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URBIS

MASTER PLAN REQUEST

475 Badgerys Creek Road,
Badgerys Creek

Prepared for

INGHAM PROPERTY GROUP

31st March 2022

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Aboriginal and Torres Strait Islander people make in
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1. FOREWORD

THE OPPORTUNITY

Ingham Property Group's Badgerys Creek site (IPG Badgerys Creek) represents a unique and strategic opportunity to activate the new city of Bradfield. This rural site, a large deer farm, was originally purchased by my family in 1960 which coincides with Qantas taking delivery of their first jet powered aircraft. Later, the site was redeveloped into a poultry breeding complex which supported Inghams Enterprises until its conversion into a beef cattle breeding station.

Located between the new Bradfield CBD and Western Sydney International Airport, IPG Badgerys Creek comprises a mostly cleared and contiguous land area of 182 hectares with frontage to Badgerys Creek Road and the proposed Eastern Ring Road, Aerotropolis Connector and the extended Fifteenth Avenue rapid transport corridor connecting Bradfield and the airport to the Liverpool CBD. The site is currently zoned for employment uses and its substantial size can accommodate large footprint jobs-intensive turn key enquiry from new businesses seeking locations in Western Sydney.

The IPG Badgerys Creek site will satisfy new business' desire to be on the on the ground and operational well before the commencement of airport activities in late 2025.

The characteristics of IPG Badgerys Creek with its large area and level topography and proximity to both the new city centre and airport sets this land apart from all other offerings within the Aerotropolis. It represents some of the most employment ready space available in the broader precincts.

Ingham Property Group has a vision for jump-starting employment uses and looks forward to making the first private sector contribution to building Bradfield. These job-creation uses will be instrumental in establishing precinct momentum and delivering the Government's vision for Bradfield, in addition to ensuring the required returns on the governments' enormous investment in infrastructure are achieved. My family has a proud tradition of bringing jobs and growth to southwestern Sydney and we have a deep connection to the land in our portfolio. Keeping with this tradition, Ingham Property will build well-capitalised facilities which will be retained by our family for future generations to manage and improve.

In order to deliver on the Government's vision and job creation targets, Ingham Property Group is seeking to be the first proponent to undertake the Master Plan process whereby relatively minor amendments to the recently released Planning Package are sought. We consider these amendments will provide optimum outcomes in terms of the built form, timing and jobs on the ground. These amendments are outlined in detail in this report.

ABOUT INGHAM PROPERTY GROUP

Ingham Property Group's origins date back to 1918 when Walter Ingham Sr purchased 42 acres of bushland near present day Casula for his son to farm. Walter Ingham Jr started a fruit and vegetable farm which was later turned into a modest poultry breeding operation of over 1,000 birds. His sons, Bob and Jack Ingham, built Inghams Enterprises into Australia and New Zealand's largest vertically integrated poultry operation. Within this business, decommissioned farmland was converted into residential and commercial developments as urban growth approached. The Ingham family retained the property development business and just under 900 hectares of land across Australia when Inghams Enterprises was sold to TPG Capital in 2013. This portfolio of landholdings spans New South Wales, Queensland and Western Australia.

Ingham Property Group's New South Wales landholdings are significant including 182 hectares in the Aerotropolis Core at Badgerys Creek, 300 hectares in the Greater Macarthur Growth Area at Appin, 155 hectares adjoining the township of Tahmoor and four hectares of high density residential land which formed part of the original family farm purchased in 1918 in what later became known as Casula.

John Ingham
Chair, Ingham Property Group



2. EXECUTIVE SUMMARY

Urbis Pty Ltd (**Urbis**) has been engaged by Ingham Property Group (**IPG**) to prepare a Master Plan Request to provide scoping advice in relation to site conditions, opportunities and constraints, indicative structure plan and relevant planning matters for 475 Badgerys Creek Road, Badgerys Creek (**the site**).

This site has been identified for future employment since the release of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)*, under which the Western Sydney Aerotropolis was rezoned (formerly know was the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP)*). The rezoning confirms the WPC SEPP as the primary environmental planning instrument (EPI) governing land use and development on the site. The applicant seeks to commence the master plan pathway, which is an optional design process established under the WPC SEPP.

The Western Sydney Aerotropolis Precinct Plan (**Precinct Plan**) was released in March 2022 and includes the finalised Precinct Plan, following the draft Precinct Plans released in November 2020. The Precinct Plan has been prepared in accordance with the provisions of the WPC SEPP, Chapter 4 Western Sydney Aerotropolis.

The proposed structure plan for the site supports the development of the Western Sydney region, by providing employment opportunities and enterprise uses identified in the Greater Sydney Commission's *A Metropolis of Three Cities: Greater Sydney Region Plan, Western City District Plan, and Western Sydney Aerotropolis Plan*.

This report has been prepared to request the Master Plan Requirements to inform the preparation of a Master Plan. It includes a brief description of the site, its context and key features of the proposed development. It also provides an overview of the relevant planning framework and the key environmental assessment issues that will need to be addressed in detail during the preparation of the Master Plan.

SITE DESCRIPTION

The site is situated within the Liverpool Local Government Area (**LGA**), with an approximate site area of 182 hectares (ha) and a 1.14-kilometre (km) frontage along Badgerys Creek Road which connects the site to the Western Sydney International Airport (WSI) and The Northern Road to the south. The site is described as Lot 1 in DP 1123344.

PROPOSAL DESCRIPTION

IPG would like to prepare a Master Plan for the site which will be formally lodged to the Department of Planning and Environment (**DPE**) in accordance with the *Western Sydney Aerotropolis Master Plan Guidelines – Guidelines to Master Planning in the Western Sydney Aerotropolis* which were finalised in December 2021 (**the Guidelines**).

This Master Plan Request will seek the Master Plan Requirements to inform the master planning process and guide future planning and development on the site. It is anticipated that the future Master Plan for the site would unlock the proposed vision for the Aerotropolis Core and underlying capacity permissible under existing planning controls. The Master Plan would respond to the Master Plan Requirements and be designed in collaboration with the Technical Assurance Panel (TAP) as part of the Master Plan Co-Design Process.

The site forms part of the Aerotropolis Core Precinct within the Western Sydney Aerotropolis and is predominately zoned for ENT Enterprise use under the WPC SEPP. The Aerotropolis Core will become “a place of choice to do business, a new high order employment-focused metropolitan centre with a focus on advanced manufacturing, research and development, professional services, creative industries and STEM-focused educational facilities”.

This Master Plan Request is informed by an Indicative Structure Plan (**Structure Plan**) prepared by Urbis. The Structure Plan responds to the key objectives of the Aerotropolis Core and the land use principles outlined within the Precinct Plan. These objectives include:

- Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a focus for business, tourism and social experiences.

- Be the location of choice for advanced manufacturing and high technology industries in Australia with accessible infrastructure, public transport and high design quality with fit-for-purpose buildings and green spaces.
- Facilitate the establishment of an aerospace and defence industries sub-precinct through the provision of appropriate infrastructure, a variety of lot configurations and sizes and by enabling 24/7 operations of the Western Sydney Airport.
- Facilitate the development of educational uses accessible by public transport and active transport.
- Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.
- Enable residential development as part of a diverse mixed use sub-precinct in areas that are not impacted by airport noise and that benefit from proximity to Wianamatta-South Creek and Thompsons Creek.

Figure 1 Preferred Indicative Structure Plan



LEGEND

	Site Boundary		Left in-Left out Intersection		Open Space
	Enterprise and Light Industry		Secondary Access off Badgerys Creek Road		Major Riparian Corridors
	Business and Enterprise		Rapid Bus Corridor		Wianamatta-South Creek Corridor
	Local/ Neighbourhood Centre		Potential Local Road Connectivity (in the longer-term)		Riparian Corridor
	Key Signalised Intersection		Zone Substation		Indicative Areas for Stormwater Basins
	Planned Signalised Intersection (subject to investigation)		Pump Station		

Source: Urbis

PLANNING FRAMEWORK

The site has an approximate site area of 182 ha, situated within the Aerotropolis Core Precinct of the Western Sydney Aerotropolis. It fulfils the requirements for a Master Plan Request pursuant to Division 2 Clause 4.41 of *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)*. The NSW Minister for Planning is the consent authority for the proposal under Clause 4.42 of the WPC SEPP.

The proposed structure plan for the site is generally aligned with strategic planning policy and addresses each of the State and local statutory planning controls that apply to the site. The following current and draft Commonwealth, State, Regional and Local planning controls and policies will be considered in preparation of this Request.

Through the Master Plan Request, DPE will form the Technical Assurance Program which will be made up of DPE and relevant State and local government agencies, to provide input into the Master Plan process and provide 'whole of government' advice.

The key legislation that currently applies to the site is the WPC SEPP which was adopted in March 2021, prior to the Initial Precinct Plans and Special Infrastructure Contributions (SIC). Under the WPC SEPP, the site is primarily zoned Enterprise Zone with a small area along the eastern boundary zoned Environment and Recreation.

Strategic Planning Policies

- *A Metropolis of Three Cities: Greater Sydney Region Plan*
- *Western City District Plan*
- *Western Sydney Aerotropolis Plan*
- *Western Sydney Aerotropolis Precinct Plan*
- *Liverpool Local Strategic Planning Statement*
- *Draft Cumberland Plain Conservation Plan*

Commonwealth Legislation

- *Environmental Protection and Biodiversity Conservation Act 1999*

State Policies and Other Legislation

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*.
- *Biodiversity Conservation Act 2016 (BC Act)*.
- *State Environmental Planning Policy (Precinct – Western Parkland City) 2021 (WPC SEPP)*. The WPC SEPP includes the following SEPP which related to the site:
 - *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP)*.
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)*.
- *State Environmental Planning Policy (Resilience and Hazards) (Resilience and Hazards SEPP)*. The Resilience and Hazards SEPP combines the following SEPPs which relate to the site:
 - *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)*.
 - *State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)*.
- *Draft Connecting with Country Framework*.

Key Environmental Issues

The key environmental issues and considerations within the site which will be addressed as part of the Master Plan process and informed by technical assessment include:

- Traffic and transport assessment
- European heritage
- Aboriginal archaeological & heritage assessment
- Riparian and Ecological assessment
- Bushfire study
- Visual impact analysis

3. INTRODUCTION

This report has been prepared on behalf of IPG (the applicant) in association with the proposed master plan for an industrial estate for employment and enterprise purposes at the land described as Lot 1 in DP 1123344, at 475 Badgerys Creek Road, Badgerys Creek (the site).

Figure 2 Site Context



Source: PMSA 2022

This Master Plan Request has been prepared to help define the Master Plan Requirements to inform the drafting of the Master Plan through a co-design process. This report provides the following information to assist the DPE with understanding the key issues and site-specific considerations which the Master Plan would need to address:

- Identification of the site and locality;
- Identify key issues, cumulative impacts, risks and benefits
- Overview of the indicative structure plan and indications where the Master Plan may not be consistent with an approved Precinct Plan
- Assessment of key opportunities and constraints
- The extent and location of proposed complying development sought within the Master Plan
- Project Staging
- Design Excellence Strategy
- Cultural Map

An Indicative Structure Plan has been prepared for the site to provide a general understanding of the potential design of the proposal. The Structure Plan will be refined in response to the Master Plan

Requirements and through the master planning process, as detailed investigations are undertaken and assessment of key issues in collaboration with the TAP.

Pursuant to Division 2, Clause 4.41 of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)*, the site complies with the criteria to prepare a Master Plan and to prepare a Master Plan Request, as:

Clause 4.41 of the WPC SEPP states that –

- (1) The Minister may approve a master plan that applies to specified land to which this Policy applies.*
- (1A) A master plan may only apply to land to which a precinct plan applies.*
- (2) A master plan must—*
 - (a) omitted*
 - (b) specify the particular development that may be carried out as complying development on the land to which the master plan applies, and*
 - (c) contain development controls for the complying development, and*
 - (d) contain the matters required by the master plan guidelines.*
- (3) The Minister may approve a master plan only—*
 - (a) with the consent of the owner of land to which the master plan applies, and*
 - (b) if satisfied that the master plan is consistent with the master plan guidelines, and*
 - (c) if the Minister has considered whether the master plan is consistent with a development control plan or draft development control plan that applies to the land, and*
 - (d) if satisfied that—*
 - (i) the master plan is consistent with a precinct plan that applies to the land, or*
 - (ii) the inconsistency is appropriate, taking into account the master plan guidelines.*

The site satisfies the provisions of Clause 4.41 of the WPC SEPP, as the development situated in land which the precinct plan applies. The NSW Minister for Planning is the consent authority for the proposal under Clause 4.42 of the WPC SEPP.

It is envisaged that the proposed Master Plan and development of the site will deliver economic benefits and employment generation for Western Sydney and the Greater Sydney region. The site will deliver the vision for the Western Sydney Aerotropolis and the Aerotropolis Core Precinct, providing critical employment facilities and spaces to support the growth of the Western Sydney International Airport (**WSI**). Preliminary site investigations have indicated that the site is suitable for the proposed use and the potential environmental impacts can be appropriately mitigated, minimised or managed to avoid any unacceptable impact.

The applicant is committed to working with key stakeholders, including State government agencies and Liverpool City Council to deliver a high-quality Master Plan that responds to the landscape and environmental considerations whilst achieving the vision for the Western Sydney Aerotropolis.

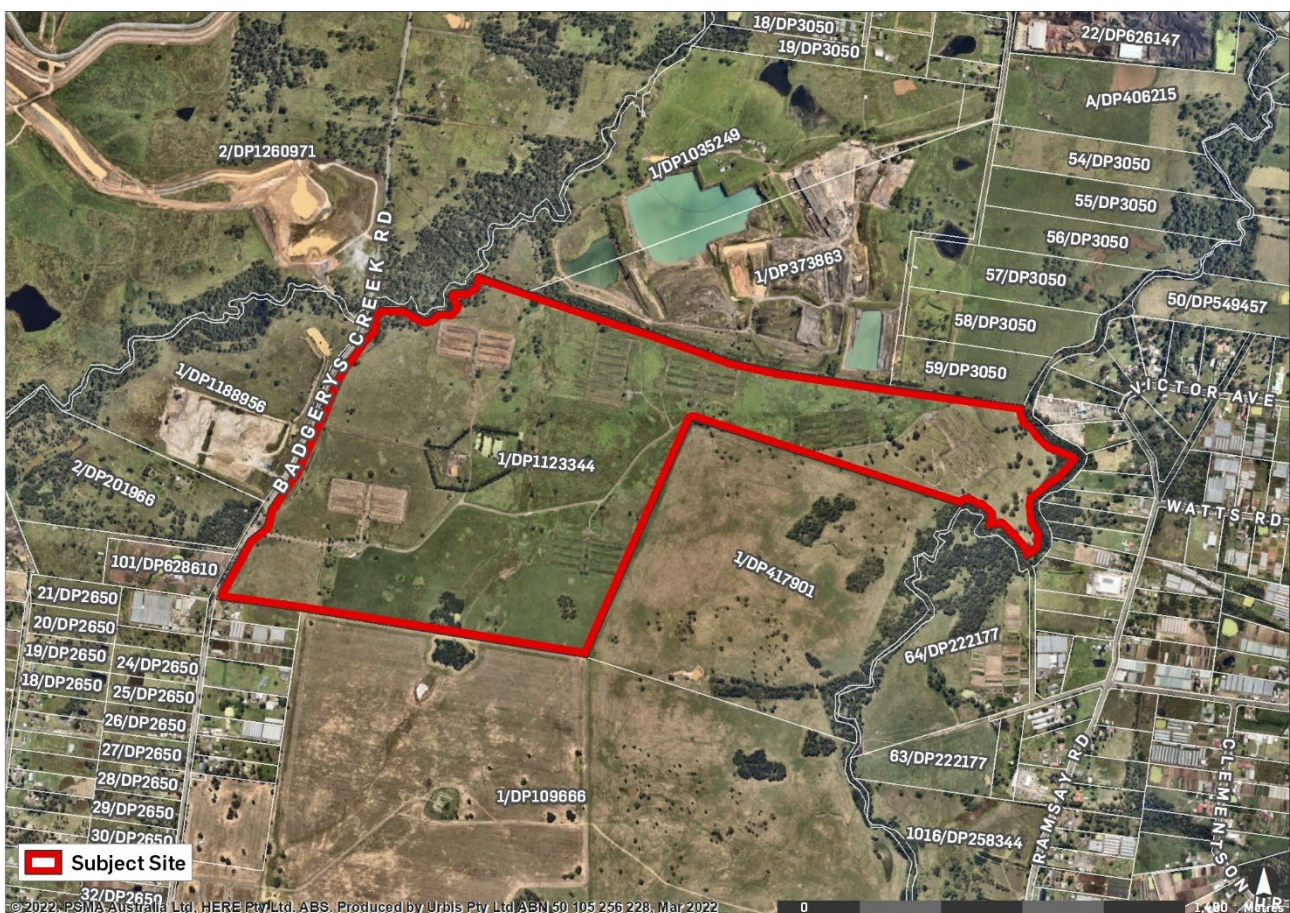
4. THE SITE AND SURROUNDING CONTEXT

4.1. SITE LOCATION

The site comprises a total area of 182 hectares under single ownership along Badgerys Creek Road, strategically located within the heart of the Western Parkland City. The site was formerly an operational chicken farm run by Ingham's characterised by a series of now demolished sheds and ancillary structures grouped into seven clusters. The site is largely defined by grass land and is clear of vegetation as it is currently used for agricultural purposes. There is also an internal road network within the site which had connected the sheds and ancillary structures dispersed across the site.

The site is situated within the Western Sydney Aerotropolis, with a direct interface with the Western Sydney International Airport (WSI). The site is bound by two significant riparian corridors which define Western Sydney, with South Creek to the east and Badgerys Creek to the north-west. The immediate surroundings of the site are characterised by large rural landholdings used predominately for agricultural and light manufacturing purposes.

Figure 3 Site Location



Source: PMSA 2021

4.2. SURROUNDING CONTEXT

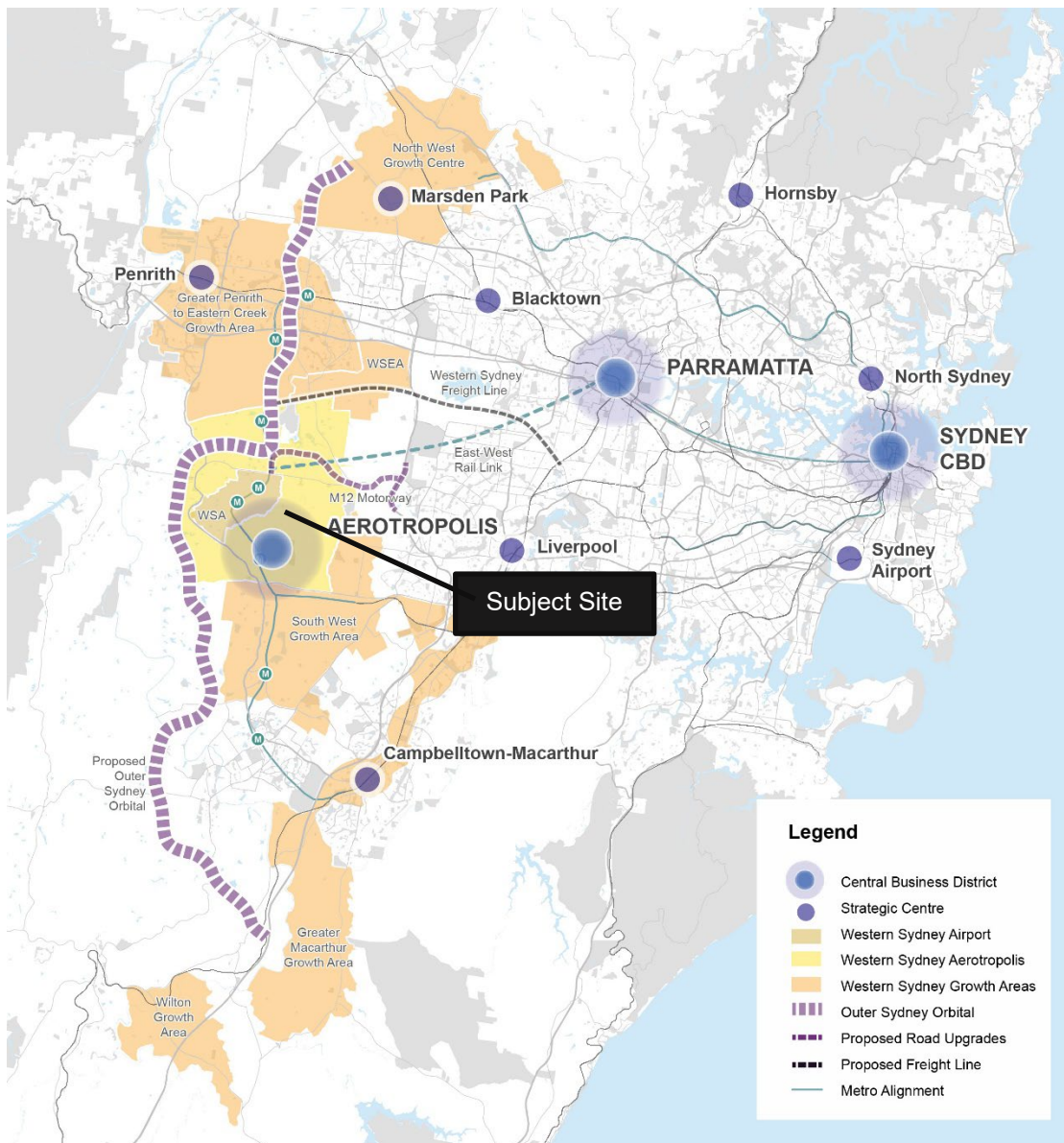
In March 2018, the Greater Sydney Commission (GSC) finalised *A Metropolis of Three Cities: Greater Sydney Region Plan (Region Plan)*. The Region Plan sets the vision for Greater Sydney through establishment of the 30-minute city. To achieve this vision, the Region Plan divides Greater Sydney into three geographic areas - the Eastern Harbour City, the Central River City and the Western Parkland City. The Region Plan is supported by District Plans, which seek to translate the vision into district level priorities and objectives. The site is situated within Western City District, which is guided by the *Western Sydney District Plan (District Plan)*.

The site is located within the Western Sydney Aerotropolis (**Aerotropolis**) and is to the immediate east of the Western Sydney International Airport (**WSI**). The site is situated within a strategic corridor of growth areas and precincts which define the Western Parkland City, all of which are connected through a series of proposed transport corridors, such as the Outer Sydney Orbital (**OSO**) and Sydney Metro Western Sydney Airport (**SMWSA**).

The site is well-served by three major roads within the Aerotropolis which provides direct access to WSI, the Aerotropolis Core, also referred to as Bradfield City Centre, and a number of growth areas to the north and south. These roads include the Eastern Ring Road, Aerotropolis Connector and Fifteenth Avenue. This places the site in a strategic location to leverage off the investment dedicated towards realising the vision for the Western Parkland City's central business district. The site is also located to the east of a major infrastructure node made up of the proposed M12 Motorway, Sydney Metro Western Sydney Airport and the OSO.

The District Plan identifies the site within the Western Economic Corridor, which is centred on the Aerotropolis and WSI, extending from the Northern Gateway Precinct to the Bradfield City Centre. The site is located within the Aerotropolis Core Precinct of the Aerotropolis which is expected to accommodate 50,000-60,000 jobs, leveraging the positive economic impact of the adjacent airport

Figure 4 Strategic Context



Source: Urbis

5. STRATEGIC FRAMEWORK

The proposed Indicative Structure Plan for the site is consistent with and supports a range of strategic planning outcomes established by the NSW Government and Liverpool City Council. This chapter provides a brief overview of the strategic planning policies governing development in NSW and how the vision and intended outcomes for the site will implement or otherwise be consistent with relevant plans and policies.

Table 1 State Strategic Planning Framework

PLAN	COMMENT
<p>A Metropolis of Three Cities: Greater Sydney Region Plan</p>	<p>The Greater Sydney Region Plan – A Metropolis of Three Cities (GSRP) is a strategic plan for Sydney developed by the Greater Sydney Commission which outlines the vision of Greater Sydney being defined by three integrated and connected cities, which include the Western Parkland City, Central River City and Eastern Harbour City.</p> <p>The site is located within the Western Parkland City, which is expected to grow from 740,000 in 2016 to 1.1 million residents by 2036 and 1.5 million in 2056. The vision for the Western Parkland City is a polycentric city harnessing the potential of the Western Sydney International Airport (WSI) and Aerotropolis, Liverpool, Greater Penrith and Campbelltown-Macarthur. These centres will establish the Western Economic Corridor, complemented by city shaping transport links such as the North South Rail Link, WSI, east-west mass transit corridor and a potential Outer Sydney Orbital in the long term.</p> <p>The plan identifies that the WSI will be an economic catalyst for the District, allowing over 1.5 million people to live and work in the Western Parkland City as an alternative to the Eastern Harbour City. It will allow established and new neighbourhoods as well as centres to easily access economic opportunity and city shaping infrastructure.</p> <p>The site is directly adjacent to the Western Sydney International Airport (WSI) and the Aerotropolis Core which is identified to become the CBD of the Western Parkland City. The site forms part of the Western Economic Corridor which GSRP identifies will attract globally significant defence and aerospace activities in a highly strategic location. The corridor will contribute to a strong trade, freight and logistic, advanced manufacturing, health, education and science economy. The site can contribute critical employment spaces within the heart of the Western Economic Corridor to facilitate the growth of these industries.</p> <ul style="list-style-type: none"> ▪ Objective 1: Infrastructure supports the three cities ▪ Objective 3: Infrastructure adapts to meet future needs ▪ Objective 5: Benefits of growth realised by collaboration of governments, community and business ▪ Objective 7: Communities are healthy, resilient and socially connected. ▪ Objective 12: Great places that bring people together. ▪ Objective 14: Integrated land use and transport creates walkable and 30-minute cities. ▪ Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive

PLAN	COMMENT
	<p>▪ Objective 26: A cool and green parkland city in the South Creek Corridor</p> <p>Figure 5 Greater Sydney Region Plan</p>

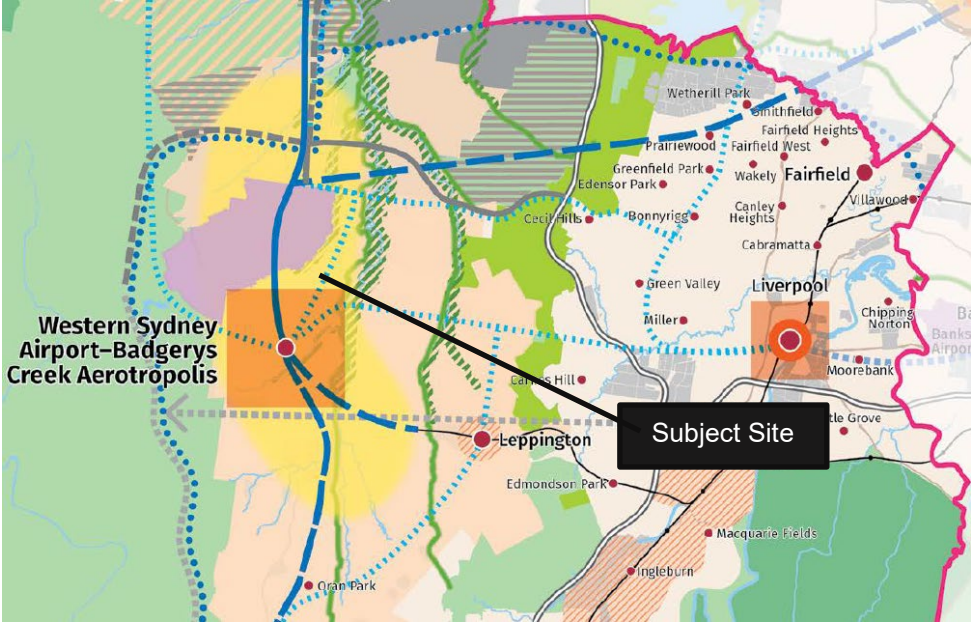
Western City District Plan

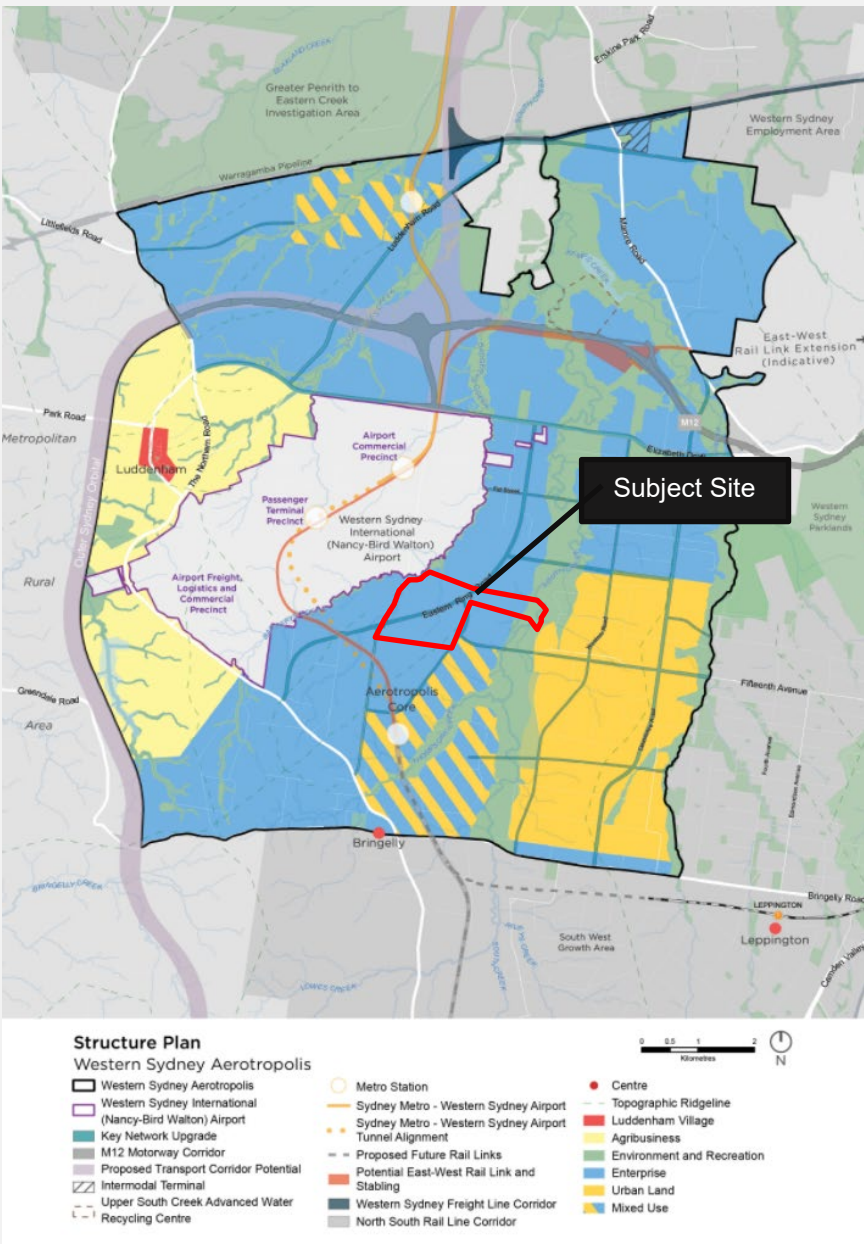
The Western City District Plan (District Plan) was finalised by the GSC in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level.

