections of the Future Infrastructure Corridors was SP2 Defence, this is a significant limitation on what can be developed on the land, with what is proposed in the master plan request currently being prohibited.

The Department is about to commence exhibition of a proposed policy to provide for short-long term development on Future Infrastructure Corridors which will provide opportunities for alternative permitted uses (of a temporary nature) to be considered. If the interim uses policy proceeds after exhibition, the master plan will need to address any proposed interim uses and will need to be endorsed by TfNSW and DPE.

5. Social and cultural infrastructure and open space

The draft master plan is to:

- identify green, social (including educational facilities) and cultural infrastructure required to service the entire master plan area and provide a strategy to ensure key amenities and infrastructure servicing the site are planned for in line with need, and the contribution that existing vegetation and streams can make towards the open space network
- identify potential new school related infrastructure to support public schools within and surrounding the master plan area
- outline a strategy for the provision of essential infrastructure and amenities to service the site
- outline details of any arrangements with Council/other landowners for public use of community facilities and any need to supplement shortfalls across the site
- outline visual and physical connectivity from the mapped ESL land to Thompsons' Creek, and open space areas
- consider how social and cultural infrastructure is owned and managed in the long-term, and any implications for contribution plans (SIC and LIC).

In addition, the draft master plan is to consider the comments and requirements from Liverpool City Council and School Infrastructure NSW (refer **Attachment A**).

6. Housing

The draft master plan is to be accompanied by a housing strategy which identifies the annual dwelling forecast. The strategy is to consider proposed uses, staging and transport planning, as well as demonstrating how it supports the realisation of the anticipated housing targets in the final business case for Sydney Metro Western Sydney Airport.

7. Economic

The master plan must be supported by an economic strategy that:

- assesses the master plan against the anticipated employment targets and economic objectives of the Sydney Metro Western Sydney Airport final business case, WSA Plan, Rapid Bus Corridor and Western City District Plan
- identifies the expected employment land use mix
- identified estimated potential GFA and jobs, including staging at 5-year intervals to the year 2056, to allow for assessment of staging impacts and forward network planning
- includes a 24-hour economy strategy supporting the vision of an international hub for business activity in the Indo-Pacific region.

8. Design excellence

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.

9. Complying development

For any proposed development that will be sought as exempt and complying development, the draft master plan submitted for the co-design TAP process, must include a draft exempt and complying development code (draft code). This draft code must include as a minimum, development controls, and land and development types both included and excluded from the draft code. The draft code should be informed by a detailed analysis of the site and its constraints. The co-design process may result in further refinement of the draft code.

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* (refer to attached comments from EPA)
- 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, flooding, 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, landscaping and planting, traffic movements, parking provision, stormwater flowrates and water quality indicators. Complying development controls must be consistent with standards contained within the Stage 2 DCP. Any inconsistencies are to be supported by justification that a superior planning outcome can be achieved
- 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

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- 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 Stage 2 DCP (or any draft) 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.

10. Infrastructure and utilities

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

- identifies any applicable 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 contribution plans/planning agreements/ works-in-kind
- identifies infrastructure (including transport, green, social, cultural and utilities) required to service the entire master plan area; and distinguish (where possible) state, regional and local infrastructure.
- 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.
- 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
- 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 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
- includes a property acquisition and activation staging plan, outlining when particular properties facilitating access and infrastructure are to be brought into public ownership or the control of the master plan developer. The staging should account for the processes of acquisition in line with best practice and the Just Terms Compensation Act

11. Transport, traffic, parking, and connectivity

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

- predicted transport mode share split, and demonstrate design, strategic and statutory initiatives that will give rise to significant mode shift away from driving towards public and active transport, delivering on the urban, social and economic benefits catalysed by the Sydney Metro infrastructure, from city opening date and beyond
- 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 the planned road network for the Bradfield City Centre
- land use benefits as a result of the Metro Station, including walking catchments, and master plan outcomes for the station precinct
- staging of transport infrastructure and services
- protection of planned transport corridors, including:
 - planning control measures
 - consideration of the station precinct, walking catchments and transport integration needs
 - South West Rail Link extension corridor
 - future arterial and regional roads
 - unused portions of corridors which are still to be retained in terms of staging, sequencing and the consideration of appropriate surrounding land uses.
 - documentation supporting the draft master plan consistent with the Sydney Metro Corridor Protection Guidelines
 - changes proposed to the corridor alignments (and accepted by the responsible state and local authority) should be incorporated into the draft master plan
 - protected future corridors should be considered as at-grade future infrastructure consistent with the protected Future Infrastructure Corridors
- movement framework throughout the site – both vehicular and pedestrian, which should demonstrate how the draft master plan will result in an improvement of the Precinct Plan
- The draft master plan is to provide an analysis of the adjoining sites to ensure a consistent provision of necessary infrastructure:
 - identification of new key access links to the east, linking Bradfield to the remainder of the Aerotropolis Core (and further east to Rossmore, Kemps Creek and Austral), with road corridor designs that provide continuity