The site is located within the Western City District. The District Plan sets out planning priorities and actions for improving the quality of life for residents. The District is expected to accommodate, 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2036. The District Plan seeks to accommodate and support this growth through economic corridors, growth areas and infrastructure links and connections between strategic and metropolitan clusters and centres.

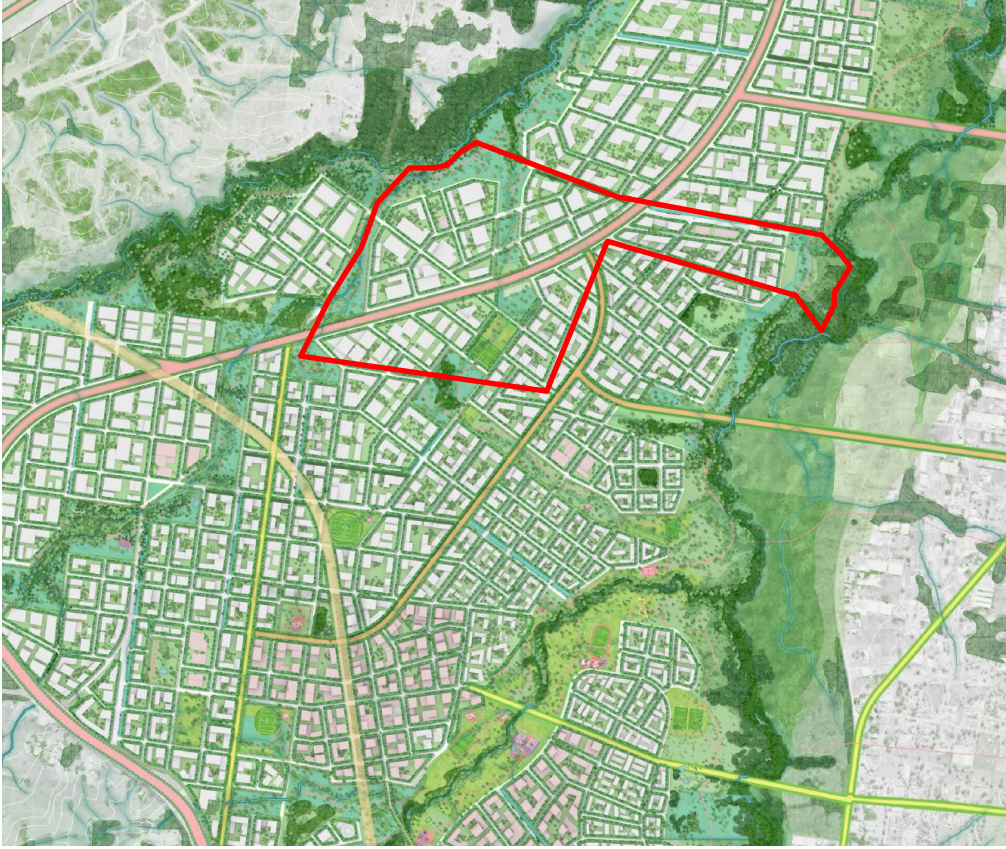
The site has a direct interface with the South Creek Corridor which is a defining landscape element within the Western City District. There is also a city serving transport corridor proposed to run north-south through the site. This corridor is known as the Aerotropolis Connector, linking Elizabeth Drive into the Aerotropolis Core. Key priorities that are relevant to the site include:

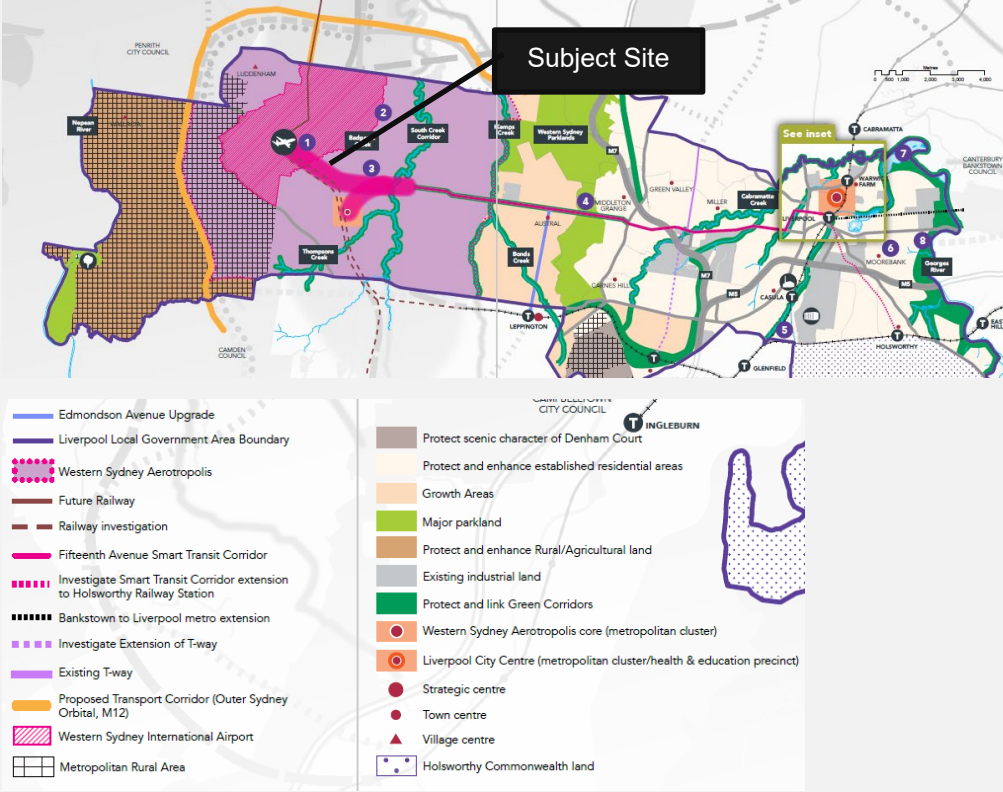
- Planning Priority W1: Planning for a city supported by infrastructure


PLAN	COMMENT
	<ul style="list-style-type: none"> ▪ Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City. ▪ Planning Priority W8: Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis. ▪ Planning Priority W10: Maximising freight and logistics opportunities and planning and managing industrial and urban services land. ▪ Planning Priority W12: Increasing urban tree canopy cover and delivering Green Grid connections. ▪ Planning Priority W16: Protecting and enhancing scenic and cultural landscapes. <p>Figure 6 Western City District Plan</p> 
<p>Western Sydney Aerotropolis Plan 2020</p>	<p>The Western Sydney Aerotropolis Plan ('the WSA Plan') outlines the planning framework for the Aerotropolis. It sets a clear vision to guide its future development, with objectives underpinning the realisation of the key priorities outlined within the Region and District Plans, i.e. Productivity, Sustainability, Infrastructure and Collaboration and Liveability.</p> <p>Key elements of the vision and the Structure Plan include a landscape-led approach to establishing the structural elements, including:</p> <ul style="list-style-type: none"> ▪ Implementing the 'Connecting with Country' framework to ensure Country is cared for during the design and development process. ▪ Creating a global gateway with fast and reliable transport and digital infrastructure to attract the best and brightest to invest and work in the Aerotropolis. ▪ Designing a cool, green new city with great places that are connected by walking, cycling, interaction and collaboration, with blue and green infrastructure to maintain biodiversity and deliver high amenity spaces. ▪ Evolving land uses and urban forms to allow for transition to more intensive and higher-order technology, advanced manufacturing and creative industry uses over the longer term.

PLAN	COMMENT																								
	<ul style="list-style-type: none"> Retaining a green, biodiverse landscape with regeneration of natural landscapes to reduce impacts as the Aerotropolis develops over time. <p>Figure 7 Western Sydney Aerotropolis Plan – Structure Plan</p>  <p>Structure Plan Western Sydney Aerotropolis</p> <table border="0"> <tr> <td>Western Sydney Aerotropolis</td> <td>Metro Station</td> <td>Centre</td> </tr> <tr> <td>Western Sydney International (Nancy-Bird Walton) Airport</td> <td>Sydney Metro - Western Sydney Airport</td> <td>Topographic Ridgeline</td> </tr> <tr> <td>Key Network Upgrade</td> <td>Sydney Metro - Western Sydney Airport Tunnel Alignment</td> <td>Luddenham Village</td> </tr> <tr> <td>M12 Motorway Corridor</td> <td>Proposed Future Rail Links</td> <td>Agribusiness</td> </tr> <tr> <td>Proposed Transport Corridor Potential</td> <td>Potential East-West Rail Link and Stabling</td> <td>Environment and Recreation</td> </tr> <tr> <td>Intermodal Terminal</td> <td>Western Sydney Freight Line Corridor</td> <td>Enterprise</td> </tr> <tr> <td>Upper South Creek Advanced Water</td> <td>North South Rail Line Corridor</td> <td>Urban Land</td> </tr> <tr> <td>Recycling Centre</td> <td></td> <td>Mixed Use</td> </tr> </table>	Western Sydney Aerotropolis	Metro Station	Centre	Western Sydney International (Nancy-Bird Walton) Airport	Sydney Metro - Western Sydney Airport	Topographic Ridgeline	Key Network Upgrade	Sydney Metro - Western Sydney Airport Tunnel Alignment	Luddenham Village	M12 Motorway Corridor	Proposed Future Rail Links	Agribusiness	Proposed Transport Corridor Potential	Potential East-West Rail Link and Stabling	Environment and Recreation	Intermodal Terminal	Western Sydney Freight Line Corridor	Enterprise	Upper South Creek Advanced Water	North South Rail Line Corridor	Urban Land	Recycling Centre		Mixed Use
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<p>Western Sydney Aerotropolis Precinct Plan March 2022</p>	<p>The Western Sydney Aerotropolis Precinct Plan (Precinct Plan) was released in March 2022 and includes the finalised Precinct Plan, following the draft Precinct Plans released in November 2020.</p> <p>The Precinct Plan has been prepared in accordance with the provisions of the WPC SEPP, Chapter 4 Western Sydney Aerotropolis. The Precinct Plan provides place-based objectives and requirements to guide development in the Aerotropolis and applies to the five initial precincts of the Aerotropolis, which include the Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Northern Gateway and Agribusiness precincts. Under Chapter 4 Division 1 Clause 4.38 of the WPC SEPP, Precinct Plans are required to be developed by the Planning Secretary and</p>																								

PLAN	COMMENT
	<p>approved by the Planning Minister. It is also to be read in conjunction with the Western Sydney Aerotropolis Development Control Plan (DCP). Future master plans within the Aerotropolis are required to be consistent with both the Precinct Plan and the DCP.</p> <p>The Precinct Plan incorporates requirements for future development which provide flexibility for development applications to demonstrate that objectives and requirements can be achieved through alternative design solutions, i.e. the placement and layout of local streets. The proposal for alternative solutions is allowed in development applications which can also comply with the assessment criteria set out in relevant requirements.</p> <p>The Precinct Plan is underpinned by eight key drivers which include:</p> <ul style="list-style-type: none"> ▪ Connecting to Country ▪ Landscape-led ▪ Great places ▪ Transport investment and jobs ▪ Circular economy ▪ A resilient city ▪ Urban comfort and green streets ▪ Market factors <p>The site is one of the largest unfragmented areas within the Aerotropolis and is identified within the first priority areas in the Aerotropolis. The site together with the Perich Group land to the south and government owned land further to the south form the heart of the new Bradfield City Centre. This places greater significance on the site in their ability to deliver on the Bradfield City Centre vision and achieving the outcomes of the Aerotropolis.</p> <p>The site is well-served by natural amenities, sharing a continuous interface along the two major creek lines which define the Western Parkland City. The Precinct Plans for the Aerotropolis defines the site through a series of grid pattern formations anchored along a series of road corridors and major intersections. The number of road corridors and the proposed alignments which run through the site make it challenging to leverage the natural amenities attributed to the site for better design outcomes and Connection with Country.</p> <p>The Precinct Plan provides a suggested street layout and block configuration across the Aerotropolis in a detailed master plan (refer to Figure 8), supported with built form controls. The Precinct Plan provides a set of guidelines for the five initial precincts of the Aerotropolis and has been designed in accordance with a series of frameworks, which include:</p> <ul style="list-style-type: none"> ▪ Blue and green framework ▪ Access and movement framework ▪ Land use and built form framework ▪ Social and cultural infrastructure framework

PLAN	COMMENT
	<ul style="list-style-type: none"> ▪ Sustainability and resilience framework <p>Figure 8 Aerotropolis Precinct Plan</p> 
<p>Liverpool Local Strategic Planning Statement 2020</p>	<p>The Liverpool Local Strategic Planning Statement (LSPS) was published by Liverpool City Council in April 2020 and provides a snapshot of the Liverpool LGA as well as setting out the 2040 vision for Liverpool, anchored on the key themes of creating connection, strengthening and protecting the environment, generating opportunity and leading through collaboration.</p> <p>The Liverpool LSPS identified a rapid transit corridor along Fifteenth Avenue to ensure fast and regular connections between key strategic centres within the LGA. This is a flagship project from Council known as the Fifteenth Avenue Smart Transit (FAST) Corridor which will be a city-shaping project intended to deliver a high-speed end-to-end link between the Liverpool CBD and the WSI and Aerotropolis. This corridor is anticipated to support compact transit and landscape-oriented development, suitable for both workers, airline passengers and local commuters. The site is in a strategic location to deliver the FAST Corridor and its role as a gateway into Western Sydney and Australia. Council has a strong initiative to increase connectivity to the airport to support jobs growth and airport viability.</p> <p>Some objectives under the LSPS relevant to the site include:</p> <ul style="list-style-type: none"> ▪ Planning Priority 2: A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis. ▪ Planning Priority 10: A world-class health, education, research and innovation precinct.

PLAN	COMMENT
	<ul style="list-style-type: none"> ▪ Planning Priority 12: Industrial and employment lands meet Liverpool’s future needs. ▪ Planning Priority 14: Bushland and waterways are celebrated, connected, protected and enhanced. <p>Figure 9 Liverpool LSPS Structure Plan</p> 
<p>Draft Cumberland Plain Conservation Plan</p>	<p>The draft Cumberland Plain Conservation Plan (CPCP) was released by DPE in August 2020, which sets out the conservation plan for Western Sydney to 2056, identifying strategically important biodiversity areas within the Cumberland subregion. As Western Sydney’s population expands and is anticipated to see a significant increase in urban development, it is critical that the biodiversity within the region is protected through a comprehensive conservation program. The draft CPCP forms part of the NSW Government’s commitment to deliver the Western Parkland City in conjunction with the Greater Sydney Commission’s Greater Sydney Region Plan and the Western City District Plan.</p> <p>Under the CPCP, there are a number of nominated areas for urban development and major transport infrastructure to be facilitated. The nominated areas seeking approval through this plan include, the Greater Macarthur Growth Area, Greater Penrith to Eastern Creek Investigation Area, Western Sydney Aerotropolis and Wilton Growth Area.</p> <p>The CPCP identifies the location of certified and non-certified land across the Western Parkland City. Where non-certified land is sought to be developed, appropriate biodiversity certification will be obtained from the relevant authority during future DA/SSDA stages.</p>

PLAN	COMMENT
	<p>The site is identified within the South West Growth Area under the draft CPCP which is an excluded area. Excluded land is excluded from the NSW strategic biodiversity certification and strategic assessment under the EPBC Act. The site is already bio-certified under the South West Growth Centre Bio certification scheme.</p> <p>Figure 10 Draft CPCP Structure Plan</p> 
<p>Draft Connecting with Country Framework</p>	<p>In November 2020, the Government Architect NSW (GANSW) released the draft Connecting with Country Framework, a framework for understanding the value of Aboriginal knowledge in the design and planning of places. The draft framework provides two key strategies for connecting with country which integrate cultural awareness and an Aboriginal perspective on project lifecycles.</p> <p>The draft framework identifies four statements of commitment and principles of action to support implementation of the strategies. Specifically, the strategy seeks to support the wellbeing of country by providing opportunities for Aboriginal people to give guidance and leadership about how to fulfil the following commitments:</p> <ol style="list-style-type: none"> 1. We will respect the rights of Aboriginal peoples to Indigenous cultural intellectual property, and we will support the right of Country to be cared for. 2. We will prioritise Aboriginal people’s relationship to Country, and their cultural protocols, through education and enterprise by and for Aboriginal people. 3. We will prioritise financial and economic benefits to the Country where we are working, and by extension to the Traditional Custodians of that Country. 4. We will share tangible and intangible benefits with the Country where we are working, and by extension the Traditional Custodians of that Country, including current and future generations. <p>Consultation with Aboriginal stakeholders will form a key part of the master planning process and subsequent design stages for the project, providing key principles and inputs to designing with Country and informing the urban design process for the site.</p>

6. THE PROPOSAL

6.1. PROJECT OBJECTIVES

The objectives for the IPG site are very much aligned with the vision for the Aerotropolis Core which, under the Precinct Plan, is to become a –

“dense urban precinct planned around the Aerotropolis Metro station and the Wianamatta-South Creek Corridor system, that will offer attractive places for workers, residents and visitors and complement the metropolitan cluster of Greater Penrith, Liverpool and Campbelltown-Macarthur. The metropolitan centre will be focused on advanced manufacturing, research and development, professional services, creative industries and science, technology, engineering and mathematics (STEM) focused educational facilities, and will facilitate the emerging aerospace and defence industries. The Precinct will also attract business incubator hubs and shared office workspaces”.

Key objectives outlined in the Precinct Plan for the Aerotropolis Core Precinct include:

- *Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a focus for business, tourism and social experiences.*
- *Be the location of choice for advanced manufacturing and high technology industries in Australia with accessible infrastructure, public transport and high design quality with fit-for-purpose buildings and green spaces.*
- *Facilitate the establishment of an aerospace and defence industries sub-precinct through the provision of appropriate infrastructure, a variety of lot configurations and sizes and by enabling 24/7 operations of the Western Sydney Airport.*
- *Facilitate the development of educational uses accessible by public transport and active transport.*
- *Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.*
- *Enable residential development as part of a diverse mixed use sub-precinct in areas that are not impacted by airport noise and that benefit from proximity to Wianamatta-South Creek and Thompsons Creek.*

The Precinct Plan also provides a series overarching objectives for the Aerotropolis, which informed the vision and indicative structure plan for the IPG site. These objectives, which underpinned the design of the indicative structure plan, include:

- O3 – Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment.
- O4 – Protect operations, including 24-hour operations, and protect future communities from aircraft noise.
- O5 – Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.
- O6 – Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.
- O7 – Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements.
- O10 – Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements.
- O12 – Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.
- O14 – Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.

6.2. INDICATIVE STRUCTURE PLAN

IPG has developed an indicative structure plan (**structure plan**) for the site to reflect this vision, designed as an alternative to the Aerotropolis Precinct Plan layout. The proponent seeks a Master Plan Request and the Master Plan Requirements on the basis of this structure plan and the analysis and ground-truthing which informed the design.

The structure plan directly responds to the key elements highlighted in the site analysis and is designed in accordance with the design principles. It represents an integrated approach which recognises adjoining major landowners within the Aerotropolis seeking to demonstrate and achieve best practice placemaking principles, a shared design language and support the continuity of public space across the site. Whilst the structure plan introduces a number of changes to the existing Precinct Plan, it aligns with the role and vision for the Aerotropolis Core and Badgerys Creek precincts under the WPC SEPP. This structure plan will inform future master planning stages for the site.

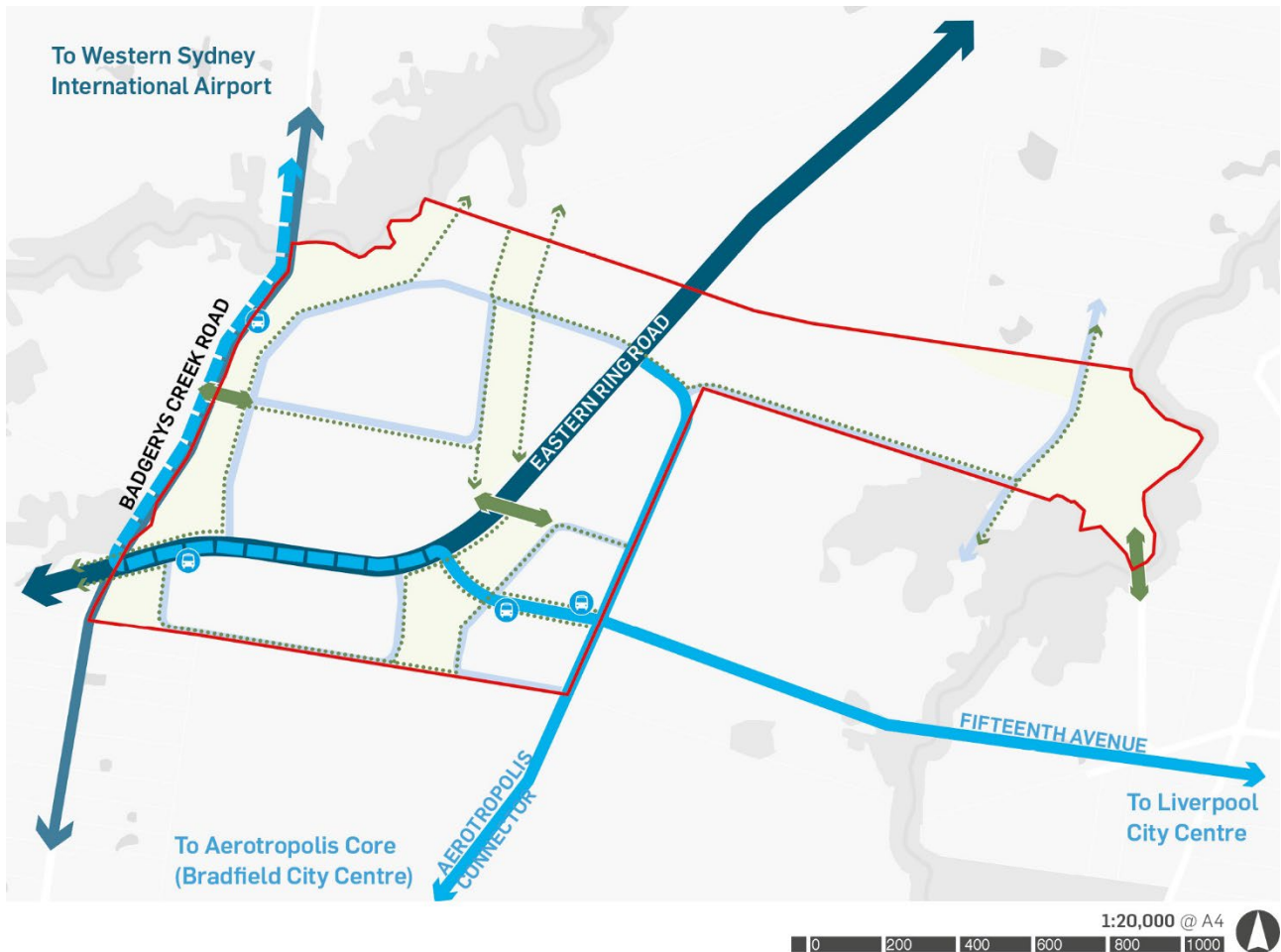
6.2.1. Master Plan Principles

The structure plan for the site is informed by a series of master plan principles which respond to key conditions highlighted in the site analysis. The principles are underpinned by a series of overarching themes which include connectivity, productivity, liveability and sustainability. The master plan principles are detailed below.

Connectivity

- Create a precinct that balances the role and function of major movement corridors with local place outcomes, whereby roads and streets are integrated into the system of public spaces and places contributing to the liveability and productivity of the precinct.
- Deliver a precinct that leverages all modes of transport to give people choice, including safe and enjoyable active transport links feeding into broader regional networks and integration with the public transport system through reliable, convenient and frequent services along Fifteenth Avenue.
- Adopt a legible and efficient urban structure underpinned by a simple grid.
- Deliver a well-connected and highly accessible precinct with direct links to the Airport, Aerotropolis and Liverpool CBD - playing a critical role to the broader network of logistics, industry and employment for Western Sydney and beyond.

Figure 11 Connectivity

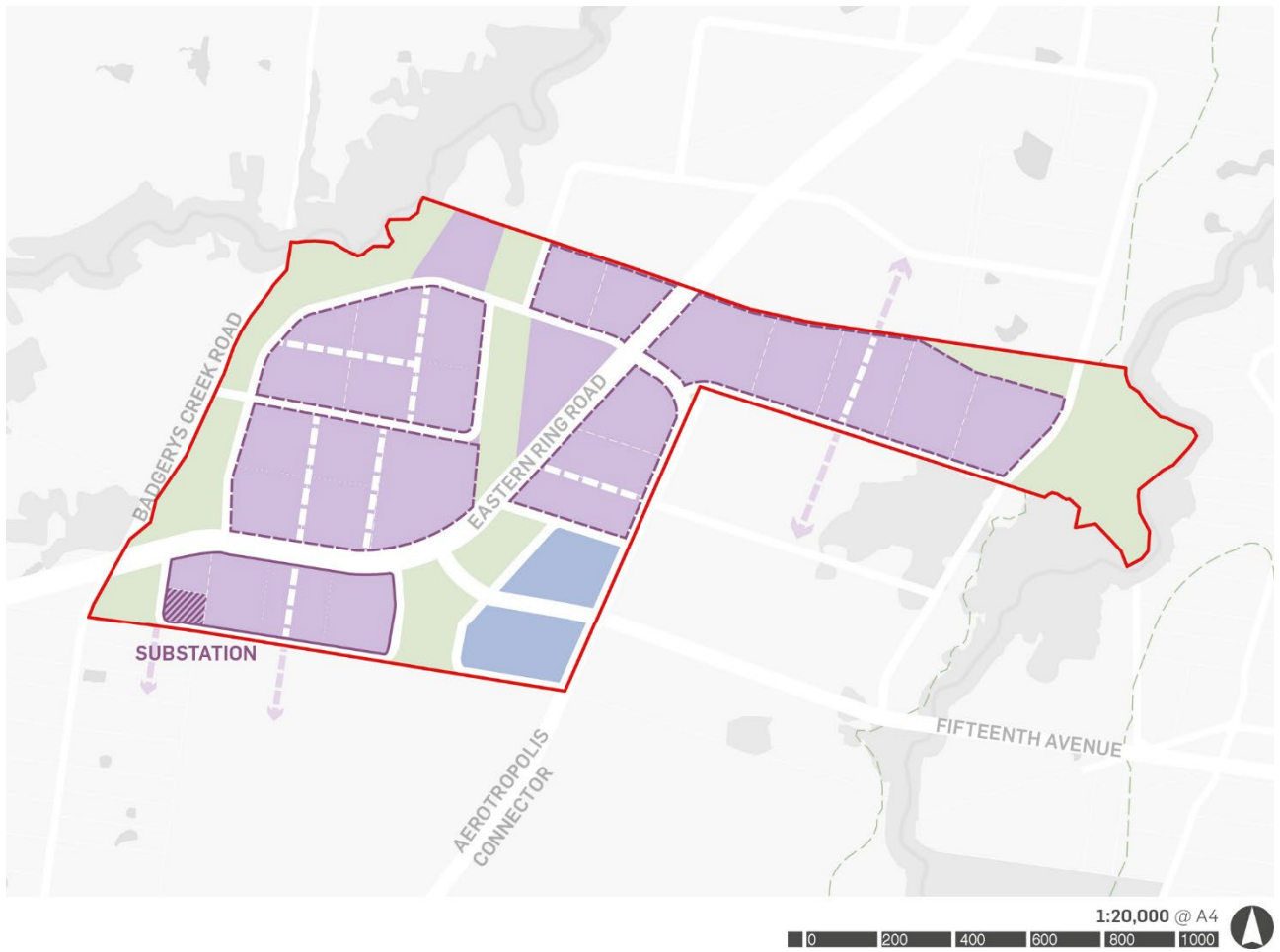


Source: Urbis

Productivity

- Intensify land uses to promote a stronger and more productive economy that maximizes infrastructure investment.
- Provide a flexible and future proofed urban grain that allows for an evolution of uses, densities and staging over time to cater for different tenants and building needs.
- Foster a strong and collaborative relationship between landowners, investors and all levels of government to deliver the vision for IPG Badgerys Creek.
- Adopt a super lot strategy that responds to market needs and allows for future transitions in land uses and densities.

Figure 12 Productivity

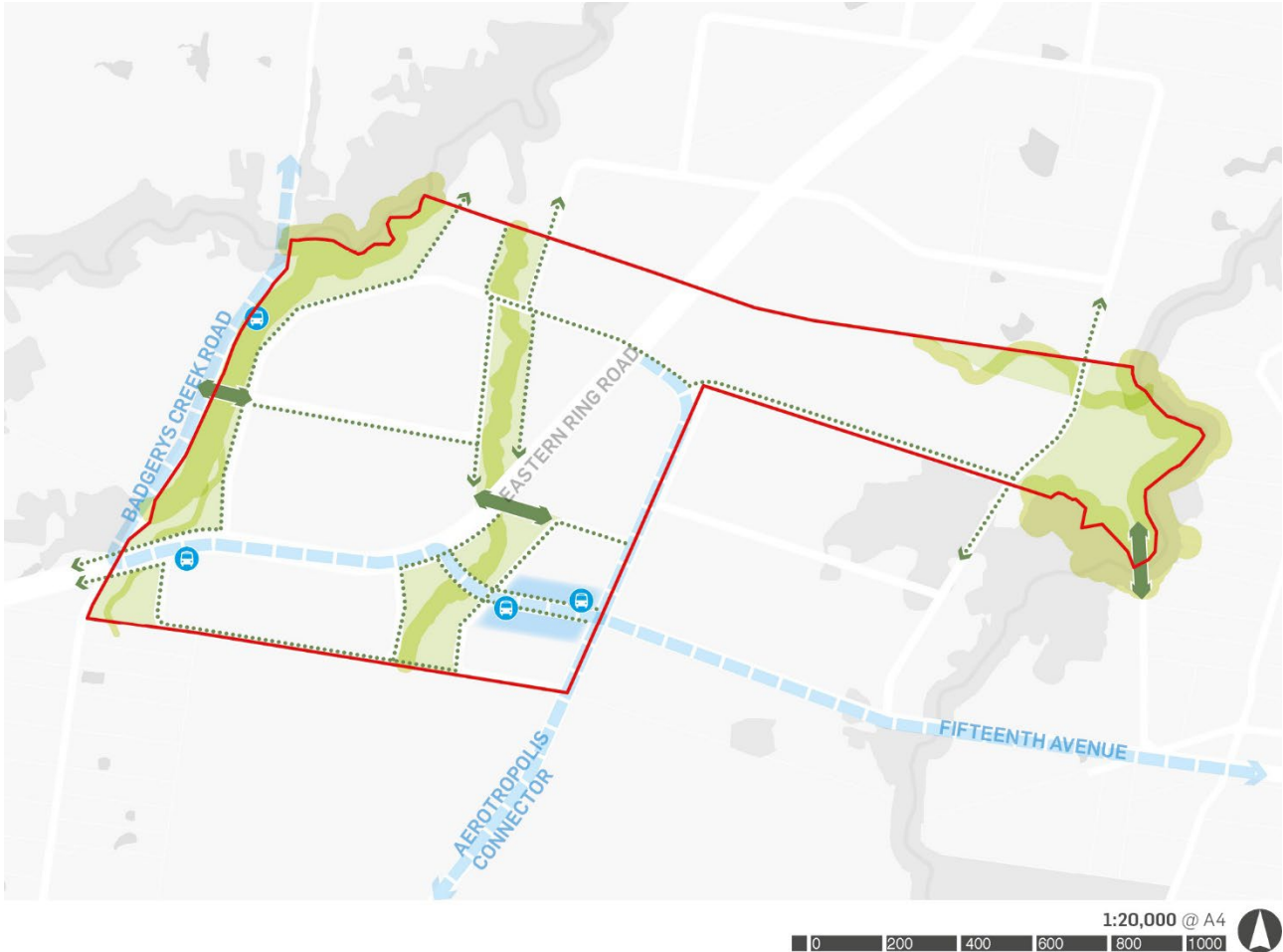


Source: Urbis

Liveability

- Deliver great places within an activated core adjoining public transport nodes to enrich local character and vibrancy and bring people together.
- Create an employment ecosystem that promotes health and wellbeing through a connection with nature and a sense of community.
- Celebrate and reinforce the histories and stories of the past, with particular focus on the ochre grid and indigenous significance of the site.

Figure 13 Liveability

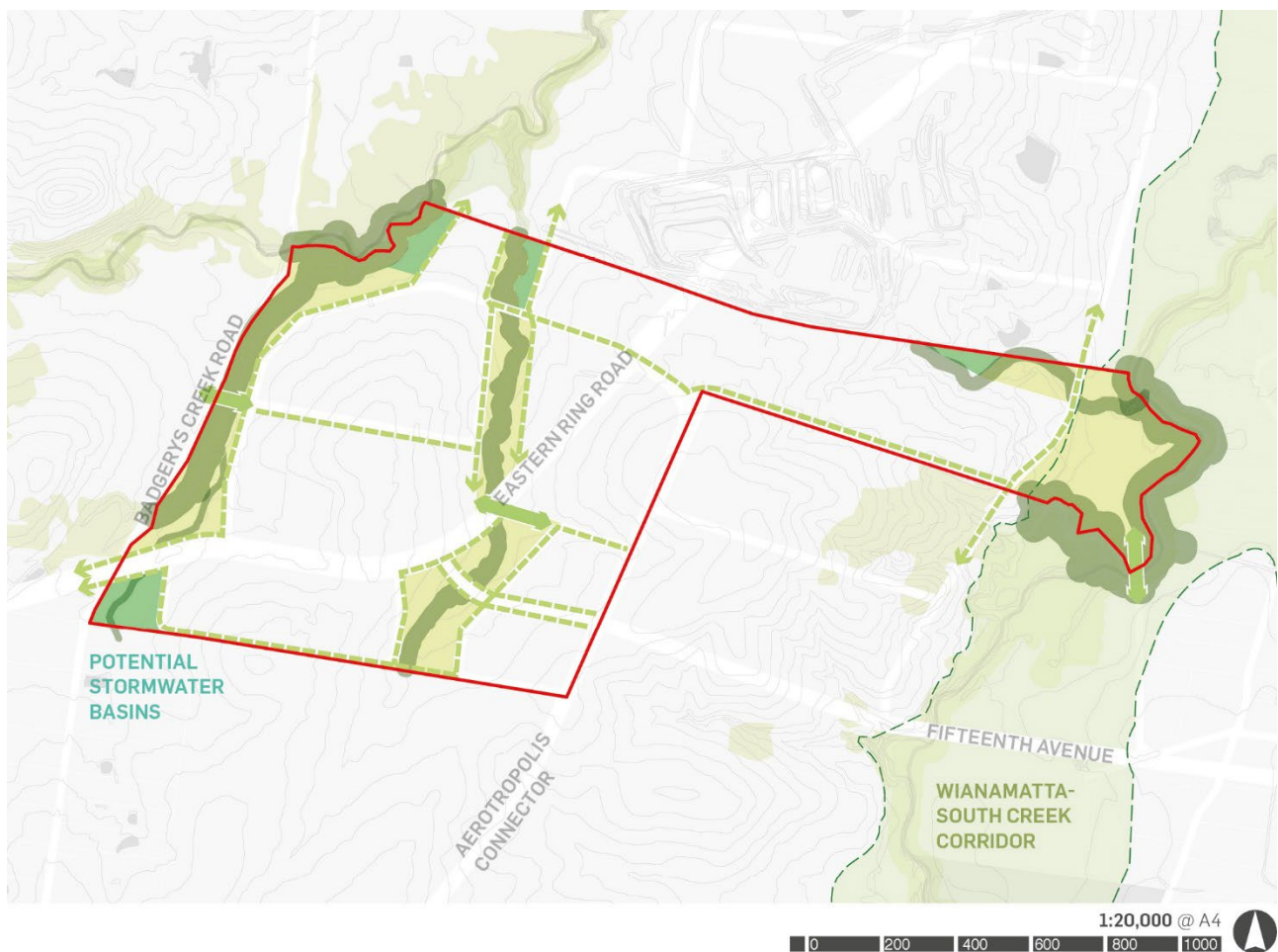


Source: Urbis

Sustainability

- Promote a precinct that is resilient and responsive to future climate conditions.
- Encourage best practice sustainability measures in planning and design decisions to support a low carbon, low resource and low waste precinct.
- Promote a thriving tree canopy to reduce the urban heat island effect, support ecological diversity and contribute to the future character and identity of the Parkland City.
- Restore and revitalise riparian corridors through a chain of ponds to the west and centre of the site, that cool the environment, enable water detention and retention, and connect to the history of the site.
- Adopt waster sensitive urban design strategies that positively contribute to the water quality, functionality and health of the South Creek catchment.

Figure 14 Sustainability



Source: Urbis

6.2.2. Structure Plan

The structure plan (refer **Figure 15**) was informed by a detailed assessment of the site-specific considerations through preliminary site investigations. The structure plan breaks down the general application of the Enterprise zone across the site and provides a more granular approach to land use planning with considerations made to the opportunities and constraints of the site. The structure plan is made up of four key land uses which include enterprise and light industry, business and enterprise, employment zone centres and mixed use.

The majority of the site consists of the enterprise and light industry use which will support the economic hub of the Aerotropolis Core as well as provide opportunities for higher-order jobs. There are opportunities within these zones for creek-facing employment lands which reflects one of the South Creek urban design principles identified within the Western District Plan. The enterprise and light industry use make up the majority of site which falls within the ANEC contours.

To the east of the Eastern Ring Road, at the junction between the Aerotropolis Connector and Fifteenth Avenue, is a business and enterprise precinct. This will allow for finer grain commercial and business uses to reinforce the Fifteenth Avenue corridor which forms a logical extension of the Aerotropolis Core economic hub. The transformation of Fifteenth Avenue into a smart transit corridor along with its interface with South Creek creates an opportunity to become an activity corridor. This is represented in the employment zone centre zone which anchors the business and enterprise precinct.

The south eastern corner of the site presents an opportunity for a mixed use zone which incorporates business and enterprise uses. The provision of active uses within this location is to reinforce the junction between Fifteenth Avenue and the Aerotropolis Connector and the gateway into the Aerotropolis from Liverpool.

There is a future opportunity for a mixed use residential zone within the panhandle of the site, along the interface with the South Creek corridor. This area could potentially form an extension of the mixed use zone from the Aerotropolis Core to the south, as detailed in **Figure 29**. This is a suitable location for the provision of mixed use residential given its proximity to amenities and services within the Aerotropolis Core and access to South Creek. This is a desirable location for mixed use residential uses due to it being outside of the ANEC contours as well as having sufficient buffers from the business and light industry zones.

Super lot Strategy

The structure plan comprises a series of super lots which can be subdivided in future stages to cater for finer grain lots. Super lots enable future subdivision and provide greater flexibility within the site to suit tenant needs within a prime location adjacent to the WSI and Bradfield City Centre. The super lot strategy also allows the site to respond effectively to market demand, cater for industry needs through the provision of greater employment lot diversity (refer **Figure 16**).

The super lot strategy responds to the ENT zone within the site which is a flexible land use zone providing for a range of employment and light industrial typologies. The potential grid layout is based on a 600m by 300m grid which enables a range of finer grain subdivision and additional through-site links to improve accessibility and permeability.

Figure 15 Preferred Indicative Structure Plan

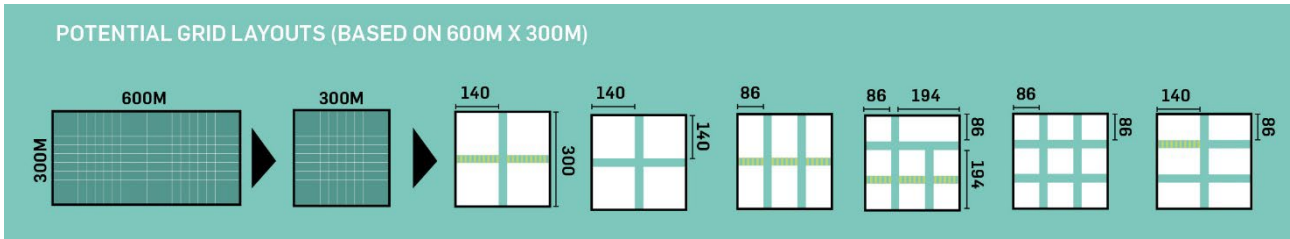


LEGEND

	Site Boundary		Left in-Left out Intersection		Open Space
	Enterprise and Light Industry		Secondary Access off Badgerys Creek Road		Major Riparian Corridors
	Business and Enterprise		Rapid Bus Corridor		Wianamatta-South Creek Corridor
	Local/ Neighbourhood Centre		Potential Local Road Connectivity (in the longer-term)		Riparian Corridor
	Key Signalised Intersection		Zone Substation		Indicative Areas for Stormwater Basins
	Planned Signalised Intersection (subject to investigation)		Pump Station		

Source: Urbis

Figure 16 Potential grid layouts



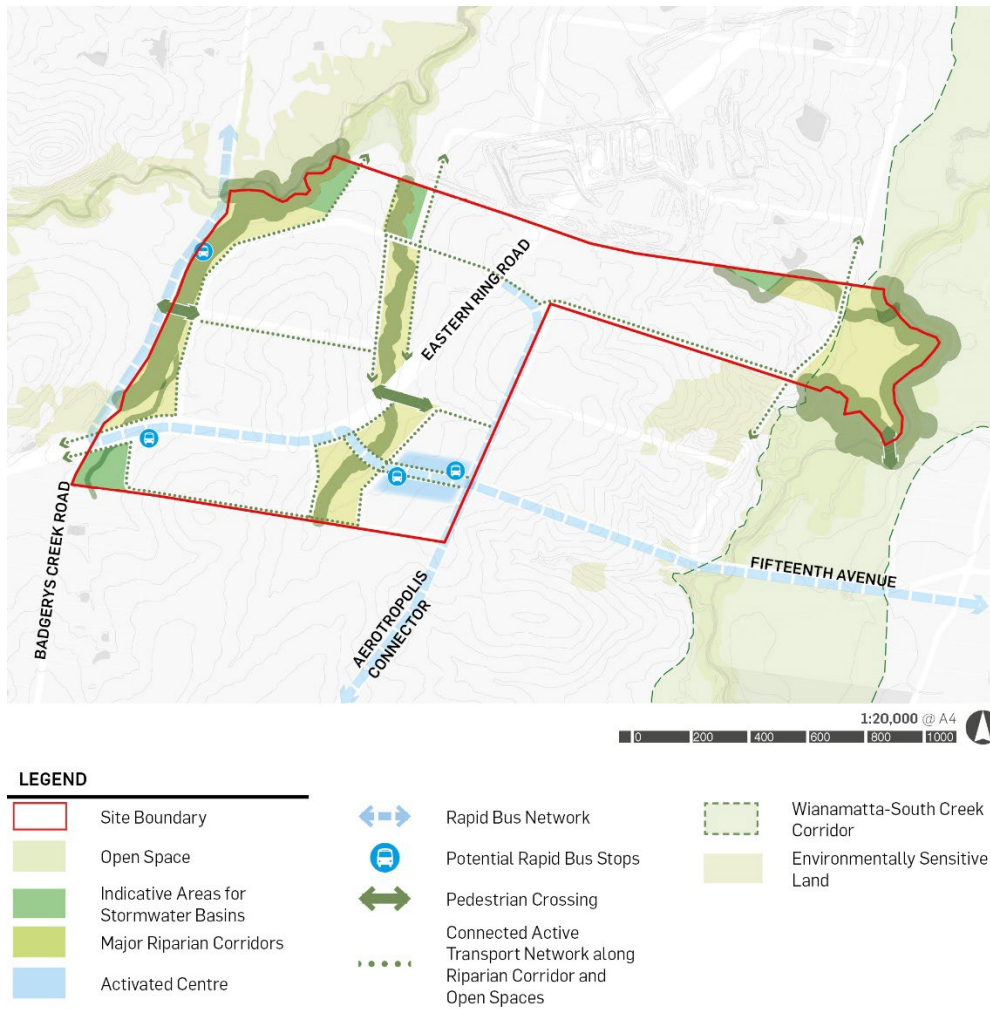
Source: Urbis

6.2.3. Public Domain Strategy

The Public Domain Strategy for the site will be underpinned by the following features:

- There are three open space corridors within the site which are integral to the design of the structure plan. The South Creek and Badgerys Creek corridors are major landscape elements which define the Western Parkland City, connecting the precincts within the Aerotropolis. The open space corridors reflect the riparian areas within the site and celebrate the significance of these culturally significant landscape corridors.
- The structure plan incorporates a well-connected active transport network which connect all areas within the site to the open space and riparian corridors.
- The proposal for a secondary town centre along Fifteenth Avenue, stretching from the Aerotropolis Connector to the Eastern Ring Road, will enhance the public domain offering within the Aerotropolis Core, providing active frontages at a major junction in close proximity to Bradfield City Centre.
- The street network will be defined a tree canopy and landscaping to enhance the streetscape design for vehicles, pedestrians and cyclists.

Figure 17 Public domain



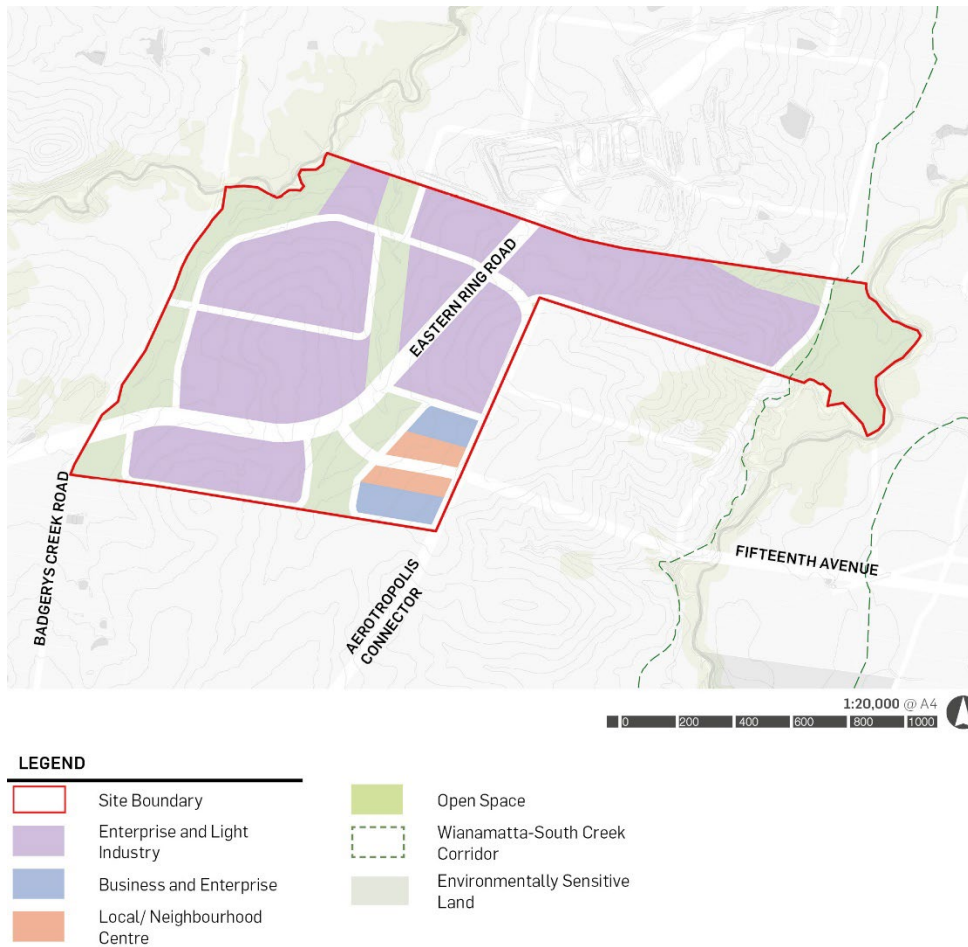
Source: Urbis

6.2.4. Land use sub-precincts

The proposed land uses within the site is largely in accordance with the proposed ENT zone within the site under the WPC SEPP. The majority of the site is proposed to consist of enterprise and light industrial uses, which define the interface on both sides of the Eastern Ring Road. The industrial areas are divided by the three open space corridors which run north-south through the site.

The south eastern corner of the site is defined by business and enterprise uses, with an employment zone centre use to form the direct interface with Fifteenth Avenue. This south eastern corner allows for a transition between the proposed mixed use controls the immediate south of the site This is to provide a more mixed use focus within this portion of the site to reinforce it as a formal gateway into the Aerotropolis Core along Fifteenth Avenue.

Figure 18 Land use sub-precincts



Source: Urbis

6.2.5. Estimated number of jobs

The proposed Structure Plan is estimated to deliver approximately 5,050 jobs to the Aerotropolis Core Precinct. This is based on the approximate developable area of 628,500 m² and an employment floorspace assumptions detailed in **Table 2**. It is important to note this is only a high-level estimation given the indicative nature of the Structure Plan.

Table 2 Estimated potential GFA and jobs

Land Use Mix	GFA (approx.)	Target GFA per job	Total jobs
Wholesale trade	170,700 m ²	250 m ²	680
Transport, postal and warehousing	218,100 m ²	250 m ²	870
Manufacturing and Data Centre	64,000 m ²	250 m ²	260
Retail Trade	120,500 m ²	250 m ²	480

Land Use Mix	GFA (approx.)	Target GFA per job	Total jobs
*Commercial and other services	55,200 m2	20 m2	2,760
Total	628,500 m2		5,050

6.2.6. Indications where the Master Plan may not be consistent with an approved Precinct Plan

The Aerotropolis Precinct Plan (refer

Figure 19) was released in March 2022 and applies to the five initial precincts of the Aerotropolis, which include the Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Northern Gateway and Agribusiness precincts. Under the Precinct Plan, the site is largely defined by enterprise and light industry uses, with a small portion of business and enterprise use along the eastern boundary of the site (refer

Figure 20). There are also two local/neighbourhood centres proposed within the northern portion of the site, one to the west of the Eastern Ring Road and the other to the east towards the South Creek interface.

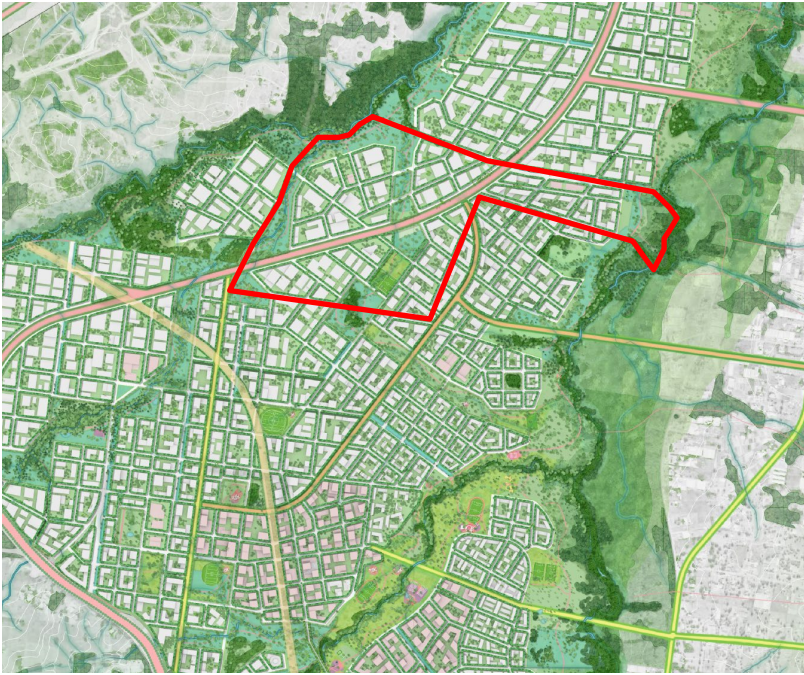
The site consists of the Eastern Ring Road, a 60m wide primary arterial road and the Aerotropolis Connector, which is a 45m wide primary arterial road, both of which forms part of a rapid bus corridor (refer **Figure 21).** The combined elements in relation to the site are illustrated within the structure plan as shown in

Figure 22.

The Precinct Plan presents a number of issues for the site:

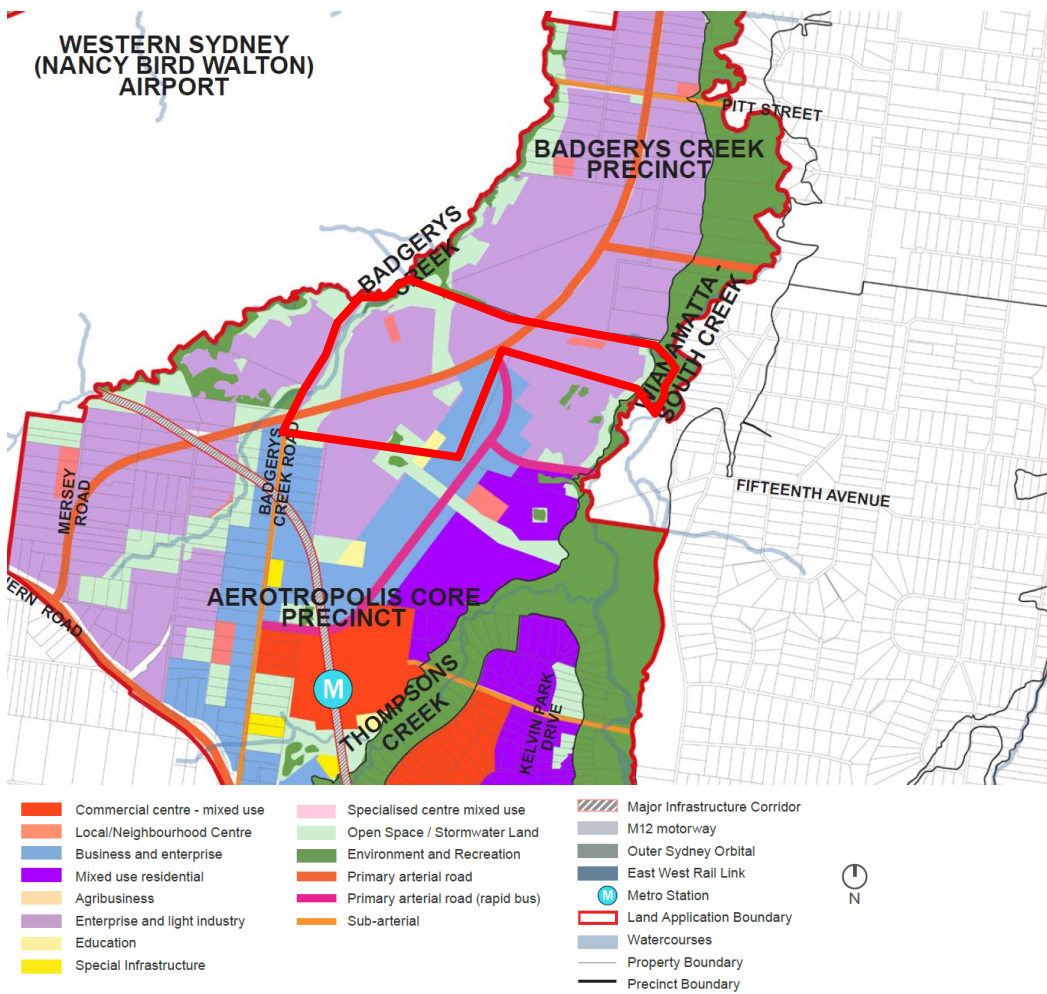
- The extent of the open space corridors proposed within the Precinct Plan appears to be high-level and without the consideration of site specific investigations within the site.
- The plan responds to the transport corridors proposed and protected under the WPC SEPP, which can be refined to achieve a better outcome.
- The current alignment of transport corridors has major implications for landowners in terms of creating lots that are practical and useable in terms of industry standards for building footprints.
- The lot configuration within the site follows an offset grid layout, with a different orientation between the areas to the north and south of the Eastern Ring Road.
- The existing alignment of the Eastern Ring Road and the Aerotropolis Connector creates inefficient lots which are difficult to develop.