- an examination as to how the eastern road and infrastructure links between Bradfield and the remainder of the Aerotropolis Core on the eastern side of Thompson's Creek are to be identified, and a discussion of funding
- demonstrate how both vehicular and pedestrian access may be provided across Moore Gully and Thompsons Creek in such a way that will not impact negatively on pedestrian amenity and permeability.

The draft master plan must also address requirements outlined in the *Western Sydney Aerotropolis TfNSW Master Plan Requirements (Attachment B)* and be prepared in accordance with relevant TfNSW policies and guidelines. Additionally, the draft master plan must consider comments from Liverpool City Council, Sydney Metro and Sydney Water (**Attachment A**).

The draft master plan must also address site specific comments and requirements from TfNSW when they are received by the Department.

12. Heritage

The draft master plan is to be accompanied by a Statement of Heritage Impact (SOHI), prepared in accordance with relevant guidelines and policies and must address the requirements outlined by Heritage NSW (**Attachment A**). The SOHI is to also consider the impact specifically on State Heritage listed 'Kelvin' and associated curtilage.

13. Aboriginal cultural heritage

The draft master plan must be accompanied by an Aboriginal Cultural Heritage Assessment Report (ACHAR) in accordance with relevant guidelines and requirements provided by Heritage NSW (**Attachment A**). The draft master plan is to also address the *Recognise Country Guidelines*, and specifically include details of genuine engagement, cultural values research and cultural values mapping.

14. Flood planning

The draft master plan must be supported by a Flood Impact and Risk Assessment (FIRA) prepared by a suitably qualified person in line with the Flood Risk Management Guide. The FIRA is to:

- be informed by relevant studies
- include the necessary flood mapping, stormwater report describing and addressing stormwater quantity and quality control management strategy, onsite detention, overland flow paths, concept design plans and drawings
- include a 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 on flood behaviour
- identify emergency management arrangements for a range of flood events
- demonstrate consistency with the WPC SEPP, NSW Floodplain Development Manual, Flood Risk Management Guide and other local or State studies, policy guidance, and management plans
- undertake MUSIC Modelling.

The draft master plan is to consider the submissions from DPE - Environment and Heritage Group and Liverpool City Council (**Attachment A**).

15. Integrated water cycle management

The draft master plan must address the following:

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- describe the existing surface (e.g. creeks and farm dams) and groundwater resources (including ecological values, cultural values and reliance by users) likely to be impacted by the project
- outline potential or known impacts of future development on surface and groundwater hydrology, riparian land, water-related infrastructure and systems and other water users in accordance with the current guidelines
- a discussion on WSUD strategy for flooding, stormwater quantity, water way health and quality management of the site
- detail stormwater treatment options and footprints relevant to the site
- detail on connections and servicing via reticulated/interim reticulated sewerage service
- 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
- have regard to the long-term management and ownership of riparian corridors
- demonstrate how the master plan achieves the NSW Government Wianamatta South Creek waterway health objectives and stormwater management targets
- enable the design and delivery of potential multi-functional stormwater infrastructure, including trunk drainage channels and treatment wetlands to the satisfaction of Sydney Water as identified in the Precinct Plan and WPC SEPP. Where a variation occurs, demonstrate how this achieves a superior outcome
- demonstrate compliance with the *Water Management Act 2000* and NRAR and Guidelines for controlled activities on waterfront land for riparian corridors.

The draft master plan is to consider the submissions from Sydney Water and Liverpool Council (**Attachment A**).