Figure 19 Aerotropolis Precinct Plan 2022



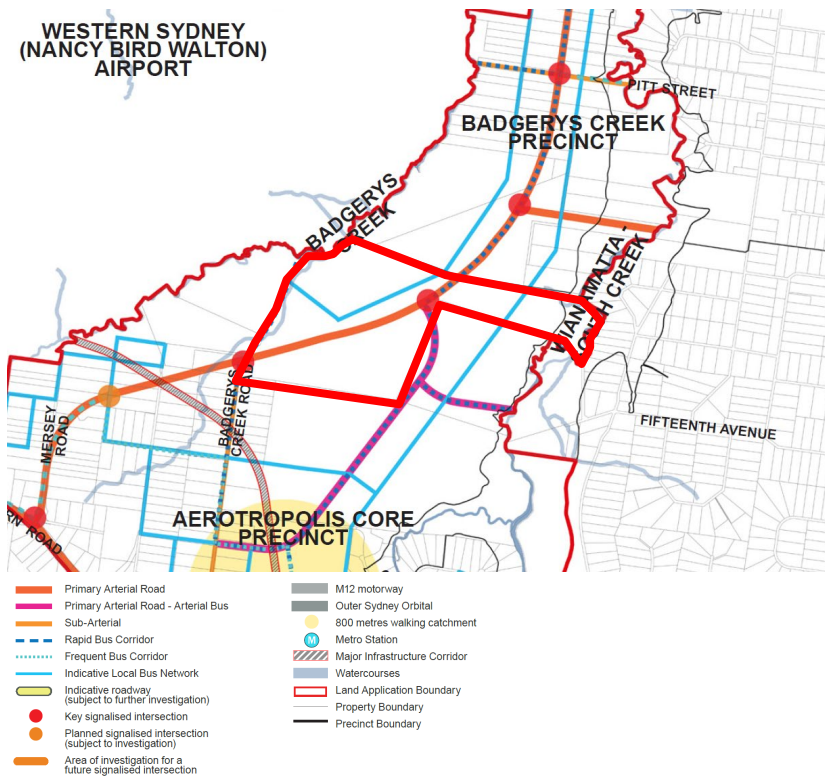
Source: DPE 2022

Figure 20 Aerotropolis Precinct Plan 2022 – Land Use and Structure Plan



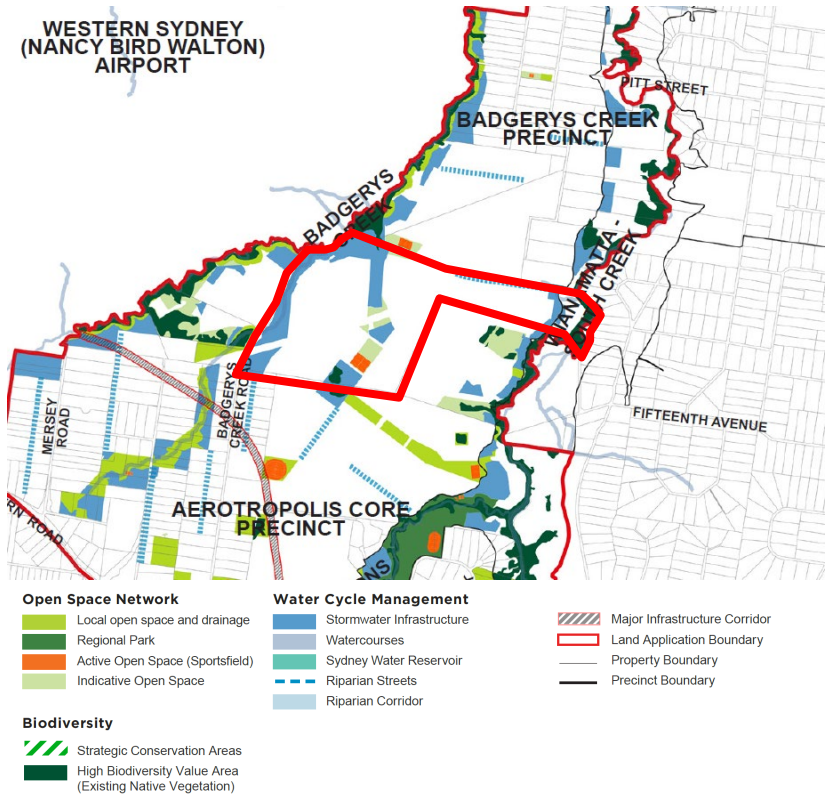
Source: DPE 2022

Figure 21 Aerotropolis Precinct Plan 2022 – Transport Network



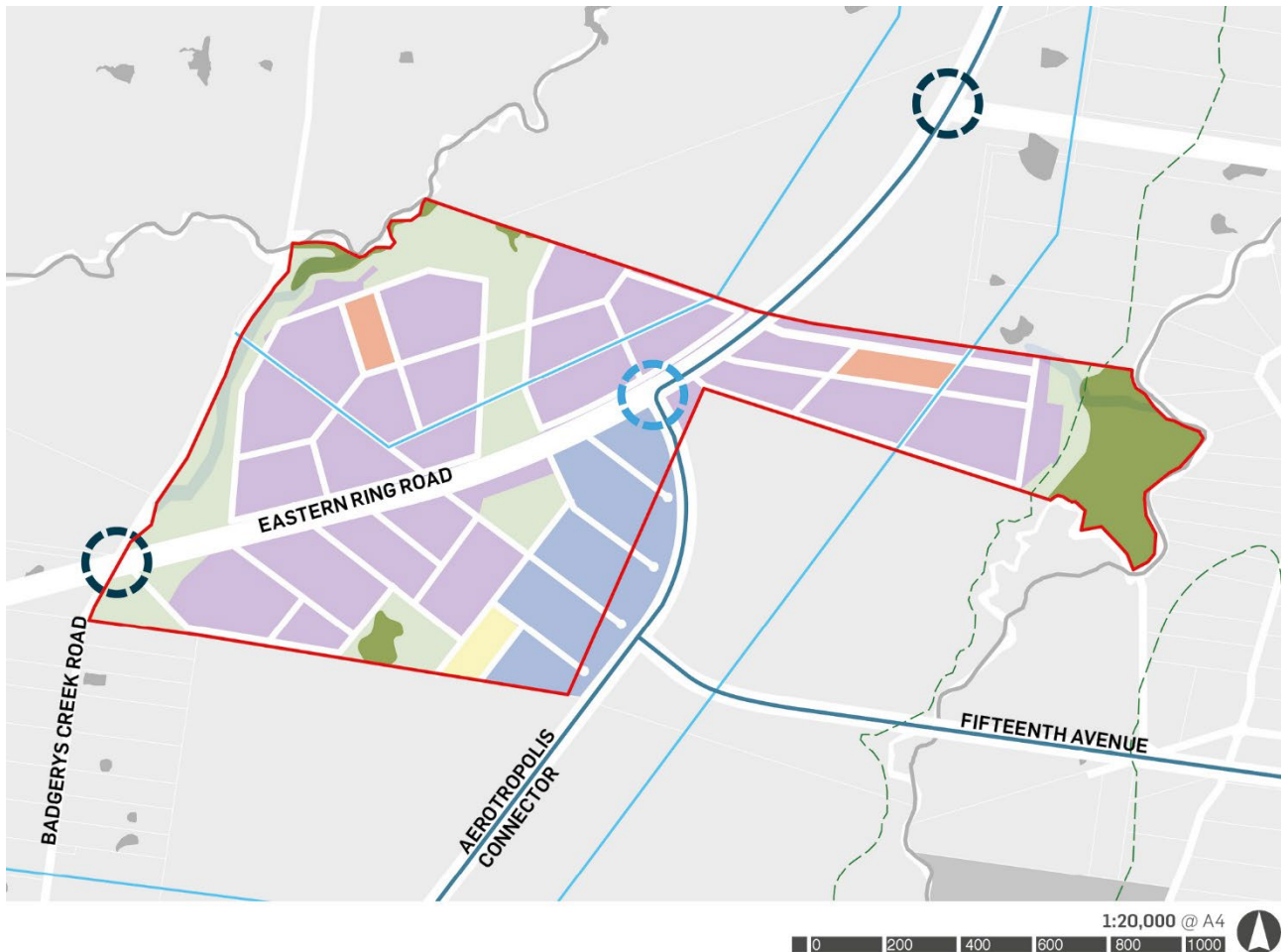
Source: DPE 2022

Figure 22 Aerotropolis Precinct Plan 2022 – Blue and Green Infrastructure
















Source: DPE 2022

Figure 23 Existing Layout Plan based on adopted Precinct Plan



LEGEND

	Site Boundary		Key Signalised Intersection		Open Space/ Stormwater Land
	Enterprise and Light Industry		Planned Signalised Intersection (subject to investigation)		Environment and Recreation
	Business and Enterprise		Rapid Bus Corridor		Wianamatta-South Creek Corridor
	Local/ Neighbourhood Centre		Indicative Local Bus Network		Watercourses
	Others (Education)				

Source: Urbis

The following sections outline the key departures within the proposed Structure Plan from the Precinct Plan. These departures enable a better urban design outcome within the site which respond to site-specific constraints whilst achieving design excellence.

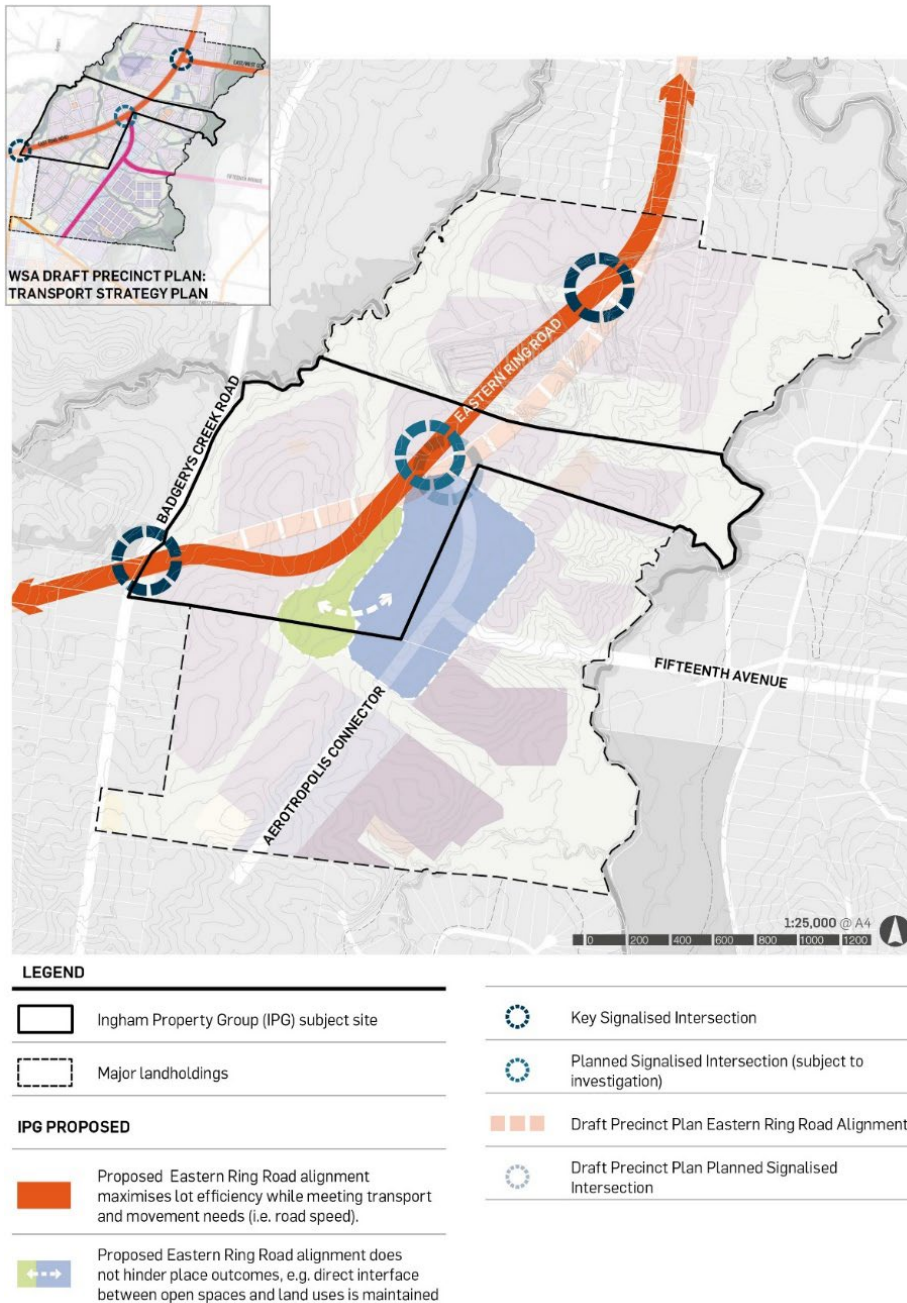
6.2.6.1. Re-alignment of the Eastern Ring Road

The structure plan proposes a re-alignment of the Eastern Ring Road (ERR) to create a more feasible lot configuration which maximises lot efficiency particularly to the east of the ERR and the site boundary. The current ERR alignment proposed under the Precinct Plan hinders place outcomes, making it difficult to create an appropriate interface whilst also ensuring lot efficiency. The future employment land uses with high density employment which form a large majority of the site require large format lots within a grid layout in order to align with market demands.

The re-alignment of the ERR, with the bend in the southern extent of the site, allows for the road to straighten which creates an opportunity for the continuation of the riparian and open space corridor. This can allow for a desirable interface along the corridor which does not impede on the lot configuration. The re-alignment of the ERR increases the distance of the road corridor by only 36 metres and has no impact on travel times or functionality but creates a better placemaking and urban design outcome for a future master plan on the site.

The proposed re-alignment of the ERR was designed in collaboration with CSR which owns the site to the north. The re-alignment creates a better outcome for CSR also in relation to create greater lot efficiency and a better urban design outcome.

Figure 24 Re-alignment of the Eastern Ring Road



Source: Urbis

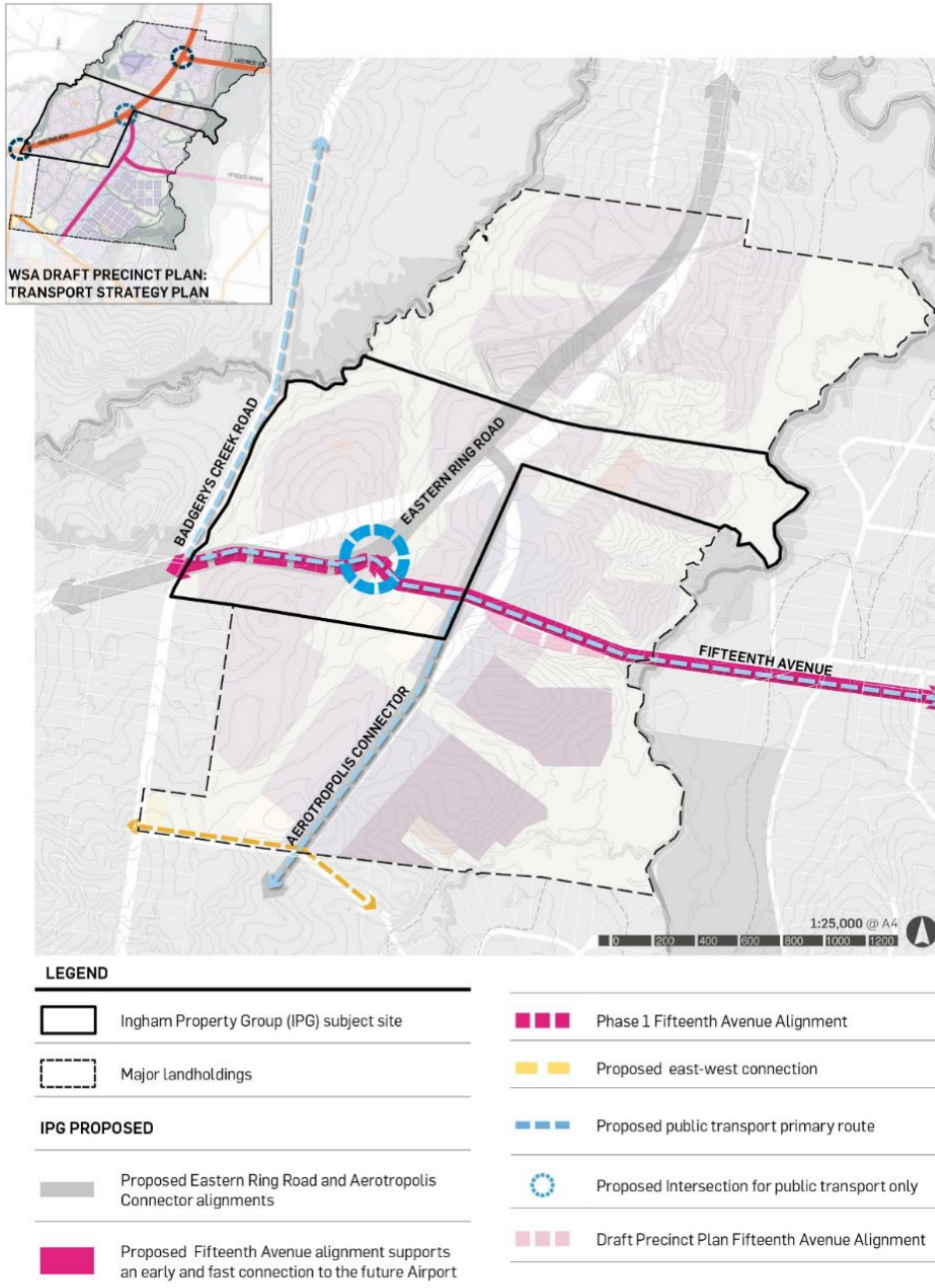
6.2.6.2. Re-alignment of Fifteenth Avenue and the Aerotropolis Connector

The re-alignment of the east-west connection formed by Fifteenth Avenue along the southern boundary of the site to facilitate early access into the southern portion of the site. This is a critical connection to activate

the gateway location into the site, particularly given it forms part of the Aerotropolis Core and interfaces with the Bradfield City Centre.

The existing alignment of the Aerotropolis Connector would significantly impact on future development within the site and the adjacent lot as it sterilises areas within the site for development. The re-alignment of the Aerotropolis Connector along the cadastral boundary creates a better urban design outcome for both lots, with both sites having direct frontage to this major road connection. The proposed realignment of Fifteenth Avenue and the Aerotropolis Connector were both designed in collaboration with the Perich Group, the owners of the land to the south.

Figure 25 Re-alignment of Fifteenth Avenue and Aerotropolis Connector



Source: Urbis

6.2.6.3. Proposed secondary town centre of the Aerotropolis

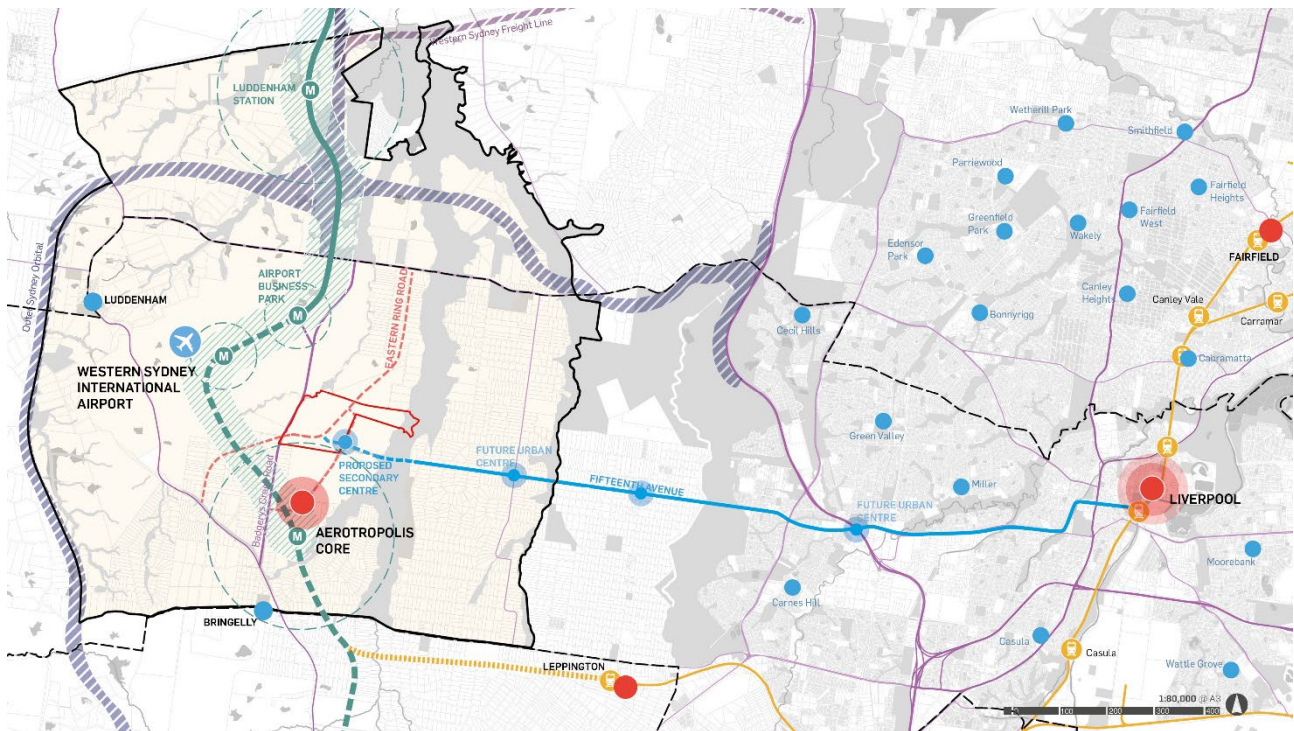
The re-alignment of the three major arterial roads creates a major focal point which is a logical location for a potential secondary town centre to complement the Aerotropolis Core. This focal point is reinforced by a consolidated employment zone centre that is well served by public transport and open space corridors. The

Fifteenth Avenue corridor and its proposed land uses can be delivered through a combined landowner approach between IPG and Perich Group to the south.

Fifteenth Avenue is also a strategic corridor which connects Liverpool to the WSI. It has also been identified as a 'smart transit corridor' which would carry a significant amount of people from the broader Liverpool LGA into the Aerotropolis Core and WSI, through the site. A potential secondary town centre could be strategically located at the junction between Fifteenth Avenue and the Aerotropolis Connector, both of which connect major strategic centres to the WSI.

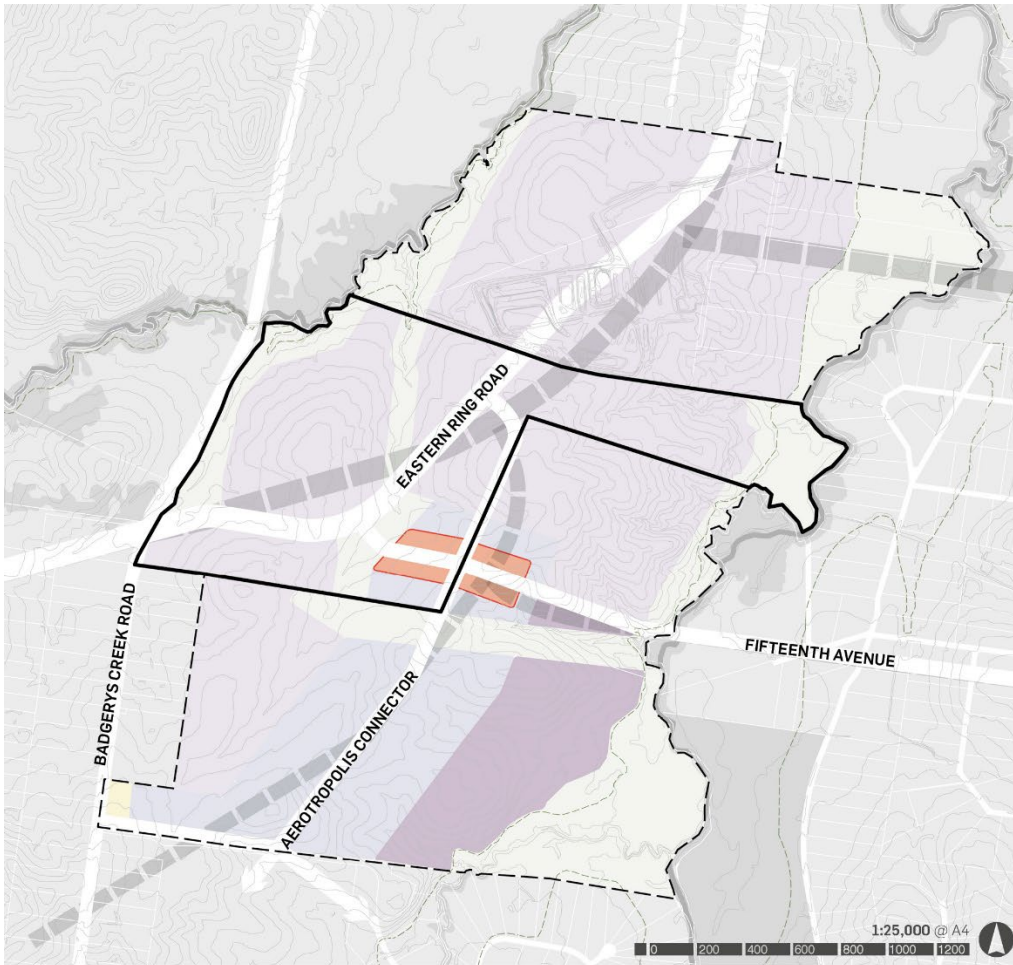
The connection of Fifteenth Avenue with the Eastern Ring Road enables a direct link between the 'smart transit corridor' and Badgerys Creek Road. This would provide access to the north and south within the Aerotropolis before the Aerotropolis Connector and the northern portion of the Eastern Ring Road is completed.

Figure 26 Connecting Liverpool LGA with the Western Sydney International Airport and Aerotropolis



Source: Urbis

Figure 27 Proposed secondary town centre

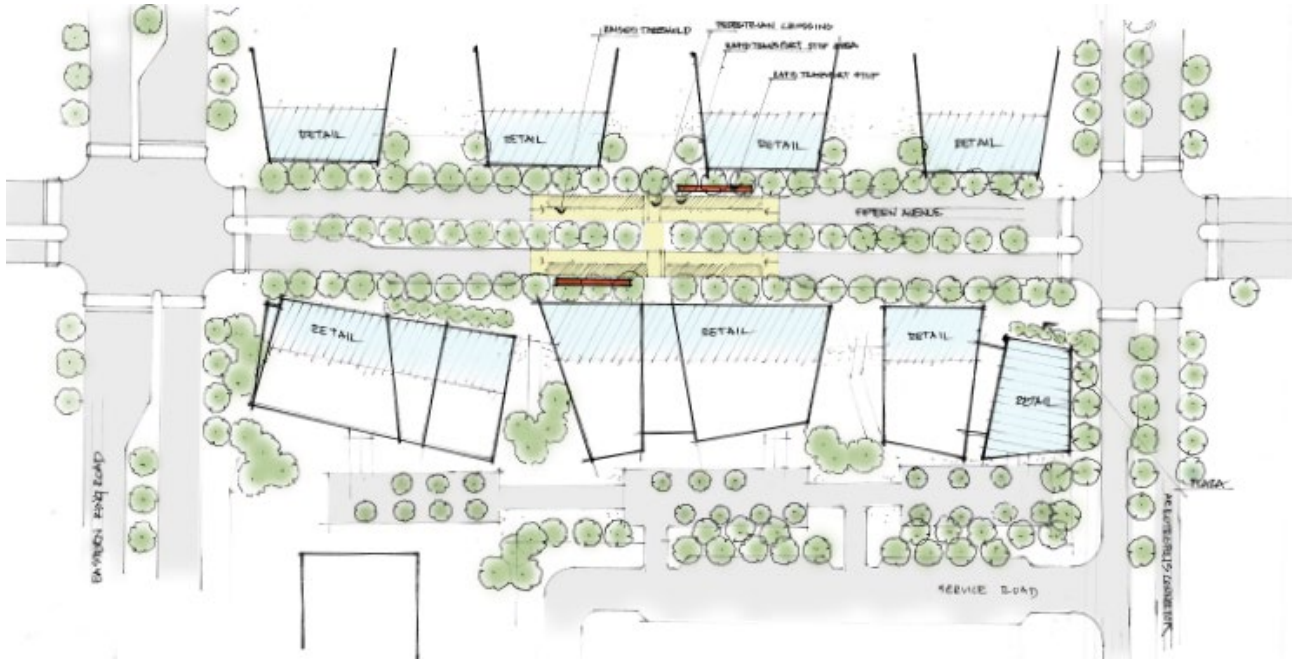


LEGEND

	Ingham Property Group (IPG) subject site
	Major landholdings
IPG PROPOSED	
	Local/Neighbourhood Centres are consolidated and co-located as a secondary town centre with public transport and access to open space
	Business & Enterprise
	Mixed Use Residential
	Enterprise & Light Industry
	Special Uses
	Open Space
	Wianamatta-South Creek
	Draft Precinct Plan Primary Arterial Roads Alignment

Source: Urbis

Figure 28 Indicative interface with Fifteenth Avenue



Source: Urbis

6.2.6.4. Planning for long-term mixed use

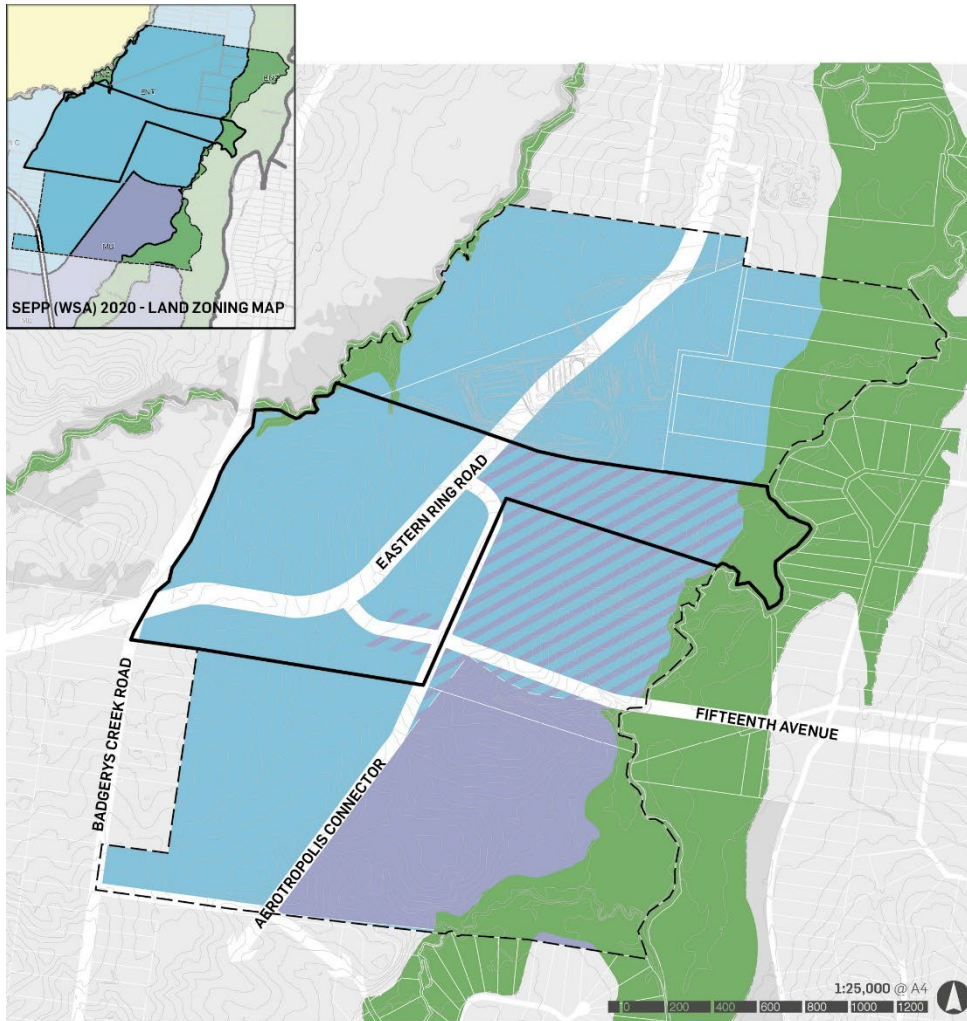
The continuous interface with South Creek, along the eastern periphery of the site, forms a major opportunity for more intensive urban development. The potential extension of the mixed use zones provides long-term flexibility for the site, providing the opportunity to reinforce creek oriented place-based outcomes for the site. This aligns with all the South Creek urban design principles identified within the Western District Plan (refer **Figure 30**), which include:

- Orientate urban systems towards the creek corridor,
- Create a transect of creek-oriented place types and things to do,
- Build a network of everyday uses within a walkable creek catchment,
- Provide creek connections and encourage waterfront activity.

The eastern portion of the site is not affected by aircraft noise and do not have restrictions to development. This allows for potential residential and mixed-use development within these locations, under the ANEC contours.

The existing topography of the site is generally steeper towards the interface with the South Creek corridor along the eastern periphery of the site, which makes it challenging to develop large format industrial uses. This landform character is better suited to residential and mix-use development which would also maximise the value of being in close proximity to the natural amenities of South Creek and the proposed secondary centre.

Figure 29 Planning for long-term mixed use



LEGEND

	Ingham Property Group (IPG) subject site
	Major landholdings
IPG PROPOSED	
	Proposed Extension of Mixed-Use Zone
	Mixed Use
	Enterprise
	Environment and Recreation
	Infrastructure

Source: Urbis

6.3. PROPOSED COMPLYING DEVELOPMENT

IPG will work with the DPE to identify potential complying development to be proposed within the site. This will consist of developing development controls which would allow for a broad range of complying development.

Through the Master Planning Process, areas that are suitable for complying development controls, as well as the relevant development types and locations, will be identified. The key development controls and parameters to be established for each type of complying development will consist of:

- Three dimensional design controls such as building height, floor space ratio, site coverage

- Key building design principles such as setbacks, articulation, separation, general design language, street activation
- Additional considerations such as deep soil zones, landscaping and planting, traffic and parking strategy, stormwater, and servicing strategy and/or capability.

6.4. DESIGN EXCELLENCE STRATEGY

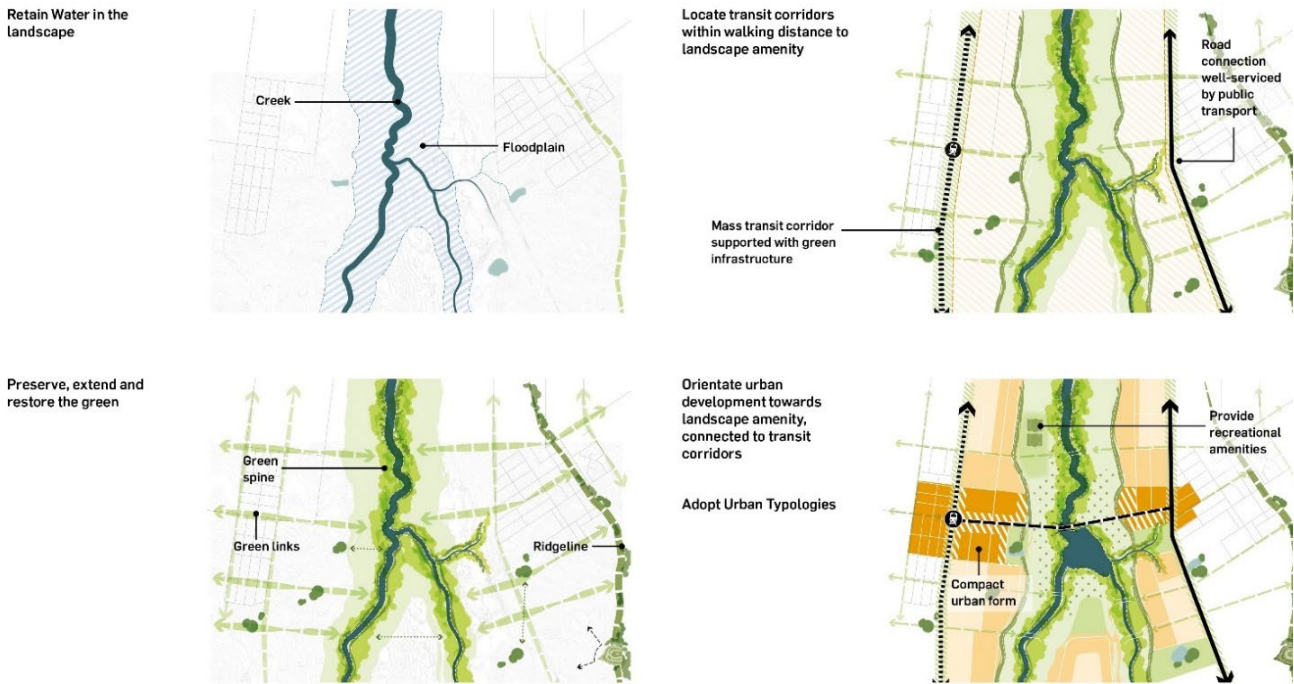
The Design Excellence Strategy for the site will be developed by IPG in collaboration with DPE, in order to successfully achieve the objectives from the Government Architect NSW's (**GANSW**) as outlined in Better Placed, Green Places and Connecting with Country Frameworks.

The structure plan is underpinned by a series of design principles which respond to key conditions highlighted in the site analysis. These principles reflect the initiatives proposed under the Greater Sydney Commission's Western District Plan and Government Architect NSW's Greener Places and Green Grid frameworks. The indicative plan approach for the IPG site captures the high-level concepts and principles proposed under the Precinct Plan, however, enforces it within the immediate context of the site and informed by further ground-truthing.

These design principles include:

- **Start with Country** – ensuring consultation with First Nations knowledge holders occurs at the very beginning of the process.
- **Retain water in the landscape** – the riparian corridors and creek corridors formed by Badgerys Creek and South Creek form opportunities for waterways to be integrated and retained in the landscape of the site.
- **Preserve, extend and restore the green** – there are opportunities to celebrate and better connect green corridors across the site, particularly within the heart of the precinct.
- **Locate transit corridors within walking distance to landscape amenity** – Fifteenth Avenue presents an opportunity to become a transit corridor which connects through and directly interfaces with the South Creek corridor.
- **Orientate urban development towards landscape amenity, connected to transit corridors** – the strong interface the site forms with South Creek and the Fifteenth Avenue transit corridor creates an ideal location for mixed use activity in close proximity to amenities.
- **Adopt urban typologies** – provide flexibility within the future layout of the site in order to enable large lots as well as urban typologies that are more compact and fine grain.

Figure 30 Design principles for the Indicative Structure Plan



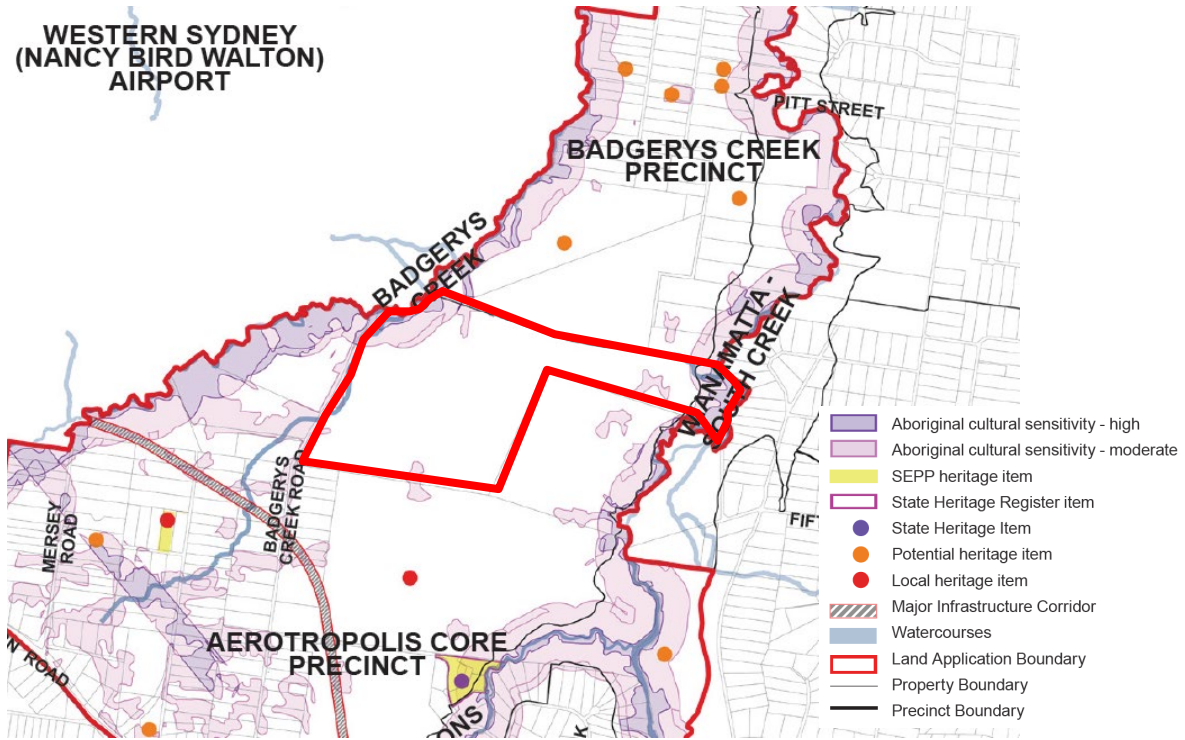
Source: Urbis

6.5. CULTURAL MAP

The Cultural Map for the site is an item IPG will work closely with DPE on throughout the Master Planning Process. There are no major cultural industries, facilities and spaces within the site, however it is acknowledged that the cultural landscape within the site and the broader region is a defining feature which should be preserved and celebrated, particularly from a First Nations perspective.

The existing landscape character and waterways are prominent features within the site which are of strong cultural significance within the immediate locality and broader region. This will form a major component of the landscape response and also the Connecting with Country Framework. The key areas for environmental conservation and the riparian zones would form a key component within the Cultural Map as reflected in the cultural landscapes identified in **Figure 31**, with additional elements to be identified and proposed throughout the Master Planning Process.

Figure 31 Aerotropolis Precinct Plan – Heritage and Cultural Landscapes



Source: DPE 2022

7. STATUTORY CONTEXT

The site is located within the Western Sydney Aerotropolis, as part of the Liverpool Local Government Area (LGA). As such, the relevant Acts and environmental planning instruments (EPIs) relating to the site and relevant considerations for the Master Plan Request are as follows:

- *Environmental Planning and Assessment Act 1979 (EP&A Act).*
- *Biodiversity Conservation Act 2016 (BC Act).*
- *State Environmental Planning Policy (Precinct – Western Parkland City) 2021 (Precincts-WPC SEPP).*
 - State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).
 - State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP).
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure).*
 - State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP).
- *State Environmental Planning Policy (Resilience and Hazards) (SEPP 33).*
 - State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33).
 - *State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55).*
- *Draft Connecting with Country Framework.*

The key statutory requirements that are relevant to the site and the project are summarised in **Table 1**.

Table 3 Summary of Key Statutory Requirements

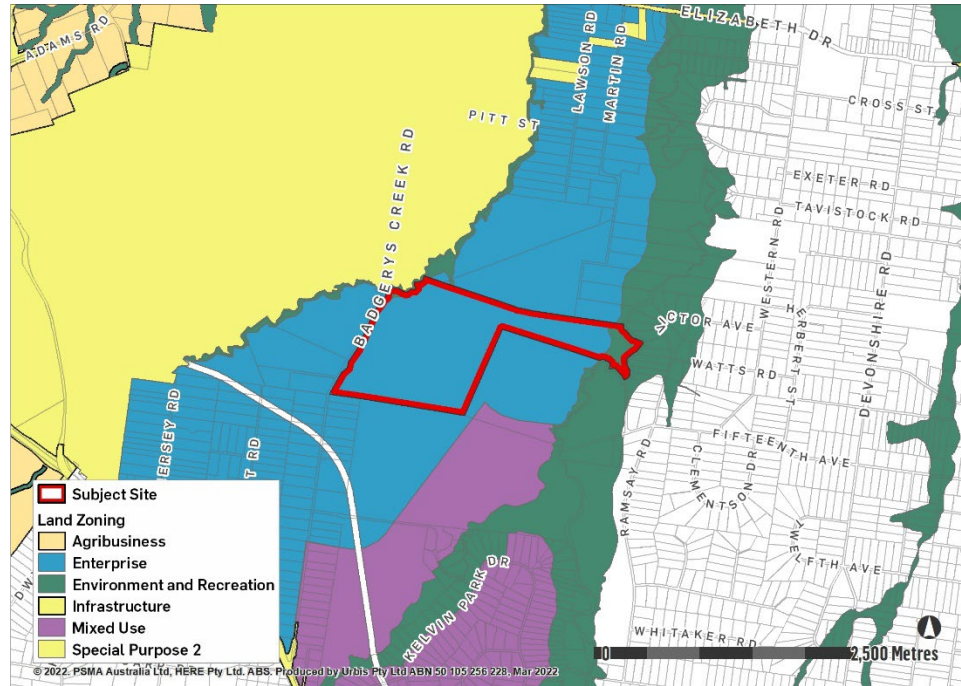
Matter	Guidance
<p>Power to grant consent</p>	<p><i>Environmental Planning and Assessment Act 1979 (EP&A Act)</i></p> <p>The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&A Act also facilitates the making of environmental planning instruments which guide the way in which development should occur across the State, this is inclusive of State environmental planning policies and local environmental plans.</p>
<p>Permissibility</p>	<p><i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)</i></p> <p>The WPC SEPP is the primary environmental planning instrument governing development on the site.</p> <p>The site is predominately zoned part ENT Enterprise with a small portion of the site along the western boundary zoned ENZ Environment and Recreation (refer Figure 32)</p> <p>It is IPG’s intention to:</p> <ul style="list-style-type: none"> ▪ Rely on Clause 43 to undertake the master planning process and obtain the Master Plan Requirements through a Master Plan Request. ▪ Through the master planning process, IPG is seeking an opportunity to access an alternative development approval pathway and depart from the Aerotropolis Core Precinct Plan, as it relates to the site.

Matter

Guidance

It is recognised that in order for the approval of the Master Plan, the Minister must be satisfied that it is consistent with the Master Plan Guidelines (Guidelines) and a development control plan that is applicable to the land. It must also be demonstrated that any inconsistency with the Precinct Plan is otherwise consistent with the Guidelines.

Figure 32 Land zoning map



The land use objectives in the ENT zone are:

- *To encourage employment and business related to professional services, high technology, aviation, logistics, food production and processing, health, education and creative industries,*
- *To provide a range of employment uses (including aerospace and defence industries) that are compatible with future technology and work arrangements,*
- *To encourage development that promotes the efficient use of resources, through waste minimisation, recycling and re-use,*
- *To ensure an appropriate transition from non-urban land uses and environmental conservation areas in surrounding areas to employment uses in the zone,*
- *To prevent development that is not compatible with or that may detract from the future commercial uses of the land,*
- *To provide facilities and services to meet the needs of businesses and workers.*

The proposed industrial warehouse will facilitate employment generating development in a highly accessible area.

The land use objectives in the ENZ zone are:

Matter	Guidance
	<ul style="list-style-type: none"> ▪ <i>To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.</i> ▪ <i>To protect the ecological, scenic and recreation values of waterways, including Wianamatta–South Creek and its tributaries.</i> ▪ <i>To provide a range of recreational settings and activities and compatible land uses.</i> ▪ <i>To protect and conserve the environment, including threatened and other species of native fauna and flora and their habitats, areas of high biodiversity significance and ecological communities.</i> <p>Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)</p> <p>The site has gradually been cleared of vegetation and has been subject to the construction of farms dams. To inform the master planning process, a Biodiversity statement will be provided in accordance with the NSW Framework and with consultation with Natural Resources Access Regulator (NRAR), to confirm the site’s biodiversity certification and investigate the extent of potential native vegetation present and to inform an assessment of impacts to potential threatened species, their habitats and ecological communities. The site is already bio-certified.</p>
Other approvals	<p>NSW National Parks & Wildlife Act 1974 (NPW Act)</p> <p>The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. The provisions of the Act apply to both indigenous and non-indigenous relics.</p> <p>An archaeological assessment will be undertaken as part of the master planning process to identify and minimise potential heritage impacts in relation to the Master Plan.</p> <p>NSW Heritage Act 1977 (Heritage Act)</p> <p>The Heritage Act protects heritage items, sites and relics in NSW older than 50 years regardless of cultural heritage significance.</p> <p>NSW Water Management Act 2000 (WM Act)</p> <p>Under the WM Act, a licence would be required if water was to be extracted from a creek or if any waterways were to be realigned during construction. A Riparian Assessment will be undertaken as part of the master planning process to identify and minimise potential impact on waterways within the Master Plan.</p> <p>Biodiversity Conservation Act 2016 (BC Act)</p> <p>The BC Act aims to maintain a healthy, productive and resilient environment in accordance with Ecologically Sensitive Development (ESD) principles, including an assessment framework for determining the likely impacts on biodiversity and threatened species and a consistent methodology for calculating measure to offset those impacts.</p>

Matter	Guidance
	<p data-bbox="432 230 1362 297">State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)</p> <p data-bbox="432 327 940 356">Chapter 4 Western Sydney Aerotropolis</p> <p data-bbox="432 385 1406 452">The proposed Master Plan will be consistent with the aims of the WPC SEPP, and its current amendment as summarised below:</p> <ul data-bbox="432 481 1430 831" style="list-style-type: none"> <li data-bbox="432 481 1430 622">▪ The proposal seeks to develop the site for employment-generating uses consistent with the Region and District Plans and deliver social and economic outcomes for Western Sydney, in alignment with the Western Sydney Aerotropolis Structure Plan. <li data-bbox="432 651 1430 831">▪ The careful siting and design of the structure plan, including the location of land uses, road connections, public domain areas and landscaping, respect the natural features, and seek to preserve environmental and easement corridors of the site and the surrounding locality. The proposed development will be undertaken in an ecologically sensitive manner. <p data-bbox="432 860 1086 889">Part 4.3 Development controls – Airport safeguards</p> <ul data-bbox="432 918 1315 1021" style="list-style-type: none"> <li data-bbox="432 918 1315 1021">▪ An Aeronautical Impact Assessment will be prepared to consider the development controls around airport safeguards and the Master Plan’s compliance against these controls. <p data-bbox="432 1050 804 1079">Clause 4.24 – Flood Planning</p> <ul data-bbox="432 1108 1422 1211" style="list-style-type: none"> <li data-bbox="432 1108 1422 1211">▪ A Water Cycle Management Report will be prepared to consider the cumulative and local impact of the existing impact and the proposed Master Plan on the whole floodplain within the PMF and 1:100 chance per year flood level. <p data-bbox="432 1240 1426 1308">Clause 4.25 – Preservation of trees and vegetation in Environment Recreation Zone and Cumberland Plain</p> <ul data-bbox="432 1337 1426 1440" style="list-style-type: none"> <li data-bbox="432 1337 1426 1440">▪ An Ecological study will be prepared to investigate the possible removal of trees and outline the tree protection specifications for retained and potentially impacted trees. <p data-bbox="432 1469 892 1498">Clause 4.26 – Heritage conservation</p> <ul data-bbox="432 1527 1378 1630" style="list-style-type: none"> <li data-bbox="432 1527 1378 1630">▪ An assessment of Non-Indigenous heritage and Indigenous heritage will be undertaken to support the Master Plan and ensure proper management and mitigation of heritage impacts on site. <p data-bbox="432 1659 860 1688">Clause 4.27 – Transport corridors</p> <ul data-bbox="432 1718 1390 1821" style="list-style-type: none"> <li data-bbox="432 1718 1390 1821">▪ A Traffic and Transport Assessment will be prepared to consider the Master Plan’s impact on the proposed transport corridors within the Western Sydney Aerotropolis. <p data-bbox="432 1850 769 1879">Part 4.5 Design excellence</p> <ul data-bbox="432 1908 1414 2011" style="list-style-type: none"> <li data-bbox="432 1908 1414 2011">▪ The Master Plan is to be developed based on robust principles and an iterative design process that clearly demonstrates and achieves Design Excellence in accordance with the NSW Government Architect policy Better Placed. The

Matter	Guidance
	<p>design process will be underpinned by carefully considered design principles related to bulk and scale, accessibility and permeability, landscaping and public domain, materials and finishes and integration with the surrounding land use character and context.</p> <p>Part 4.6 Exempt development</p> <ul style="list-style-type: none"> ▪ Proposed Complying Development will be identified for the site within the Master Plan Process, with clear complying development planning controls developed for specific development types and locations. <p>Clause 4.38 Precinct plans</p> <ul style="list-style-type: none"> ▪ The Master Plan will be developed mostly in accordance with the Precinct Plan for the Aerotropolis Core. Where the Master Plan departs from the Precinct Plans, it will be in accordance with the Master Plan Guidelines, enabled by Division 2 Master Plans and complying development and Clause 4.41. <p>Clause 4.41 Master plans</p> <ul style="list-style-type: none"> ▪ IPG wish to pursue the Master Planning pathway on the site which is the purpose of this Master Plan Request. <p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)</i></p> <p>Chapter 2 Infrastructure</p> <p>Chapter 2 Infrastructure under the Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure by providing a consistent planning framework that applies across NSW.</p> <p>Schedule 3 of the Transport and Infrastructure SEPP identifies ‘traffic generating development’ which must be referred to the RMS for concurrence. RMS concurrence will be required as the site exceeds the minimum gross floor area of 20,000m².</p> <p><i>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)</i></p> <p>Chapter 4 Remediation of land</p> <p>Chapter 4 of the Resilience and Hazards SEPP provides a State-wide approach to the remediation of contaminated land, including the requirements to be addressed prior to determining a development application.</p> <p>The Master Plan will be supported by detailed technical reports which satisfactorily address the provision of SEPP 55, including any remediation works required to ensure the site is suitable for the proposed use.</p> <p>Draft Cumberland Plain Conservation Plan (CPCP)</p> <p>The Draft CPCP seeks to bio-certify land across Western Sydney to offset the impacts of urban development. It is noted that majority of the site has been identified as biodiversity certified land as part of the original South West Growth</p>

Matter	Guidance
	<p data-bbox="432 226 1362 293">Centre and is capable of urban development, with the exception of the riparian corridors and ENZ zone which traverses the site.</p> <p data-bbox="432 327 975 360">Draft Connecting with Country Framework</p> <p data-bbox="432 389 1422 568">The Draft Connecting with Country Framework seeks to form a framework to better understand the value of Aboriginal knowledge in the design and planning of places. The draft framework provides strategies for connecting with Country, integrating cultural awareness and incorporating an Aboriginal perspective on project lifecycles.</p> <p data-bbox="432 598 1410 698">It is intended that the Master Plan will be informed by an Aboriginal Archaeological Survey Report and an Aboriginal Cultural Heritage Assessment Report which will be addressed as part of the Master Plan Requirements.</p>

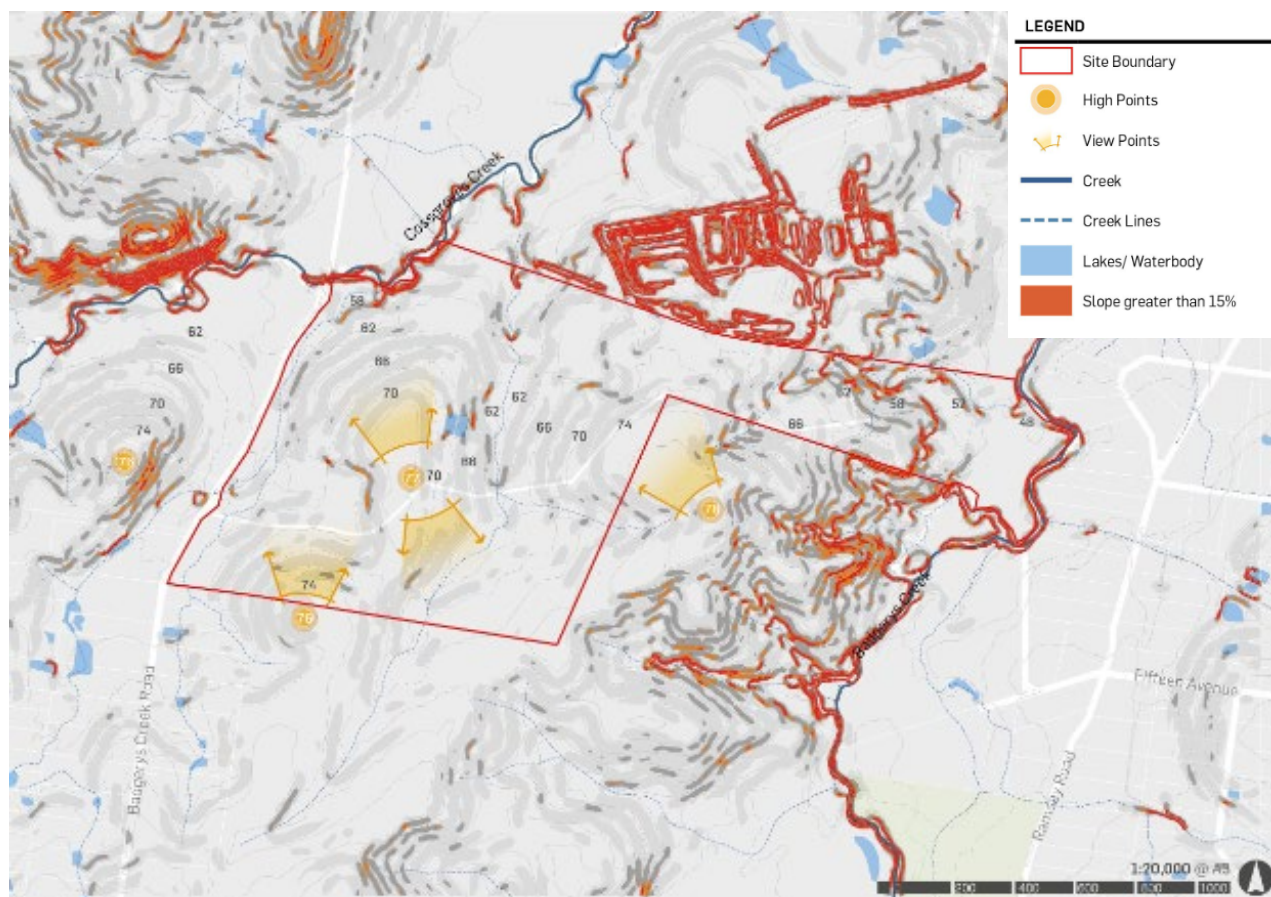
8. SITE-SPECIFIC CONSIDERATIONS

8.1. LANDFORM AND TOPOGRAPHY

The landform and topography of the site are relatively flat which is desirable for employment related land use typologies which require large format block configurations. There is a high point within the centre of the site which provides opportunities for view corridors to be reinforced and integrated into future development.