16. Biodiversity

The draft master plan must:

- demonstrate that the amount of existing native vegetation (ENV) protected under the draft master plan is the same as that which is currently protected under the WPC SEPP and Precinct Plan on the land to which the draft master plan applies
- identify any direct and indirect biodiversity impacts associated with the project in accordance with the *Biodiversity Conservation Act 2016* and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR) unless a waiver is granted, or the site is on biodiversity certified land
- describe the proposed regime for avoiding and minimising, managing and reporting any biodiversity impacts of future development
- demonstrate consistency with the Relevant Biodiversity Measures (RBM) of the *Growth Centres Biodiversity Certification Order* (the Order) and the Commitments for matters of national environmental significance of the Strategic Assessment, including the application of RBM 19 of the Order
- quantify the amount of ENV which will be protected in non-certified lands
- demonstrate how the ENV will be protected in the draft master plan area
- be supported by a report and maps (including shapefiles).

The draft master plan must be prepared with consideration of the comments provided by DPE Environment and Heritage Group (**Attachment A**).

17. Air quality and Odour

The draft master plan must be supported by a preliminary discussion on air quality and odour impact. This should include an assessment of existing air quality and odour conditions.

18. Noise and vibration

The draft master plan must include a preliminary discussion on noise and vibration impacts, specifically on existing sensitive receivers both inside and outside the project area, prepared by a suitably qualified person. Consideration is also to be given to compatible land uses around infrastructure corridors and any mitigation measures.

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 Transport and Infrastructure SEPP for earthworks adjacent to protected transport corridors.

20. Ground conditions

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

21. Aviation safeguarding

The draft master plan must address aviation safeguarding as required in the WPC SEPP, Precinct Plan, Stage 2 DCP and relevant guideline.

22. Contamination

The draft master plan must include a preliminary site investigation prepared by a suitably qualified environmental consultant. The investigation 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)* and any associated guidelines
- Where recommended in the preliminary site investigation, or requested by the Planning Secretary, the draft master plan must also include a detailed site investigation, a remediation action plan and/or preliminary long-term environmental management plan.

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	<p>23. Bushfire</p> <p>The draft master plan must consider bush fire prone land and detail proposed bush fire protection measures, demonstrating compliance with Planning for Bush Fire Protection, and any requirements of the <i>Rural Fires Act 1997</i>.</p> <p>24. Statutory applications</p> <ul style="list-style-type: none">• The First Building State Significant Development Application (SSD-25452459) for Bradfield City Centre has been lodged with the Department for assessment. The draft master plan and TAP are to consider this application and any valid consent, if received. <p>25. Health</p> <p>The draft master plan shall address any health infrastructure demand for the site, for example, ambulance stations, hospitals (public and private). The draft master plan should also address any site-specific comments and requirements from Health Infrastructure, when they are received by the Department.</p>
3D model	<p>At the conclusion of the TAP process, a virtual 3D model should be prepared to support exhibition of the master plan. This is to be done on an accessible web-based portal, where all stakeholders, including the community, can view and navigate the master plan to understand the development. Where possible, the model must present any analysis and impacts of future development (such as for example overshadowing impacts).</p>
Requests for additional information	<p>The Department may request additional information or documentation to be included in the master plan at any time prior to the master plan being determined.</p>
Consultation	<p>Prior to submitting the draft master plan to the TAP for co-design, you should consult with adjoining landowners to provide them with the opportunity to provide early comments and feedback to inform the preparation of the draft master plan.</p>
Timeframe to lodge Master Plan	<p>You must lodge the master plan on the NSW Planning Portal within 18 months of the date of these Master Plan Requirements. Up to three extensions of 6 months each may be granted by the Minister for Planning and Homes if you meet certain criteria in the Guidelines.</p>

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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 will 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.

Also refer to **Attachment A** for further detailed requirements regarding various studies identified below. Please note that at the time of formal lodgement of the master plan for assessment, the Department may have a *lodgement checklist* (currently under development) which shall be considered at the time of lodgement.