The natural landform of the creek corridors along Badgerys Creek and South Creek are characterised by steep terrain. This has partial impact on the north western boundary and eastern edge of the site.

Figure 33 Topography



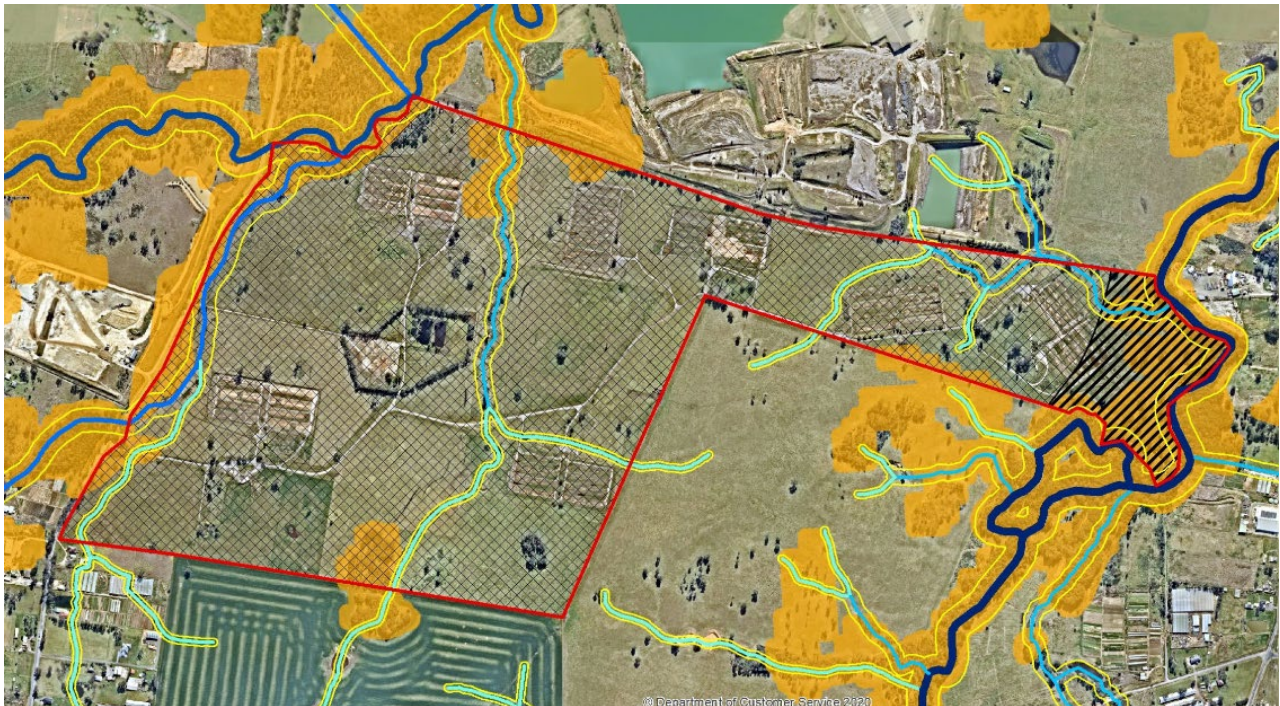
Source: Urbis

8.2. RIPARIAN CORRIDORS AND WATERWAYS

There are a number of major riparian corridors and waterways which run through the site. These include Badgerys Creek and South Creek. There are also a number of associated riparian corridors which connect from the major creeks. These corridors also present issues in relation to flooding which require buffer zones from future development to ensure appropriate interfaces.

The South Creek corridor is a defining spatial element of the Western Parkland City that is also of cultural significance. It has been identified to be enhanced and protected under the Western District Plan and to become the green corridor spine for the region. Planning Priority W13 of the Western District Plan seeks for the South Creek corridor to “form an urban parkland with high liveability, including attractive neighbourhoods for future workers, allowing them to work and live within the District”.

Figure 34 Topography



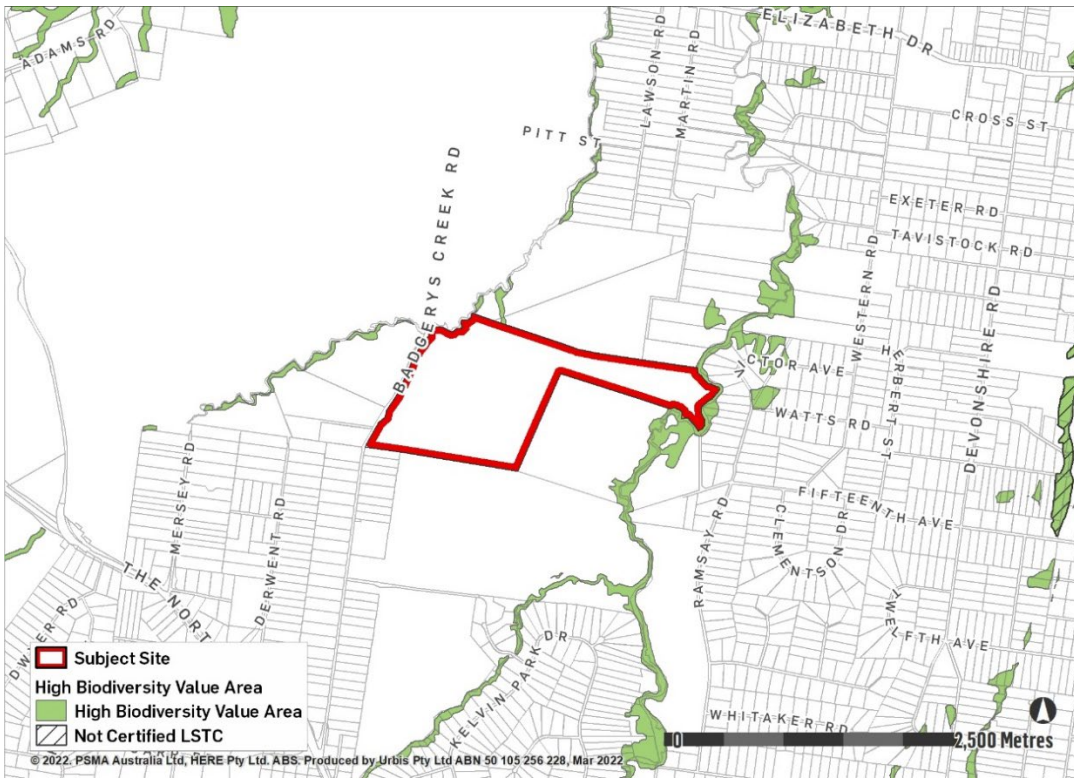
- Legend**
- Study Area
 - Riparian Zone
 - Groundwater Dependent Ecosystem (DPIE 2019)
- Biocertified Land (DPIE 2015)**
- Existing Certified
 - Existing Non Certified
- Strahler Stream Order (DPIE 2012)**
- 1
 - 2
 - 3
 - 4
 - 5

Source: Urbis

8.3. BIODIVERSITY

Whilst the site is bound by two major biodiversity corridors in South Creek and Badgerys Creek, along the eastern and western boundaries of the site, there is no high value biodiversity areas identified within the site. The closest high value biodiversity areas to the site are identified outside the site boundary,

Figure 35 Biodiversity map



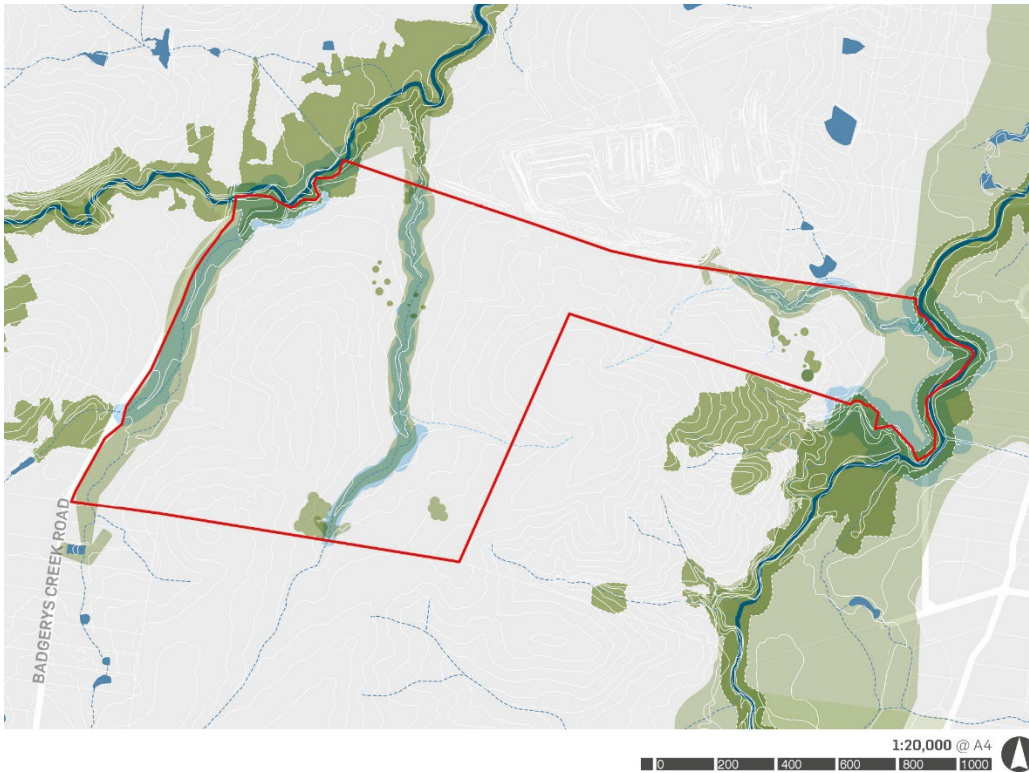
Source: PMSA 2022

8.4. GREEN CORRIDORS

The formation of the riparian corridors through the site also represents a series of green corridors and associated open spaces. These green corridors present major green grid opportunities throughout the Western Parkland City the improvement and better connection of corridors.

There is a small portion of the site which traverse the Wianamatta-South Creek precinct which is identified in the Aerotropolis Precinct Plan to become an interconnected blue-green corridor for parks, sporting fields and waterways. Improved access to these corridors should be reinforced in the future development within the site.

Figure 36 Green corridors

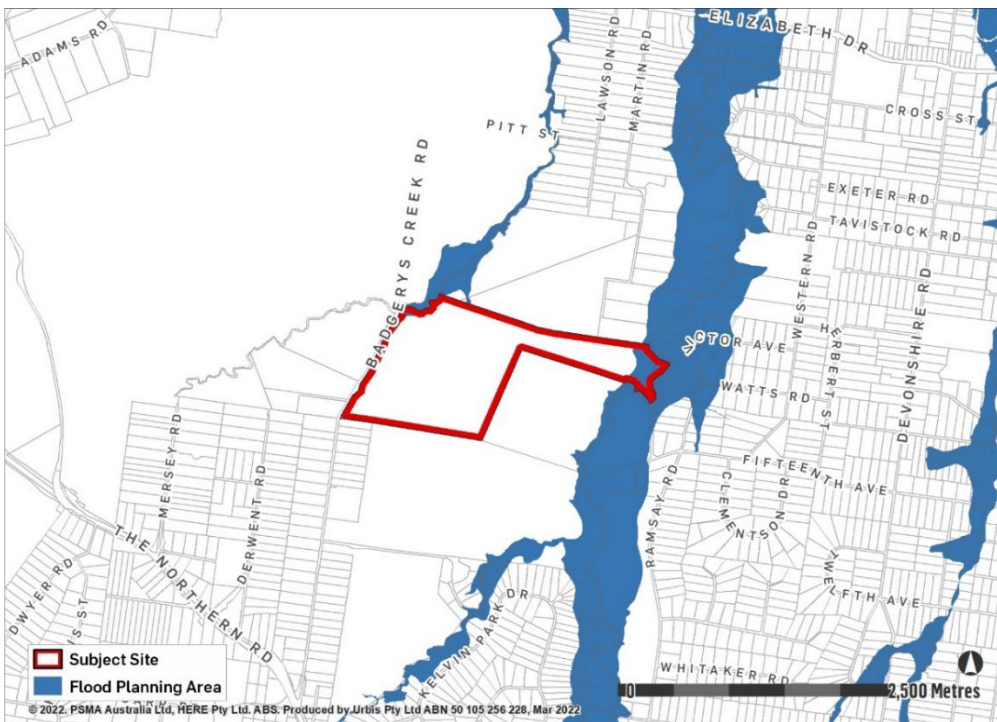


Source: Urbis

8.5. FLOODING

The eastern periphery of the site, along the South Creek, is identified within the flood planning area. This area reflects the environmental corridor that is zoned Environment and Recreation and defined by steeper topography compared to the remainder of the site.

Figure 37 Flood map

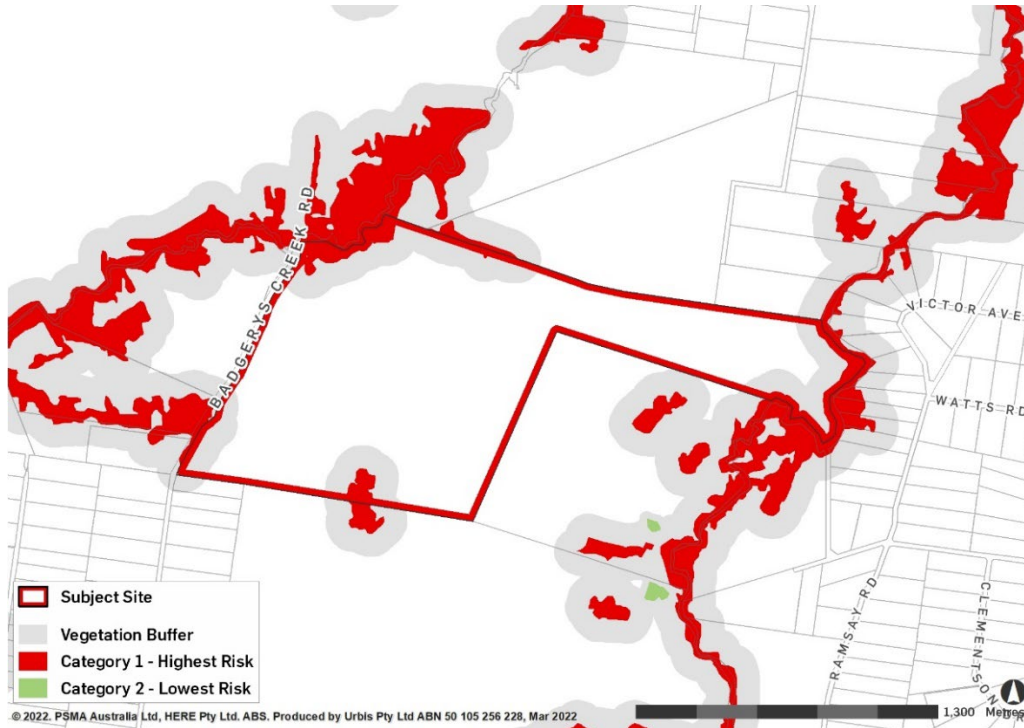


Source: PMSA 2022

8.6. BUSHFIRE

There are small portions of the site affected by bushfire, which are mostly situated along the outer periphery of the site and associated with the Badgerys Creek and South Creek corridors. The higher risk bushfire areas encroach the site however only at minimal scale with the majority of the affected areas categorised as buffer zones. The bushfire prone land largely reflects the green corridors within the site where there are opportunities for an integrated response in the treatment of these corridors.

Figure 38 Bushfire prone land



Source: PMSA 2022

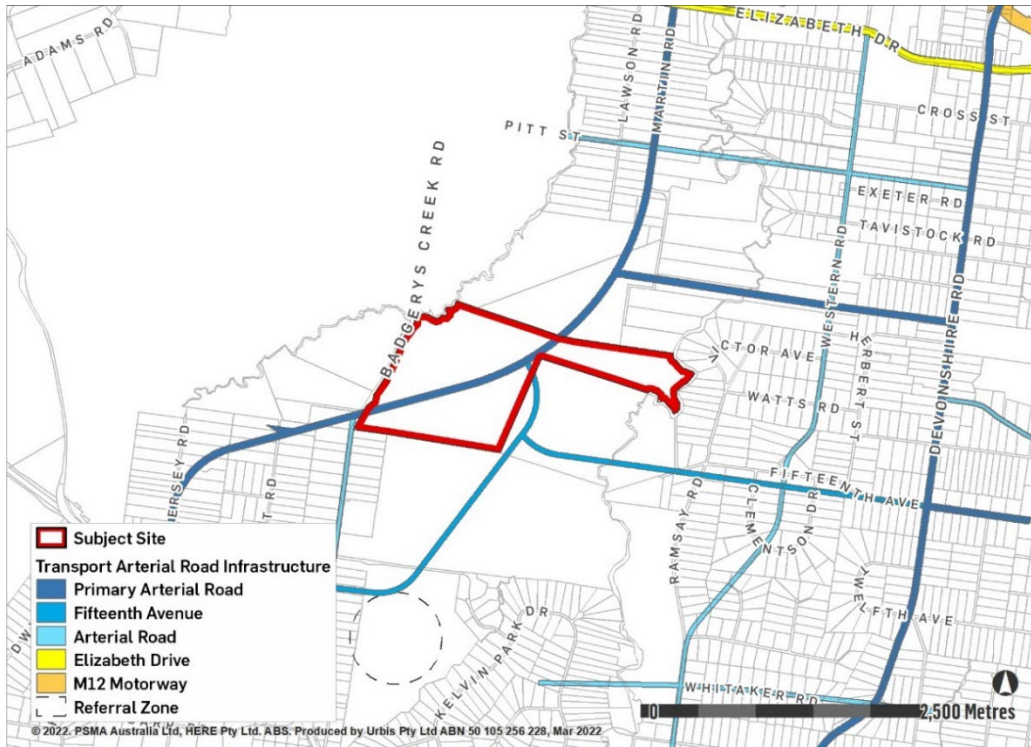
8.7. HERITAGE

There are no heritage items known or identified within the site through the preliminary investigations to date. An Aboriginal Cultural Heritage Assessment will accompany the Master Planning Process to assess whether any areas or features of significance located within the site.

8.8. CONNECTIVITY

The site is currently served by Badgerys Creek Road which runs along the western boundary of the site. There are two major road corridors proposed under the WPC SEPP which will serve the site and providing future connectivity to the broader Western Sydney Aerotropolis and the Bradfield City Centre. The two major road corridors within the site include the Eastern Ring Road (ERR) and the Aerotropolis Connector. There is also the Fifteenth Avenue upgrade which is proposed to connect into the Aerotropolis Connector on the eastern boundary of the site.

Figure 39 Site connectivity map



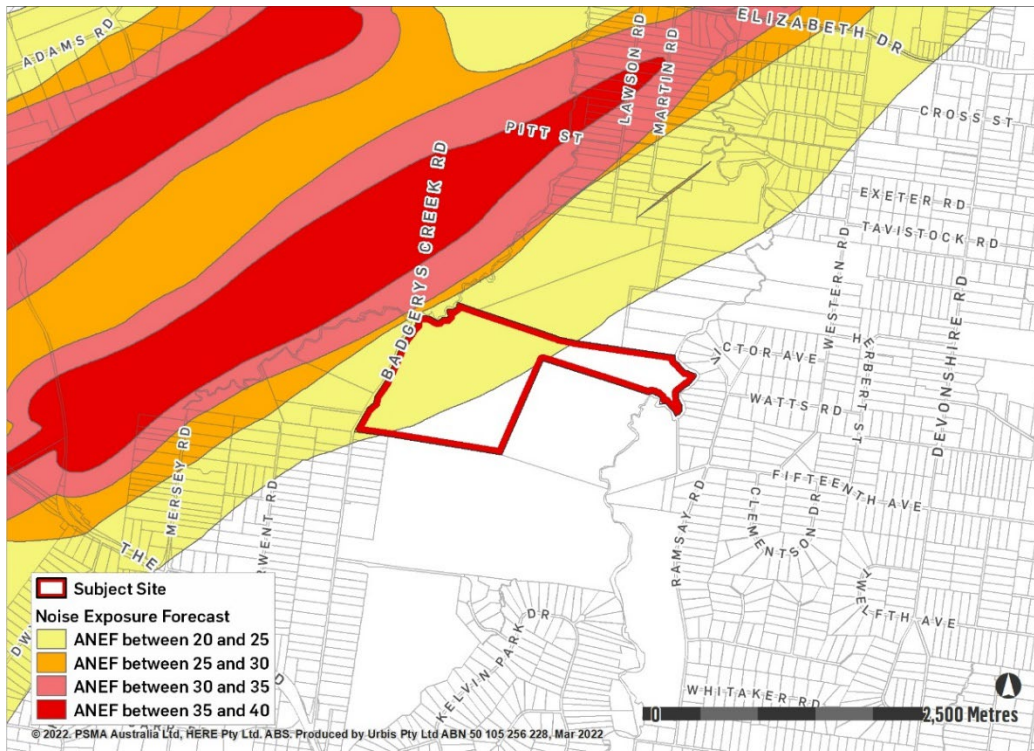
Source: PMSA 2022

8.9. AIRPORT NOISE

The site's proximity to the Western Sydney International Airport (WSI) presents issues in relation to noise. Noise impacts for the site has been modelled using the Australian Noise Exposure Concept (ANEC) which identifies portions of the site being affected by the ANEC 20-25 and also ANEC 25-30 buffers. The areas subject to these ANEC controls have restrictions on residential development and require permissible development, which include employment uses, to adopt appropriate design and construction standards in order to mitigate the impacts of aircraft noise.

The remainder of the site to the east is not affected by aircraft noise and do not have restrictions to development. This allows for residential and mixed-use development within these locations, under the ANEC controls.

Figure 40 ANEC map



Source: Urbis

8.10. OPPORTUNITIES AND CONSTRAINTS

There are series of opportunities and constraints which influence the site and the broader Aerotropolis Core Precinct. These give the site a unique quality and set the principles and parameters for the site analysis and structure plan. These opportunities and constraints are defined at both the site specific and strategic levels which are detailed below.

8.10.1. Opportunities

Key opportunities for the site are detailed in **Table 4** below.

Table 4 Site opportunities

Opportunity	Description
Strategic location along city-shaping transport corridors	<ul style="list-style-type: none"> The site is connected to the broader Aerotropolis via the Eastern Ring Road and Aerotropolis Connector which run through the site. The site is situated to the north of the proposed Aerotropolis Core Metro Station which will provide the site greater connectivity along Sydney Metro Western Sydney Airport.
Proximity to the Western Sydney Internal Airport and Bradfield City Centre	<ul style="list-style-type: none"> The site has a direct interface with both the WSI and future Bradfield City Centre which makes it an attractive location for future industries to locate. The site will benefit from its strategic location adjacent to future CBD of the Western Parkland City and the international gateway that is the WSI.
Opportunity to deliver prime enterprise uses within the Aerotropolis Core	<ul style="list-style-type: none"> The site presents a major opportunity to realise the land use vision to support the Aerotropolis Core Precinct. The site provides strong connectivity for future employment uses.

Opportunity	Description
Opportunity to integrate and improve the South Creek Corridor	<ul style="list-style-type: none"> ▪ The site has a strong interface with two major riparian corridors which consist of South Creek and Badgerys Creek. ▪ The preservation of the South Creek Corridor is a key component within the structure plan for the site.

8.10.2. Constraints

Key constraints for the site are detailed in **Table 5** below.

Table 5 Constraints

Opportunity	Description
Existing road configuration under the Precinct Plan	<ul style="list-style-type: none"> ▪ Whilst the proposed road corridors provide strategic connection to and from the site, the existing road configuration under the Precinct Plans limits development efficiency within the site.
Lack of ground-truthing and technical investigation to inform the Precinct Plan	<ul style="list-style-type: none"> ▪ The extent of the open space corridors proposed within the Precinct Plan appears to be high-level and without the consideration of site specific investigations within the site. ▪ The plan responds to the transport corridors proposed and protected under the WPC SEPP, which lack consideration of cadastral boundaries and consultation from landowners. ▪ The current alignment of transport corridors has major implications for landowners in terms of creating lots that are practical and useable in terms of industry standards for building footprints.
Riparian corridors	<ul style="list-style-type: none"> ▪ The site contains three riparian corridors within the site, two of which are of regional significance in South Creek and Badgerys Creek. ▪ These riparian corridors restrict development and require interface considerations from adjacent development.
Environmental conservation	<ul style="list-style-type: none"> ▪ The eastern portion of the site, along the South Creek corridor is zoned Environment and Recreation under the WPC SEPP which is to be preserved.

9. PRELIMINARY ENVIRONMENTAL CONSIDERATIONS

The detailed review of the site-specific conditions and the opportunities and constraints analysis enables the identification of preliminary environmental considerations which would require further technical investigation within the Planning Proposal. Some preliminary environmental considerations relevant to the Master Plan Request include:

- Traffic and transport assessment
- European heritage
- Aboriginal archaeological & heritage assessment
- Riparian and Ecological assessment
- Bushfire study
- Visual impact analysis

10. EXPECTED DELIVERABLES

To assist in confirming the Master Plan Requirements, the expected deliverables for the Master Plan include:

- Landowner's consent
- Environmental Assessment
- Flood Impact Assessment
- Geotechnical Report
- Contamination Assessment Report
- Remediation Action Plan (if required)
- Flood Risk Assessment
- Groundwater Management Plan
- Unexpected Finds Protocol
- Bushfire Risk Assessment
- Site Survey
- Noise and Vibration Impact Assessment
- Vegetation Management Plan
- BCA Compliance Report
- Air Quality and Odour Impact Assessment
- Aboriginal Archaeological Survey Report
- Urban Design Report
- Landscape and Visual Impact Assessment
- Civil Plans and Report
- Traffic Impact Assessment
- Landscape Plans
- Architectural Concept Masterplan
- Heritage Impact Assessment
- Biodiversity Development Assessment Report
- Riparian Lands Assessment Report

11. DISCUSSION POINTS

11.1. KEY MATTERS OF CONSIDERATION

The key matters of consideration include:

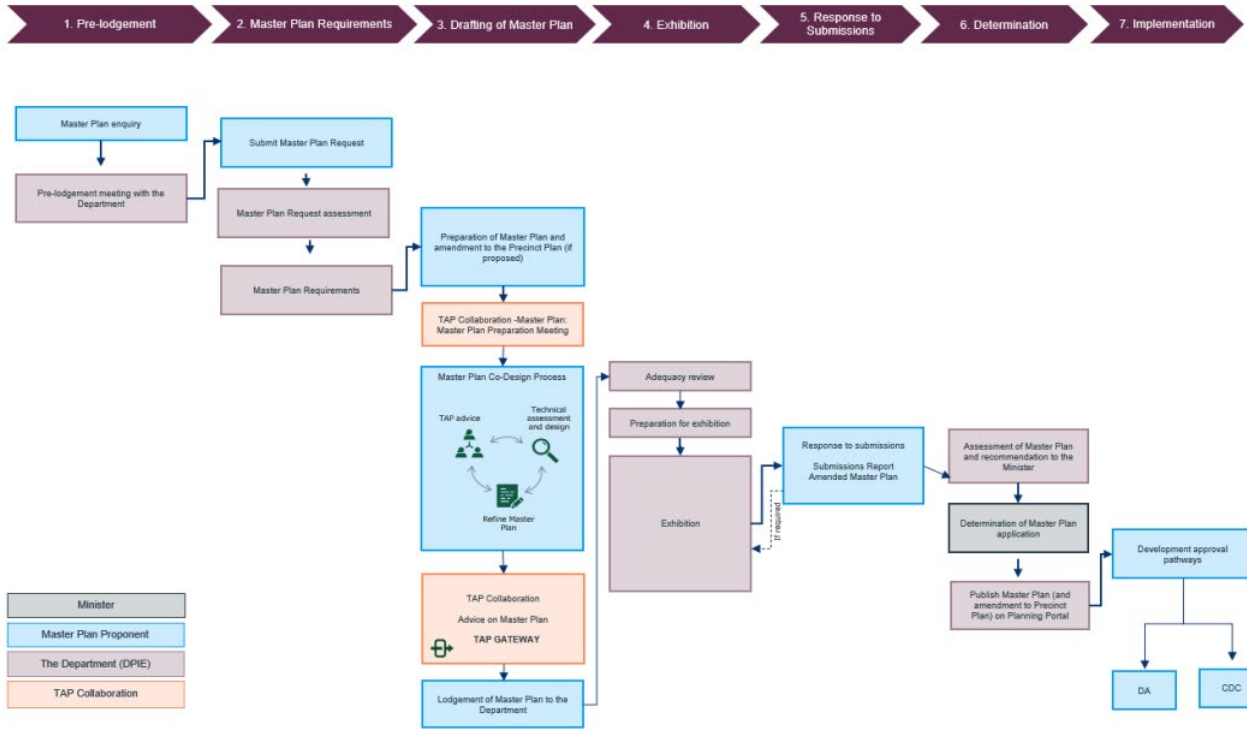
- Proposed Indicative Layout Plan for the site
- Master Plan Principles
- Key departures from the Precinct Plans including:
 - Re-alignment of the Eastern Ring Road,
 - Re-alignment of Fifteenth Avenue and the Aerotropolis Core,
 - Proposed secondary town centre of the Aerotropolis,
 - Planning for long-term mixed use.
- Proposed Complying Development
- Design Excellence Strategy
- Cultural Map
- Timeframe

11.2. NEXT STEPS

The next steps could include:

- Pre-lodgement meeting with DPE
- Formal lodgement of the Master Plan Request
- Engagement with State authorities and agencies via the TAP Collaboration process
- Drafting of Master Plan through the Master Plan Co-Design Process
- Lodgement of Master Plan to DPE

Figure 41 Master Plan process



Source: DPE 2021

12. CONCLUSION

The purpose of this report is to request the Master Plan Requirements for the preparation of a Master Plan for the site within the Aerotropolis Core Precinct of the Aerotropolis. The Master Plan for the site will be for enterprise uses as zoned under the WPC SEPP and provide critical employment spaces to support the growth of the WSI and Aerotropolis. The Proponent seeks to unlock the master planning pathway through this Master Plan Request under Clause 4.41 of the WPC SEPP.

The Proponent is committed to working with key stakeholders, including State government agencies and Liverpool Council, through the TAP Collaboration and Master Plan Co-Design Process, to deliver a high-quality master plan which reflects design excellence and responds to Country, landscape and environmental considerations.

This Master Plan Request outlines the master plan pathway for the site, the legislative framework and the key matters for consideration in the assessment of the application. The Master Plan will demonstrate in further detail how the proposal is suitable for the site, in accordance with the Master Plan Guidelines and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

13. DISCLAIMER

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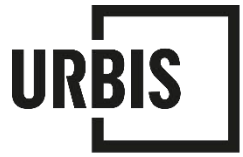
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URBIS

MASTER PLAN REQUEST

475 Badgerys Creek Road,
Badgerys Creek

Prepared for

INGHAM PROPERTY GROUP

2nd May 2022

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Report Number	V4

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

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FOREWORD

THE OPPORTUNITY

Ingham Property Group's Badgerys Creek site (IPG Badgerys Creek) represents a unique and strategic opportunity to activate the new city of Bradfield. This rural site, a large deer farm, was originally purchased by my family in 1960 which coincides with Qantas taking delivery of their first jet powered aircraft. Later, the site was redeveloped into a poultry breeding complex which supported Inghams Enterprises until its conversion into a beef cattle breeding station.

Located between the new Bradfield CBD and Western Sydney International Airport, IPG Badgerys Creek comprises a mostly cleared and contiguous land area of 182 hectares with frontage to Badgerys Creek Road and the proposed Eastern Ring Road, Aerotropolis Connector and the extended Fifteenth Avenue rapid transport corridor connecting Bradfield and the airport to the Liverpool CBD. The site is currently zoned for employment uses and its substantial size can accommodate large footprint jobs-intensive turn key enquiry from new businesses seeking locations in Western Sydney.

The IPG Badgerys Creek site will satisfy new business' desire to be on the on the ground and operational well before the commencement of airport activities in late 2025.

The characteristics of IPG Badgerys Creek with its large area and level topography and proximity to both the new city centre and airport sets this land apart from all other offerings within the Aerotropolis. It represents some of the most employment ready space available in the broader precincts.

Ingham Property Group has a vision for jump-starting employment uses and looks forward to making the first private sector contribution to building Bradfield. These job-creation uses will be instrumental in establishing precinct momentum and delivering the Government's vision for Bradfield, in addition to ensuring the required returns on the governments' enormous investment in infrastructure are achieved. My family has a proud tradition of bringing jobs and growth to southwestern Sydney and we have a deep connection to the land in our portfolio. Keeping with this tradition, Ingham Property will build well-capitalised facilities which will be retained by our family for future generations to manage and improve.

In order to deliver on the Government's vision and job creation targets, Ingham Property Group is seeking to be the first proponent to undertake the Master Plan process whereby relatively minor amendments to the recently released Planning Package are sought. We consider these amendments will provide optimum outcomes in terms of the built form, timing and jobs on the ground. These amendments are outlined in detail in this report.

ABOUT INGHAM PROPERTY GROUP

Ingham Property Group's origins date back to 1918 when Walter Ingham Sr purchased 42 acres of bushland near present day Casula for his son to farm. Walter Ingham Jr started a fruit and vegetable farm which was later turned into a modest poultry breeding operation of over 1,000 birds. His sons, Bob and Jack Ingham, built Inghams Enterprises into Australia and New Zealand's largest vertically integrated poultry operation. Within this business, decommissioned farmland was converted into residential and commercial developments as urban growth approached. The Ingham family retained the property development business and just under 900 hectares of land across Australia when Inghams Enterprises was sold to TPG Capital in 2013. This portfolio of landholdings spans New South Wales, Queensland and Western Australia.

Ingham Property Group's New South Wales landholdings are significant including 182 hectares in the Aerotropolis Core at Badgerys Creek, 300 hectares in the Greater Macarthur Growth Area at Appin, 155 hectares adjoining the township of Tahmoor and four hectares of high density residential land which formed part of the original family farm purchased in 1918 in what later became known as Casula.

John Ingham
Chair, Ingham Property Group



1. EXECUTIVE SUMMARY

Urbis Pty Ltd (**Urbis**) has been engaged by Ingham Property Group (**IPG**) to prepare a Master Plan Request to provide scoping advice in relation to site conditions, opportunities and constraints, indicative structure plan and relevant planning matters for 475 Badgerys Creek Road, Badgerys Creek (**the site**).

This site has been identified for future employment since the release of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)*, under which the Western Sydney Aerotropolis was rezoned (formerly know was the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP)*). The rezoning confirms the WPC SEPP as the primary environmental planning instrument (EPI) governing land use and development on the site. The applicant seeks to commence the master plan pathway, which is an optional design process established under the WPC SEPP.

The Western Sydney Aerotropolis Precinct Plan (**Precinct Plan**) was released in March 2022 and includes the finalised Precinct Plan, following the draft Precinct Plans released in November 2020. The Precinct Plan has been prepared in accordance with the provisions of the WPC SEPP, Chapter 4 Western Sydney Aerotropolis.

The proposed structure plan for the site supports the development of the Western Sydney region, by providing employment opportunities and enterprise uses identified in the Greater Sydney Commission's *A Metropolis of Three Cities: Greater Sydney Region Plan, Western City District Plan, and Western Sydney Aerotropolis Plan*.

This report has been prepared to request the Master Plan Requirements to inform the preparation of a Master Plan. It includes a brief description of the site, its context and key features of the proposed development. It also provides an overview of the relevant planning framework and the key environmental assessment issues that will need to be addressed in detail during the preparation of the Master Plan.

1.1. SITE DESCRIPTION

The site is situated within the Liverpool Local Government Area (**LGA**), with an approximate site area of 182 hectares (ha) and a 1.14-kilometre (km) frontage along Badgerys Creek Road which connects the site to the Western Sydney International Airport (WSI) and The Northern Road to the south. The site is described as Lot 1 in DP 1123344.

1.2. PROPOSAL DESCRIPTION

IPG would like to prepare a Master Plan for the site which will be formally lodged to the Department of Planning and Environment (**DPE**) in accordance with the *Western Sydney Aerotropolis Master Plan Guidelines – Guidelines to Master Planning in the Western Sydney Aerotropolis* which were finalised in December 2021 (**the Guidelines**).

This Master Plan Request will seek the Master Plan Requirements to inform the master planning process and guide future planning and development on the site. It is anticipated that the future Master Plan for the site would unlock the proposed vision for the Aerotropolis Core and underlying capacity permissible under existing planning controls. The Master Plan would respond to the Master Plan Requirements and be designed in collaboration with the Technical Assurance Panel (TAP) as part of the Master Plan Co-Design Process.

The site forms part of the Aerotropolis Core Precinct within the Western Sydney Aerotropolis and is predominately zoned for ENT Enterprise use under the WPC SEPP. The Aerotropolis Core will become “a place of choice to do business, a new high order employment-focused metropolitan centre with a focus on advanced manufacturing, research and development, professional services, creative industries and STEM-focused educational facilities”.

This Master Plan Request is informed by an Indicative Structure Plan (**Structure Plan**) prepared by Urbis. The Structure Plan responds to the key objectives of the Aerotropolis Core and the land use principles outlined within the Precinct Plan. These objectives include:

- Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a focus for business, tourism and social experiences.

- Be the location of choice for advanced manufacturing and high technology industries in Australia with accessible infrastructure, public transport and high design quality with fit-for-purpose buildings and green spaces.
- Facilitate the establishment of an aerospace and defence industries sub-precinct through the provision of appropriate infrastructure, a variety of lot configurations and sizes and by enabling 24/7 operations of the Western Sydney Airport.
- Facilitate the development of educational uses accessible by public transport and active transport.
- Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.
- Enable residential development as part of a diverse mixed use sub-precinct in areas that are not impacted by airport noise and that benefit from proximity to Wianamatta-South Creek and Thompsons Creek.

Figure 1 Preferred Indicative Structure Plan



LEGEND

	Site Boundary		Left in-Left out Intersection		Open Space
	Enterprise and Light Industry		Secondary Access off Badgerys Creek Road		Major Riparian Corridors
	Business and Enterprise		Rapid Bus Corridor		Wianamatta-South Creek Corridor
	Local/ Neighbourhood Centre		Potential Local Road Connectivity (in the longer-term)		Riparian Corridor
	Key Signalised Intersection		Zone Substation		Indicative Areas for Stormwater Basins
	Planned Signalised Intersection (subject to investigation)		Pump Station		

Source: Urbis

1.3. PLANNING FRAMEWORK

The site has an approximate site area of 182 ha, situated within the Aerotropolis Core Precinct of the Western Sydney Aerotropolis. It fulfils the requirements for a Master Plan Request pursuant to Division 2 Clause 4.41 of *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)*. The NSW Minister for Planning is the consent authority for the proposal under Clause 4.42 of the WPC SEPP.

The proposed structure plan for the site is generally aligned with strategic planning policy and addresses each of the State and local statutory planning controls that apply to the site. The following current and draft Commonwealth, State, Regional and Local planning controls and policies will be considered in preparation of this Request.

Through the Master Plan Request, DPE will form the Technical Assurance Program which will be made up of DPE and relevant State and local government agencies, to provide input into the Master Plan process and provide 'whole of government' advice.

The key legislation that currently applies to the site is the WPC SEPP which was adopted in March 2021, prior to the Initial Precinct Plans and Special Infrastructure Contributions (SIC). Under the WPC SEPP, the site is primarily zoned Enterprise Zone with a small area along the eastern boundary zoned Environment and Recreation.

1.3.1. Strategic Planning Policies

- *A Metropolis of Three Cities: Greater Sydney Region Plan*
- *Western City District Plan*
- *Western Sydney Aerotropolis Plan*
- *Western Sydney Aerotropolis Precinct Plan*
- *Liverpool Local Strategic Planning Statement*
- *Draft Cumberland Plain Conservation Plan*

1.3.2. Commonwealth Legislation

- *Environmental Protection and Biodiversity Conservation Act 1999*

1.3.3. State Policies and Other Legislation

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*.
- *Biodiversity Conservation Act 2016 (BC Act)*.
- *State Environmental Planning Policy (Precinct – Western Parkland City) 2021 (WPC SEPP)*. The WPC SEPP includes the following SEPP which related to the site:
 - *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP)*.
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)*.
- *State Environmental Planning Policy (Resilience and Hazards) (Resilience and Hazards SEPP)*. The Resilience and Hazards SEPP combines the following SEPPs which relate to the site:
 - *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)*.
 - *State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)*.
- *Draft Connecting with Country Framework*.

1.3.4. Key Environmental Issues

The key environmental issues and considerations within the site which will be addressed as part of the Master Plan process and informed by technical assessment include:

- Traffic and transport assessment
- European heritage
- Aboriginal archaeological & heritage assessment
- Riparian and Ecological assessment
- Bushfire study
- Visual impact analysis

2. INTRODUCTION

This report has been prepared on behalf of IPG (**the applicant**) in association with the proposed master plan for an industrial estate for employment and enterprise purposes at the land described as Lot 1 in DP 1123344, at 475 Badgerys Creek Road, Badgerys Creek (**the site**).

Figure 2 Site Context



Source: PMSA 2022

This Master Plan Request has been prepared to help define the Master Plan Requirements to inform the drafting of the Master Plan through a co-design process. This report provides the following information to assist the DPE with understanding the key issues and site-specific considerations which the Master Plan would need to address:

- Identification of the site and locality;
- Identify key issues, cumulative impacts, risks and benefits
- Overview of the indicative structure plan and indications where the Master Plan may not be consistent with an approved Precinct Plan
- Assessment of key opportunities and constraints
- The extent and location of proposed complying development sought within the Master Plan
- Project Staging
- Design Excellence Strategy
- Cultural Map

An Indicative Structure Plan has been prepared for the site to provide a general understanding of the potential design of the proposal. The Structure Plan will be refined in response to the Master Plan

Requirements and through the master planning process, as detailed investigations are undertaken and assessment of key issues in collaboration with the TAP.

Pursuant to Division 2, Clause 4.41 of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)*, the site complies with the criteria to prepare a Master Plan and to prepare a Master Plan Request, as:

Clause 4.41 of the WPC SEPP states that –

- (1) The Minister may approve a master plan that applies to specified land to which this Policy applies.*
- (1A) A master plan may only apply to land to which a precinct plan applies.*
- (2) A master plan must—*
 - (a) omitted*
 - (b) specify the particular development that may be carried out as complying development on the land to which the master plan applies, and*
 - (c) contain development controls for the complying development, and*
 - (d) contain the matters required by the master plan guidelines.*
- (3) The Minister may approve a master plan only—*
 - (a) with the consent of the owner of land to which the master plan applies, and*
 - (b) if satisfied that the master plan is consistent with the master plan guidelines, and*
 - (c) if the Minister has considered whether the master plan is consistent with a development control plan or draft development control plan that applies to the land, and*
 - (d) if satisfied that—*
 - (i) the master plan is consistent with a precinct plan that applies to the land, or*
 - (ii) the inconsistency is appropriate, taking into account the master plan guidelines.*

The site satisfies the provisions of Clause 4.41 of the WPC SEPP, as the development situated in land which the precinct plan applies. The NSW Minister for Planning is the consent authority for the proposal under Clause 4.42 of the WPC SEPP.

It is envisaged that the proposed Master Plan and development of the site will deliver economic benefits and employment generation for Western Sydney and the Greater Sydney region. The site will deliver the vision for the Western Sydney Aerotropolis and the Aerotropolis Core Precinct, providing critical employment facilities and spaces to support the growth of the Western Sydney International Airport (**WSI**). Preliminary site investigations have indicated that the site is suitable for the proposed use and the potential environmental impacts can be appropriately mitigated, minimised or managed to avoid any unacceptable impact.

The applicant is committed to working with key stakeholders, including State government agencies and Liverpool City Council to deliver a high-quality Master Plan that responds to the landscape and environmental considerations whilst achieving the vision for the Western Sydney Aerotropolis.

3. THE SITE AND SURROUNDING CONTEXT

3.1. SITE LOCATION

The site comprises a total area of 182 hectares under single ownership along Badgerys Creek Road, strategically located within the heart of the Western Parkland City. The site was formerly an operational chicken farm run by Ingham’s characterised by a series of now demolished sheds and ancillary structures grouped into seven clusters. The site is largely defined by grass land and is clear of vegetation as it is currently used for agricultural purposes. There is also an internal road network within the site which had connected the sheds and ancillary structures dispersed across the site.

The site is situated within the Western Sydney Aerotropolis, with a direct interface with the Western Sydney International Airport (WSI). The site is bound by two significant riparian corridors which define Western Sydney, with South Creek to the east and Badgerys Creek to the north-west. The immediate surroundings of the site are characterised by large rural landholdings used predominately for agricultural and light manufacturing purposes.

Figure 3 Site Location



Source: PMSA 2021

3.2. SURROUNDING CONTEXT

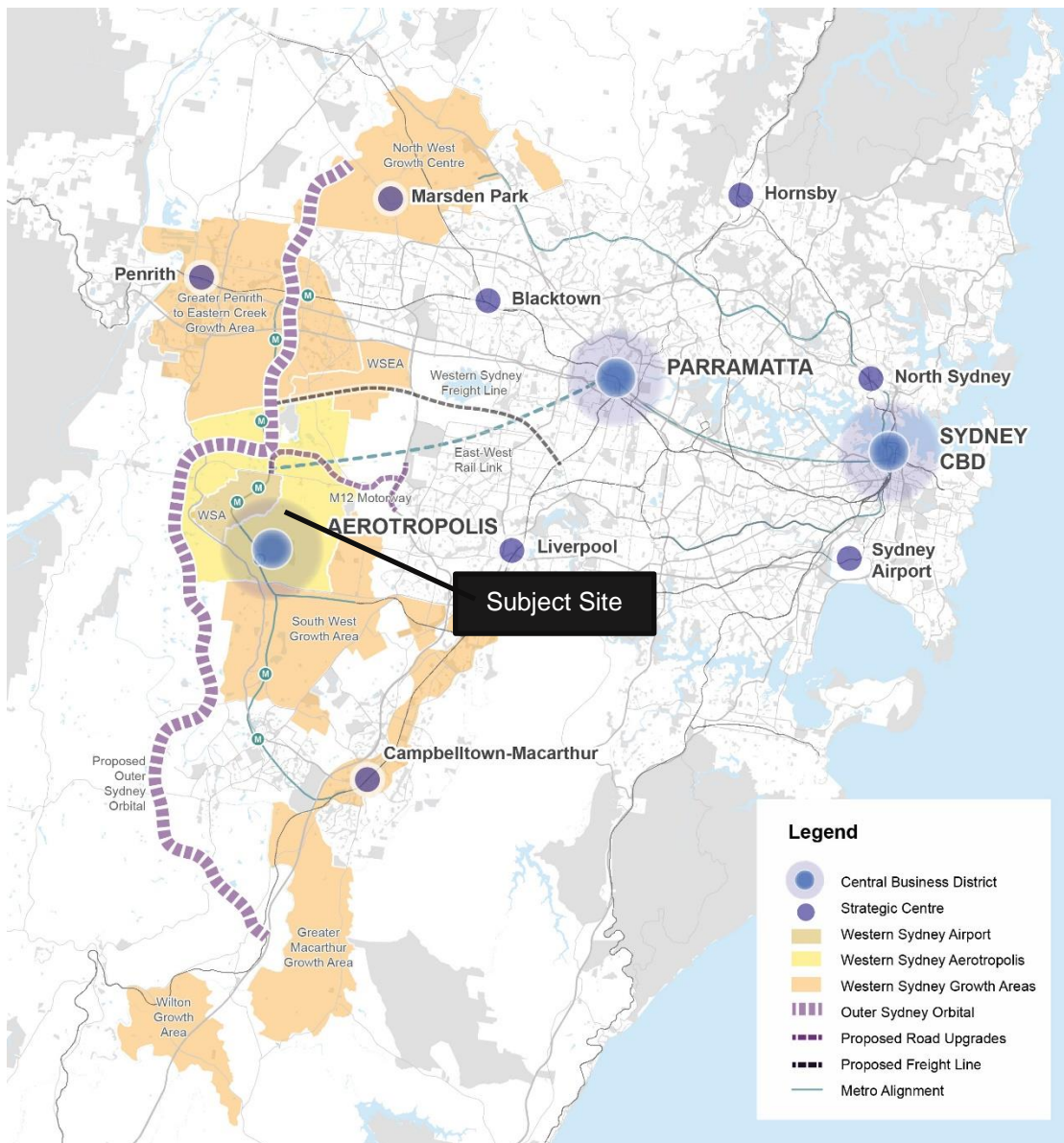
In March 2018, the Greater Sydney Commission (GSC) finalised *A Metropolis of Three Cities: Greater Sydney Region Plan (Region Plan)*. The Region Plan sets the vision for Greater Sydney through establishment of the 30-minute city. To achieve this vision, the Region Plan divides Greater Sydney into three geographic areas - the Eastern Harbour City, the Central River City and the Western Parkland City. The Region Plan is supported by District Plans, which seek to translate the vision into district level priorities and objectives. The site is situated within Western City District, which guided by the *Western Sydney District Plan (District Plan)*.

The site is located within the Western Sydney Aerotropolis (**Aerotropolis**) and is to the immediate east of the Western Sydney International Airport (**WSI**). The site is situated within a strategic corridor of growth areas and precincts which define the Western Parkland City, all of which are connected through a series of proposed transport corridors, such as the Outer Sydney Orbital (**OSO**) and Sydney Metro Western Sydney Airport (**SMWSA**).

The site is well-served by three major roads within the Aerotropolis which provides good access to WSI, the Aerotropolis Core, also referred to as Bradfield City Centre, and a number of growth areas to the north and south. These roads include the Eastern Ring Road, Aerotropolis Connector and Fifteenth Avenue. This places the site in a strategic location to leverage off the investment dedicated towards realising the vision for the Western Parkland City’s central business district. The site is also located to the east of a major infrastructure node made up of the proposed M12 Motorway, Sydney Metro Western Sydney Airport and the OSO.

The District Plan identifies the site within the Western Economic Corridor, which is centred on the Aerotropolis and WSI, extending from the Northern Gateway Precinct to the Bradfield City Centre. The site is located within the Aerotropolis Core Precinct of the Aerotropolis which is expected to accommodate 50,000-60,000 jobs, leveraging the positive economic impact of the adjacent airport

Figure 4 Strategic Context



Source: Urbis

4. STRATEGIC FRAMEWORK

The proposed Indicative Structure Plan for the site is consistent with and supports a range of strategic planning outcomes established by the NSW Government and Liverpool City Council. This chapter provides a brief overview of the strategic planning policies governing development in NSW and how the vision and intended outcomes for the site will implement or otherwise be consistent with relevant plans and policies.

Table 1 State Strategic Planning Framework

PLAN	COMMENT
<p>A Metropolis of Three Cities: Greater Sydney Region Plan</p>	<p>The Greater Sydney Region Plan – A Metropolis of Three Cities (GSRP) is a strategic plan for Sydney developed by the Greater Sydney Commission which outlines the vision of Greater Sydney being defined by three integrated and connected cities, which include the Western Parkland City, Central River City and Eastern Harbour City.</p> <p>The site is located within the Western Parkland City, which is expected to grow from 740,000 in 2016 to 1.1 million residents by 2036 and 1.5 million in 2056. The vision for the Western Parkland City is a polycentric city harnessing the potential of the Western Sydney International Airport (WSI) and Aerotropolis, Liverpool, Greater Penrith and Campbelltown-Macarthur. These centres will establish the Western Economic Corridor, complemented by city shaping transport links such as the North South Rail Link, WSI, east-west mass transit corridor and a potential Outer Sydney Orbital in the long term.</p> <p>The plan identifies that the WSI will be an economic catalyst for the District, allowing over 1.5 million people to live and work in the Western Parkland City as an alternative to the Eastern Harbour City. It will allow established and new neighbourhoods as well as centres to easily access economic opportunity and city shaping infrastructure.</p> <p>The site is directly adjacent to the Western Sydney International Airport (WSI) and the Aerotropolis Core which is identified to become the CBD of the Western Parkland City. The site forms part of the Western Economic Corridor which GSRP identifies will attract globally significant defence and aerospace activities in a highly strategic location. The corridor will contribute to a strong trade, freight and logistic, advanced manufacturing, health, education and science economy. The site can contribute critical employment spaces within the heart of the Western Economic Corridor to facilitate the growth of these industries.</p> <ul style="list-style-type: none"> ▪ Objective 1: Infrastructure supports the three cities ▪ Objective 3: Infrastructure adapts to meet future needs ▪ Objective 5: Benefits of growth realised by collaboration of governments, community and business ▪ Objective 7: Communities are healthy, resilient and socially connected. ▪ Objective 12: Great places that bring people together. ▪ Objective 14: Integrated land use and transport creates walkable and 30-minute cities. ▪ Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive

PLAN	COMMENT
	<p>Objective 26: A cool and green parkland city in the South Creek Corridor</p> <p>Figure 5 Greater Sydney Region Plan</p>

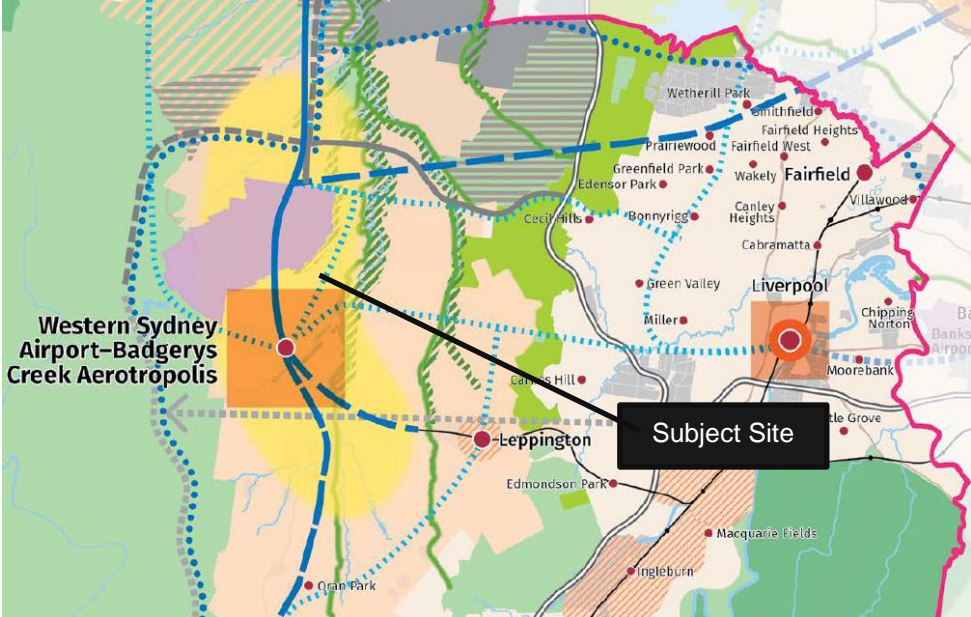
Western City District Plan

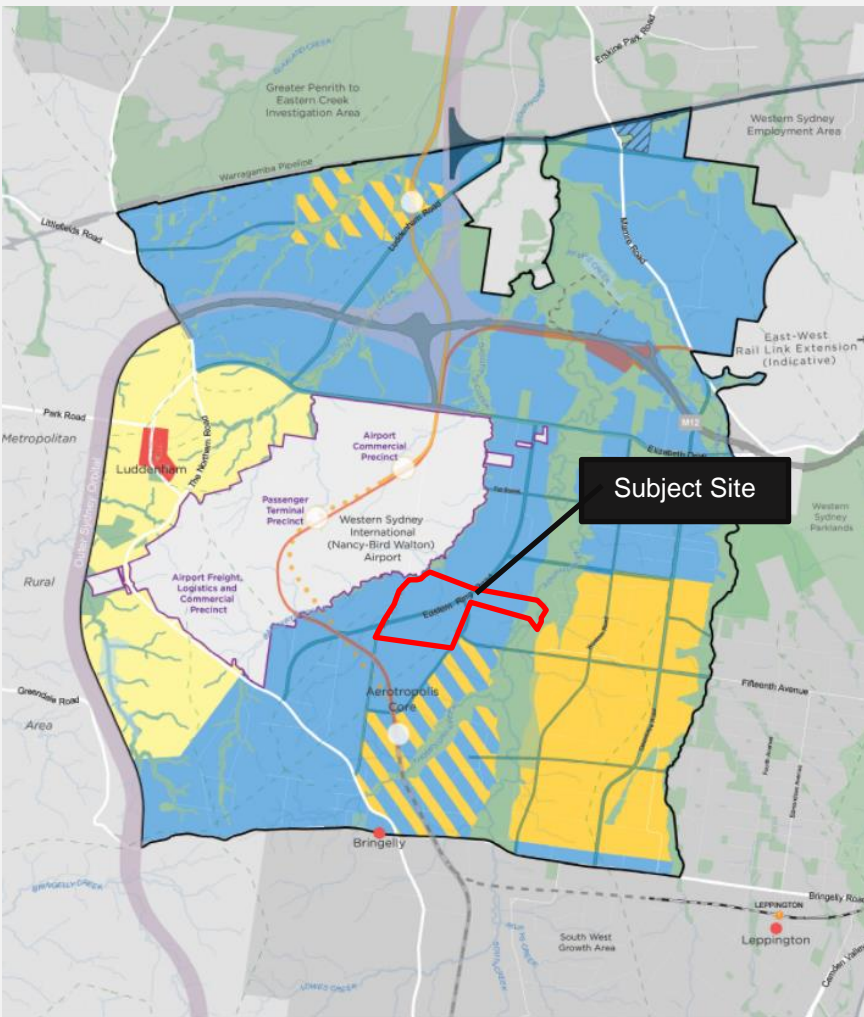
The Western City District Plan (District Plan) was finalised by the GSC in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level.