Reports and further information which may be required for master plan assessment

- Biodiversity assessment (in accordance with the requirements of *Biodiversity Conservation Act 2016* and *Growth Centres Biodiversity Conservation Order*). This is to include an assessment of any direct and indirect biodiversity impacts associated with the project in accordance with the *Biodiversity Conservation Act 2016* and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR) unless a waiver is granted, or the site is on biodiversity certified land.
- Noise and vibration assessment (prepared by a suitably qualified person and in line with policies and guidelines).
- Air quality and odour assessment (prepared by a suitably qualified person and in line with policies and guidelines).
- Statement of Heritage Impact, including the preparation of a heritage interpretation strategy; detail on view corridors/sight lines to and from Kelvin Park, and detail on Unexpected Finds Protocol, and protocol on if burial sites or skeletal material is uncovered during construction.
- Social Infrastructure Strategy to outline the population growth scenarios at local, district and regional context related to the development of the Bradfield City Centre, the current capacity of existing infrastructure and the future needs of the Bradfield City Centre community.
- Sustainability strategy, including:
 - waste and servicing
 - contributing to 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-

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- related 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
- be prepared in accordance with the assumptions and modelling outlined in the technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPE, 2022) (when finalised and available) and the EHG MUSIC modelling toolkit (interim)
- 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
 - an integrated package of transport plans, modelling, analysis and reports
 - measures that give rise to significant mode shift away from driving towards public and active transport, such as removal of minimum parking requirements, imposition of maximum parking requirements/ parking capacity cap, priced parking framework, low Emissions Vehicle Zone/Cordon, street design elements that prioritise active transport and public transport
 - traffic circulation plan that limits general through traffic to selected key routes; low traffic/ traffic-free zones; design initiatives that support transport interchange with Sydney Metro and future rail extensions
 - first and last mile freight servicing strategy, including potential for consolidated city freight hub
 - travel demand management strategies for future occupants and land uses that actively disincentivises driving to Bradfield and actively incentivises public and active transport use
 - use of the Movement and Place Frameworks (MAPF) Built Form Indicators for school sites
 - indicative School Walking Catchment and User Paths
 - preferred active and public transport routes – including share paths and cycle lanes, bus servicing strategy
 - address all relevant legislation, policy and guides.
- Infrastructure Delivery Plan, which should also identify as a minimum connected infrastructure to supports the journey (and access) to schools, to enable more students and staff to choose active and public transport and decongest the road networks around future schools.
- Social impact assessment:
 - to be prepared in accordance with relevant State and local guidelines and policies
 - include considerations for how the master plan area is designed and located to mitigate against potential adverse impacts (including traffic, access, noise and vibration and air quality impacts) on surrounding schools and communities.

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- Consider school site selection (<https://www.schoolinfrastructure.nsw.gov.au/news/2021/03/guidelines-for-school-site-selection-and-master-planning-.html>).
- Public Domain and Public Art strategy.
- Economic assessment (including retail and employment, and strategies to facilitate the establishment of a 24 hour economy)
- Fire safety report.
- Bushfire Assessment Report.
- Geotechnical Report.
- Urban Design Analysis, including:
 - the establishment of quality urban design controls
 - a movement framework, and place strategy
 - consideration of topography including for example excavation of basements, location of carparking and integration into built form, street activation, servicing, and high-quality streetscapes
 - a height, built form and solar access and overshadowing study to ensure public places (streets, plazas and parks) and internal amenity can be achieved and can be maintained to an acceptable and compliant level
 - 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, and
 - alignment with the Public Domain Concept Plan – both plans to consider the Draft Connecting with Country framework.

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.

- Detailed earth works strategy, including but not 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

Master Plan Requirements

Western Sydney Aerotropolis

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



- establish the earthworks strategy for any retention, import or export of materials, including soil quality assessments.
- Contamination assessment: which may include a Detailed Site investigation, Remedial Action Plan, preliminary long-term environmental management plan, and any other plans required by an appropriately qualified professional.
- Demolition and construction management plan. This plan is to also detail sediment and erosion controls.
- Demonstration on how the proposed master plan meets the performance criteria and standards. Identify and respond to any potential impacts where the performance criteria will not be met, such as in relation to lighting, reflectivity, wind, visual and view impacts, especially if any of these impact public domain amenity, impacts upon performance criteria as a result of building height. Establish any new standards for these criteria.
- Exempt and Complying Development Code (informed by the TAP process).
- An existing site survey plan drawn at an appropriate scale illustrating:
 - the location of the land, boundary measurements, area (sqm) and north point
 - the existing levels of the land in relation to buildings and roads
 - location and height of existing structures on the site
 - location and height of adjacent buildings and private open space
 - all levels to be to Australian Height Datum (AHD).