The site is located within the Western City District. The District Plan sets out planning priorities and actions for improving the quality of life for residents. The District is expected to accommodate, 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2036. The District Plan seeks to accommodate and support this growth through economic corridors, growth areas and infrastructure links and connections between strategic and metropolitan clusters and centres.

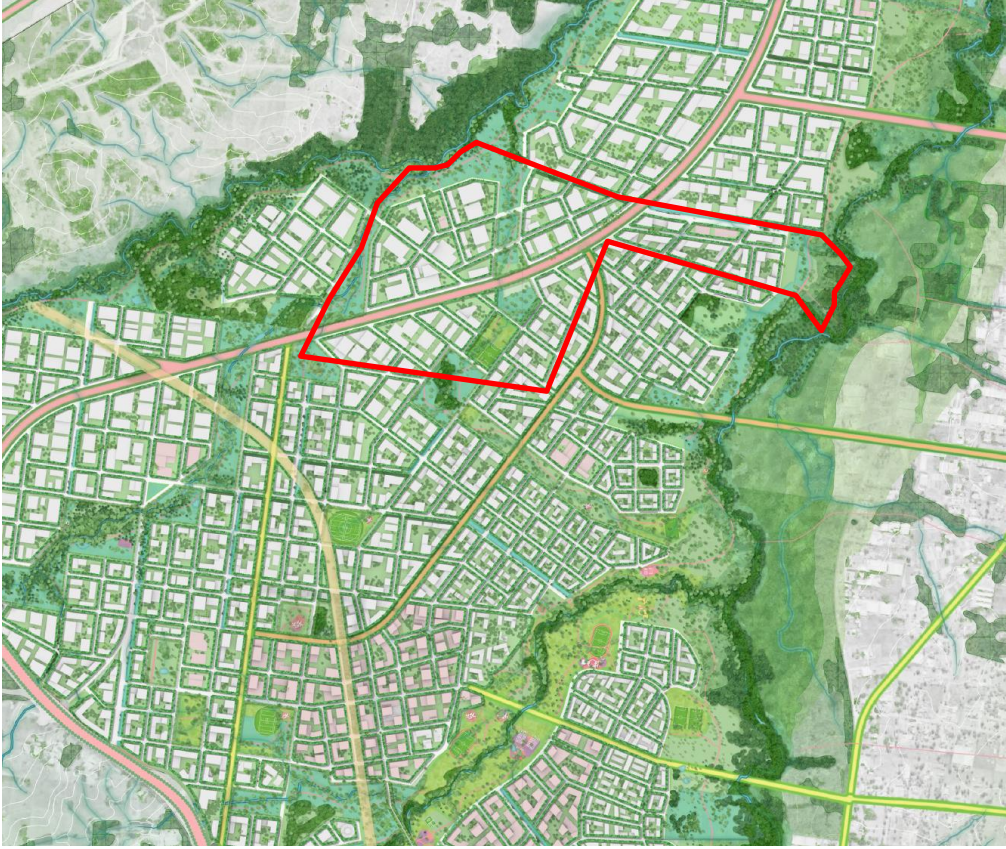
The site has a direct interface with the South Creek Corridor which is a defining landscape element within the Western City District. There is also a city serving transport corridor proposed to run north-south through the site. This corridor is known as the Aerotropolis Connector, linking Elizabeth Drive into the Aerotropolis Core. Key priorities that are relevant to the site include:

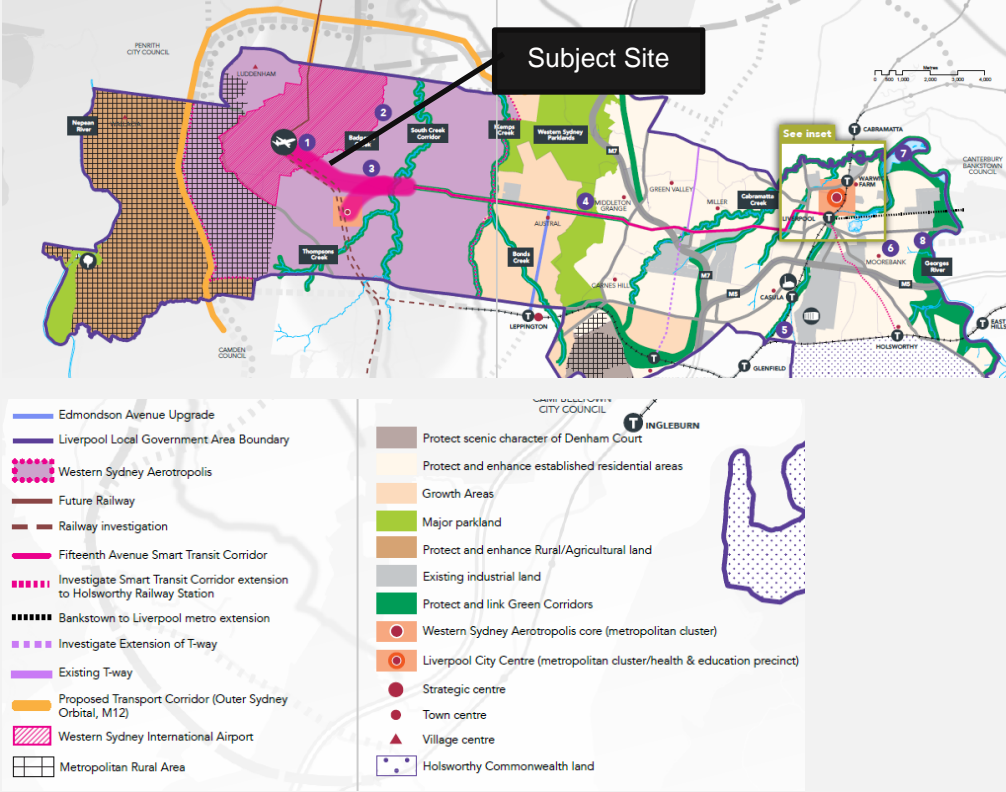
- Planning Priority W1: Planning for a city supported by infrastructure


PLAN	COMMENT
	<ul style="list-style-type: none"> ▪ Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City. ▪ Planning Priority W8: Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis. ▪ Planning Priority W10: Maximising freight and logistics opportunities and planning and managing industrial and urban services land. ▪ Planning Priority W12: Increasing urban tree canopy cover and delivering Green Grid connections. ▪ Planning Priority W16: Protecting and enhancing scenic and cultural landscapes. <p>Figure 6 Western City District Plan</p> 
<p>Western Sydney Aerotropolis Plan 2020</p>	<p>The Western Sydney Aerotropolis Plan ('the WSA Plan') outlines the planning framework for the Aerotropolis. It sets a clear vision to guide its future development, with objectives underpinning the realisation of the key priorities outlined within the Region and District Plans, i.e. Productivity, Sustainability, Infrastructure and Collaboration and Liveability.</p> <p>Key elements of the vision and the Structure Plan include a landscape-led approach to establishing the structural elements, including:</p> <ul style="list-style-type: none"> ▪ Implementing the 'Connecting with Country' framework to ensure Country is cared for during the design and development process. ▪ Creating a global gateway with fast and reliable transport and digital infrastructure to attract the best and brightest to invest and work in the Aerotropolis. ▪ Designing a cool, green new city with great places that are connected by walking, cycling, interaction and collaboration, with blue and green infrastructure to maintain biodiversity and deliver high amenity spaces. ▪ Evolving land uses and urban forms to allow for transition to more intensive and higher-order technology, advanced manufacturing and creative industry uses over the longer term.

PLAN	COMMENT			
	<ul style="list-style-type: none"> Retaining a green, biodiverse landscape with regeneration of natural landscapes to reduce impacts as the Aerotropolis develops over time. <p>Figure 7 Western Sydney Aerotropolis Plan – Structure Plan</p>  <p>Structure Plan Western Sydney Aerotropolis</p> <table border="0"> <tr> <td> <ul style="list-style-type: none"> Western Sydney Aerotropolis Western Sydney International (Nancy-Bird Walton) Airport Key Network Upgrade M12 Motorway Corridor Proposed Transport Corridor Potential Intermodal Terminal Upper South Creek Advanced Water Recycling Centre </td> <td> <ul style="list-style-type: none"> Metro Station Sydney Metro - Western Sydney Airport Sydney Metro - Western Sydney Airport Tunnel Alignment Proposed Future Rail Links Potential East-West Rail Link and Stabling Western Sydney Freight Line Corridor North South Rail Line Corridor </td> <td> <ul style="list-style-type: none"> Centre Topographic Ridgeline Luddenham Village Agribusiness Environment and Recreation Enterprise Urban Land Mixed Use </td> </tr> </table>	<ul style="list-style-type: none"> Western Sydney Aerotropolis Western Sydney International (Nancy-Bird Walton) Airport Key Network Upgrade M12 Motorway Corridor Proposed Transport Corridor Potential Intermodal Terminal Upper South Creek Advanced Water Recycling Centre 	<ul style="list-style-type: none"> Metro Station Sydney Metro - Western Sydney Airport Sydney Metro - Western Sydney Airport Tunnel Alignment Proposed Future Rail Links Potential East-West Rail Link and Stabling Western Sydney Freight Line Corridor North South Rail Line Corridor 	<ul style="list-style-type: none"> Centre Topographic Ridgeline Luddenham Village Agribusiness Environment and Recreation Enterprise Urban Land Mixed Use
<ul style="list-style-type: none"> Western Sydney Aerotropolis Western Sydney International (Nancy-Bird Walton) Airport Key Network Upgrade M12 Motorway Corridor Proposed Transport Corridor Potential Intermodal Terminal Upper South Creek Advanced Water Recycling Centre 	<ul style="list-style-type: none"> Metro Station Sydney Metro - Western Sydney Airport Sydney Metro - Western Sydney Airport Tunnel Alignment Proposed Future Rail Links Potential East-West Rail Link and Stabling Western Sydney Freight Line Corridor North South Rail Line Corridor 	<ul style="list-style-type: none"> Centre Topographic Ridgeline Luddenham Village Agribusiness Environment and Recreation Enterprise Urban Land Mixed Use 		
<p>Western Sydney Aerotropolis Precinct Plan March 2022</p>	<p>The Western Sydney Aerotropolis Precinct Plan (Precinct Plan) was released in March 2022 and includes the finalised Precinct Plan, following the draft Precinct Plans released in November 2020.</p> <p>The Precinct Plan has been prepared in accordance with the provisions of the WPC SEPP, Chapter 4 Western Sydney Aerotropolis. The Precinct Plan provides place-based objectives and requirements to guide development in the Aerotropolis and applies to the five initial precincts of the Aerotropolis, which include the Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Northern Gateway and Agribusiness precincts. Under Chapter 4 Division 1 Clause 4.38 of the WPC SEPP, Precinct Plans are required to be developed by the Planning Secretary and</p>			

PLAN	COMMENT
	<p>approved by the Planning Minister. It is also to be read in conjunction with the Western Sydney Aerotropolis Development Control Plan (DCP). Future master plans within the Aerotropolis are required to be consistent with both the Precinct Plan and the DCP.</p> <p>The Precinct Plan incorporates requirements for future development which provide flexibility for development applications to demonstrate that objectives and requirements can be achieved through alternative design solutions, i.e. the placement and layout of local streets. The proposal for alternative solutions is allowed in development applications which can also comply with the assessment criteria set out in relevant requirements.</p> <p>The Precinct Plan is underpinned by eight key drivers which include:</p> <ul style="list-style-type: none"> ▪ Connecting to Country ▪ Landscape-led ▪ Great places ▪ Transport investment and jobs ▪ Circular economy ▪ A resilient city ▪ Urban comfort and green streets ▪ Market factors <p>The site is one of the largest unfragmented areas within the Aerotropolis and is identified within the first priority areas in the Aerotropolis. The site together with the Perich Group land to the south and government owned land further to the south form the heart of the new Bradfield City Centre. This places greater significance on the site in their ability to deliver on the Bradfield City Centre vision and achieving the outcomes of the Aerotropolis.</p> <p>The site is well-served by natural amenities, sharing a continuous interface along the two major creek lines which define the Western Parkland City. The Precinct Plans for the Aerotropolis defines the site through a series of grid pattern formations anchored along a series of road corridors and major intersections. The number of road corridors and the proposed alignments which run through the site make it challenging to leverage the natural amenities attributed to the site for better design outcomes and Connection with Country.</p> <p>The Precinct Plan provides a suggested street layout and block configuration across the Aerotropolis in a detailed master plan (refer to Figure 8), supported with built form controls. The Precinct Plan provides a set of guidelines for the five initial precincts of the Aerotropolis and has been designed in accordance with a series of frameworks, which include:</p> <ul style="list-style-type: none"> ▪ Blue and green framework ▪ Access and movement framework ▪ Land use and built form framework ▪ Social and cultural infrastructure framework

PLAN	COMMENT
	<ul style="list-style-type: none"> ▪ Sustainability and resilience framework <p>Figure 8 Aerotropolis Precinct Plan</p> 
<p>Liverpool Local Strategic Planning Statement 2020</p>	<p>The Liverpool Local Strategic Planning Statement (LSPS) was published by Liverpool City Council in April 2020 and provides a snapshot of the Liverpool LGA as well as setting out the 2040 vision for Liverpool, anchored on the key themes of creating connection, strengthening and protecting the environment, generating opportunity and leading through collaboration.</p> <p>The Liverpool LSPS identified a rapid transit corridor along Fifteenth Avenue to ensure fast and regular connections between key strategic centres within the LGA. This is a flagship project from Council known as the Fifteenth Avenue Smart Transit (FAST) Corridor which will be a city-shaping project intended to deliver a high-speed end-to-end link between the Liverpool CBD and the WSI and Aerotropolis. This corridor is anticipated to support compact transit and landscape-oriented development, suitable for both workers, airline passengers and local commuters. The site is in a strategic location to deliver the FAST Corridor and its role as a gateway into Western Sydney and Australia. Council has a strong initiative to increase connectivity to the airport to support jobs growth and airport viability.</p> <p>Some objectives under the LSPS relevant to the site include:</p> <ul style="list-style-type: none"> ▪ Planning Priority 2: A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis. ▪ Planning Priority 10: A world-class health, education, research and innovation precinct.

PLAN	COMMENT
	<ul style="list-style-type: none"> ▪ Planning Priority 12: Industrial and employment lands meet Liverpool’s future needs. ▪ Planning Priority 14: Bushland and waterways are celebrated, connected, protected and enhanced. <p>Figure 9 Liverpool LSPS Structure Plan</p> 
<p>Draft Cumberland Plain Conservation Plan</p>	<p>The draft Cumberland Plain Conservation Plan (CPCP) was released by DPE in August 2020, which sets out the conservation plan for Western Sydney to 2056, identifying strategically important biodiversity areas within the Cumberland subregion. As Western Sydney’s population expands and is anticipated to see a significant increase in urban development, it is critical that the biodiversity within the region is protected through a comprehensive conservation program. The draft CPCP forms part of the NSW Government’s commitment to deliver the Western Parkland City in conjunction with the Greater Sydney Commission’s Greater Sydney Region Plan and the Western City District Plan.</p> <p>Under the CPCP, there are a number of nominated areas for urban development and major transport infrastructure to be facilitated. The nominated areas seeking approval through this plan include, the Greater Macarthur Growth Area, Greater Penrith to Eastern Creek Investigation Area, Western Sydney Aerotropolis and Wilton Growth Area.</p> <p>The CPCP identifies the location of certified and non-certified land across the Western Parkland City. Where non-certified land is sought to be developed, appropriate biodiversity certification will be obtained from the relevant authority during future DA/SSDA stages.</p>

PLAN	COMMENT
	<p>The site is identified within the South West Growth Area under the draft CPCP which is an excluded area. Excluded land is excluded from the NSW strategic biodiversity certification and strategic assessment under the EPBC Act. The site is already bio-certified under the South West Growth Centre Bio certification scheme.</p> <p>Figure 10 Draft CPCP Structure Plan</p> 
<p>Draft Connecting with Country Framework</p>	<p>In November 2020, the Government Architect NSW (GANSW) released the draft Connecting with Country Framework, a framework for understanding the value of Aboriginal knowledge in the design and planning of places. The draft framework provides two key strategies for connecting with country which integrate cultural awareness and an Aboriginal perspective on project lifecycles.</p> <p>The draft framework identifies four statements of commitment and principles of action to support implementation of the strategies. Specifically, the strategy seeks to support the wellbeing of country by providing opportunities for Aboriginal people to give guidance and leadership about how to fulfil the following commitments:</p> <ol style="list-style-type: none"> 1. We will respect the rights of Aboriginal peoples to Indigenous cultural intellectual property, and we will support the right of Country to be cared for. 2. We will prioritise Aboriginal people's relationship to Country, and their cultural protocols, through education and enterprise by and for Aboriginal people. 3. We will prioritise financial and economic benefits to the Country where we are working, and by extension to the Traditional Custodians of that Country. 4. We will share tangible and intangible benefits with the Country where we are working, and by extension the Traditional Custodians of that Country, including current and future generations. <p>Consultation with Aboriginal stakeholders will form a key part of the master planning process and subsequent design stages for the project, providing key principles and inputs to designing with Country and informing the urban design process for the site.</p>

5. THE PROPOSAL

5.1. PROJECT OBJECTIVES

The objectives for the IPG site are very much aligned with the vision for the Aerotropolis Core which, under the Precinct Plan, is to become a –

“dense urban precinct planned around the Aerotropolis Metro station and the Wianamatta-South Creek Corridor system, that will offer attractive places for workers, residents and visitors and complement the metropolitan cluster of Greater Penrith, Liverpool and Campbelltown-Macarthur. The metropolitan centre will be focused on advanced manufacturing, research and development, professional services, creative industries and science, technology, engineering and mathematics (STEM) focused educational facilities, and will facilitate the emerging aerospace and defence industries. The Precinct will also attract business incubator hubs and shared office workspaces”.

Key objectives outlined in the Precinct Plan for the Aerotropolis Core Precinct include:

- *Develop a metropolitan centre, around the Aerotropolis Core Metro station that will be a focus for business, tourism and social experiences.*
- *Be the location of choice for advanced manufacturing and high technology industries in Australia with accessible infrastructure, public transport and high design quality with fit-for-purpose buildings and green spaces.*
- *Facilitate the establishment of an aerospace and defence industries sub-precinct through the provision of appropriate infrastructure, a variety of lot configurations and sizes and by enabling 24/7 operations of the Western Sydney Airport.*
- *Facilitate the development of educational uses accessible by public transport and active transport.*
- *Prioritise pedestrian and active transport within the Aerotropolis Core through infrastructure and amenity in the street network and the blue-green grid.*
- *Enable residential development as part of a diverse mixed use sub-precinct in areas that are not impacted by airport noise and that benefit from proximity to Wianamatta-South Creek and Thompsons Creek.*

The Precinct Plan also provides a series overarching objectives for the Aerotropolis, which informed the vision and indicative structure plan for the IPG site. These objectives, which underpinned the design of the indicative structure plan, include:

- O3 – Integrate development and the delivery of infrastructure to maintain a supply of developable land that maximises the efficiency of infrastructure investment.
- O4 – Protect operations, including 24-hour operations, and protect future communities from aircraft noise.
- O5 – Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.
- O6 – Facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City.
- O7 – Implement a landscape-led approach to designing the Aerotropolis, utilising the blue-green grid and natural topography of the Aerotropolis as the defining elements.
- O10 – Provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements.
- O12 – Manage water in the landscape to facilitate urban cooling, improve waterway health and biodiversity and promote sustainable water use.
- O14 – Reinstate and rehabilitate natural landscape connections and systems to sustain biodiversity and allow natural systems to function sustainably.

5.2. INDICATIVE STRUCTURE PLAN

IPG has developed an indicative structure plan (**structure plan**) for the site to reflect this vision, designed as an alternative to the Aerotropolis Precinct Plan layout. The proponent seeks a Master Plan Request and the Master Plan Requirements on the basis of this structure plan and the analysis and further ground-truthing which informed the design.

The structure plan directly responds to the key elements highlighted in the site analysis and is designed in accordance with the design principles. It represents an integrated approach which recognises adjoining major landowners within the Aerotropolis seeking to demonstrate and achieve best practice placemaking principles, a shared design language and support the continuity of public space across the site. Whilst the structure plan introduces a number of changes to the existing Precinct Plan, it aligns with the role and vision for the Aerotropolis Core and Badgerys Creek precincts under the WPC SEPP. This structure plan will inform future master planning stages for the site.

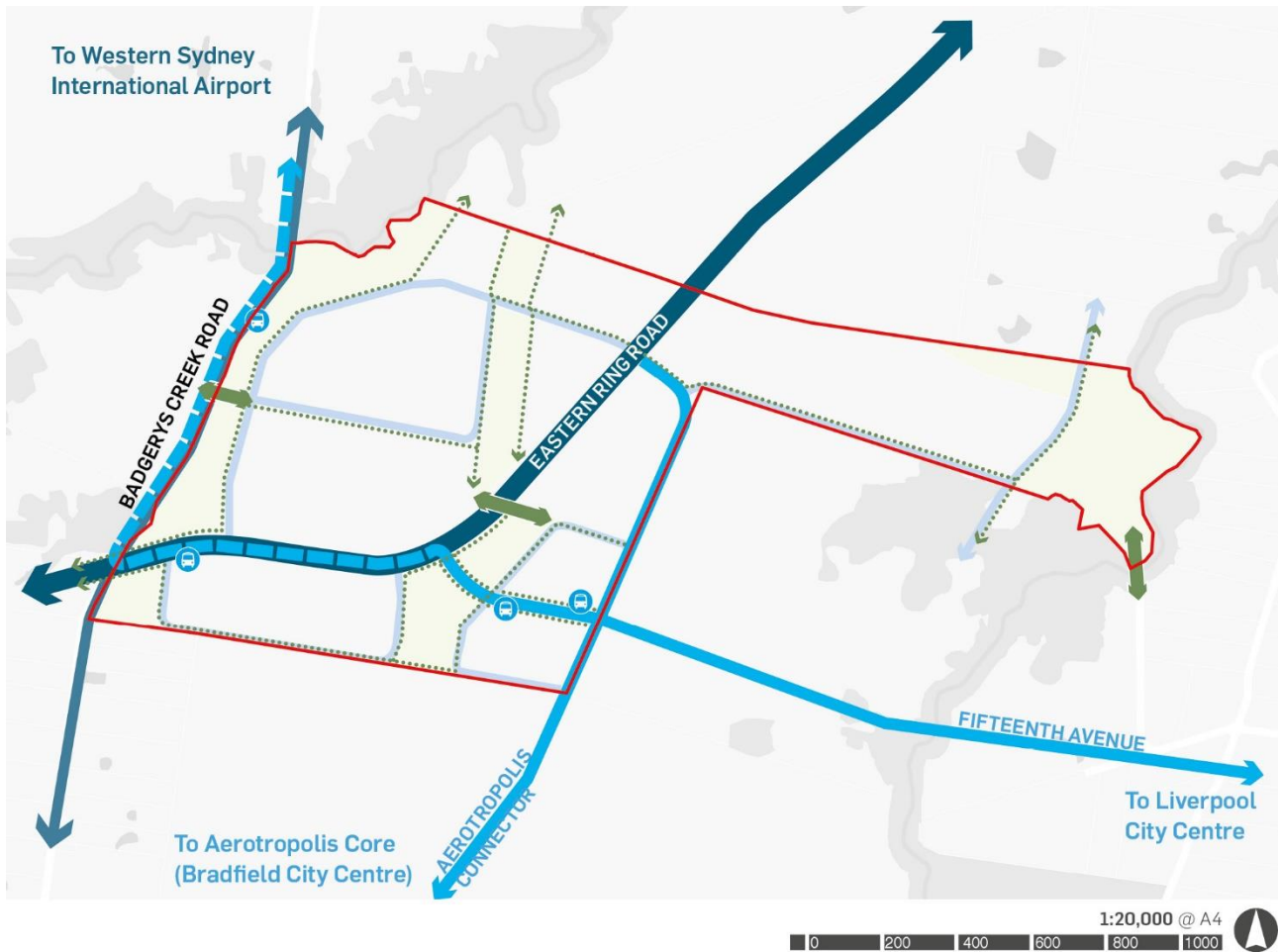
5.2.1. Master Plan Principles

The structure plan for the site is informed by a series of master plan principles which respond to key conditions highlighted in the site analysis. The principles are underpinned by a series of overarching themes which include connectivity, productivity, liveability and sustainability. The master plan principles are detailed below.

Connectivity

- Create a precinct that balances the role and function of major movement corridors with local place outcomes, whereby roads and streets are integrated into the system of public spaces and places contributing to the liveability and productivity of the precinct.
- Deliver a precinct that leverages all modes of transport to give people choice, including safe and enjoyable active transport links feeding into broader regional networks and integration with the public transport system through reliable, convenient and frequent services along Fifteenth Avenue.
- Adopt a legible and efficient urban structure underpinned by a simple grid.
- Deliver a well-connected and highly accessible precinct with proximity to the Airport, Aerotropolis and Liverpool CBD - playing a critical role to the broader network of logistics, industry and employment for Western Sydney and beyond.

Figure 11 Connectivity

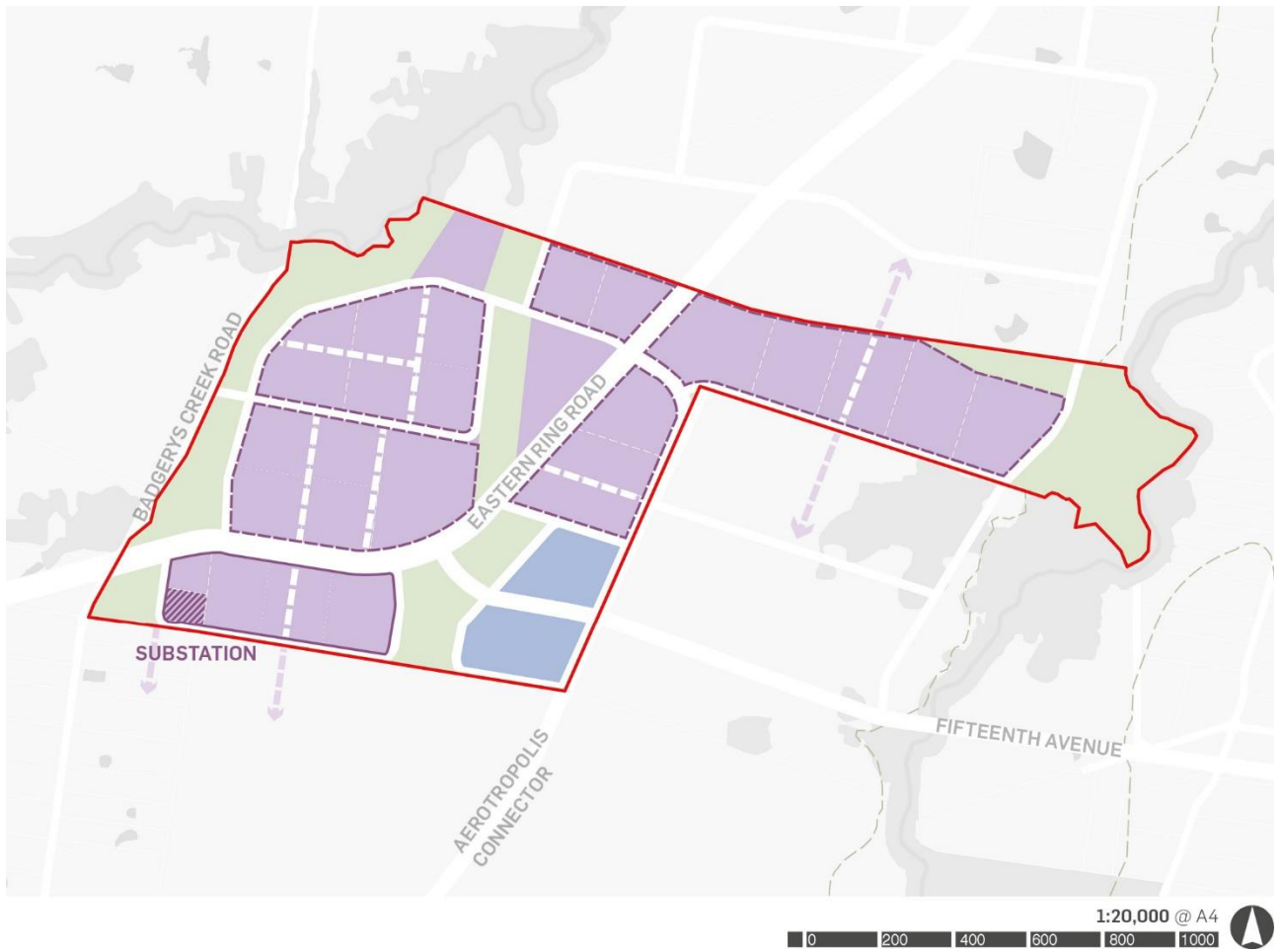


Source: Urbis

Productivity

- Intensify land uses to promote a stronger and more productive economy that maximizes infrastructure investment.
- Provide a flexible and future proofed urban grain that allows for an evolution of uses, densities and staging over time to cater for different tenants and building needs.
- Foster a strong and collaborative relationship between landowners, investors and all levels of government to deliver the vision for IPG Badgerys Creek.
- Adopt a super lot strategy that responds to market needs and allows for future transitions in land uses and densities.

Figure 12 Productivity

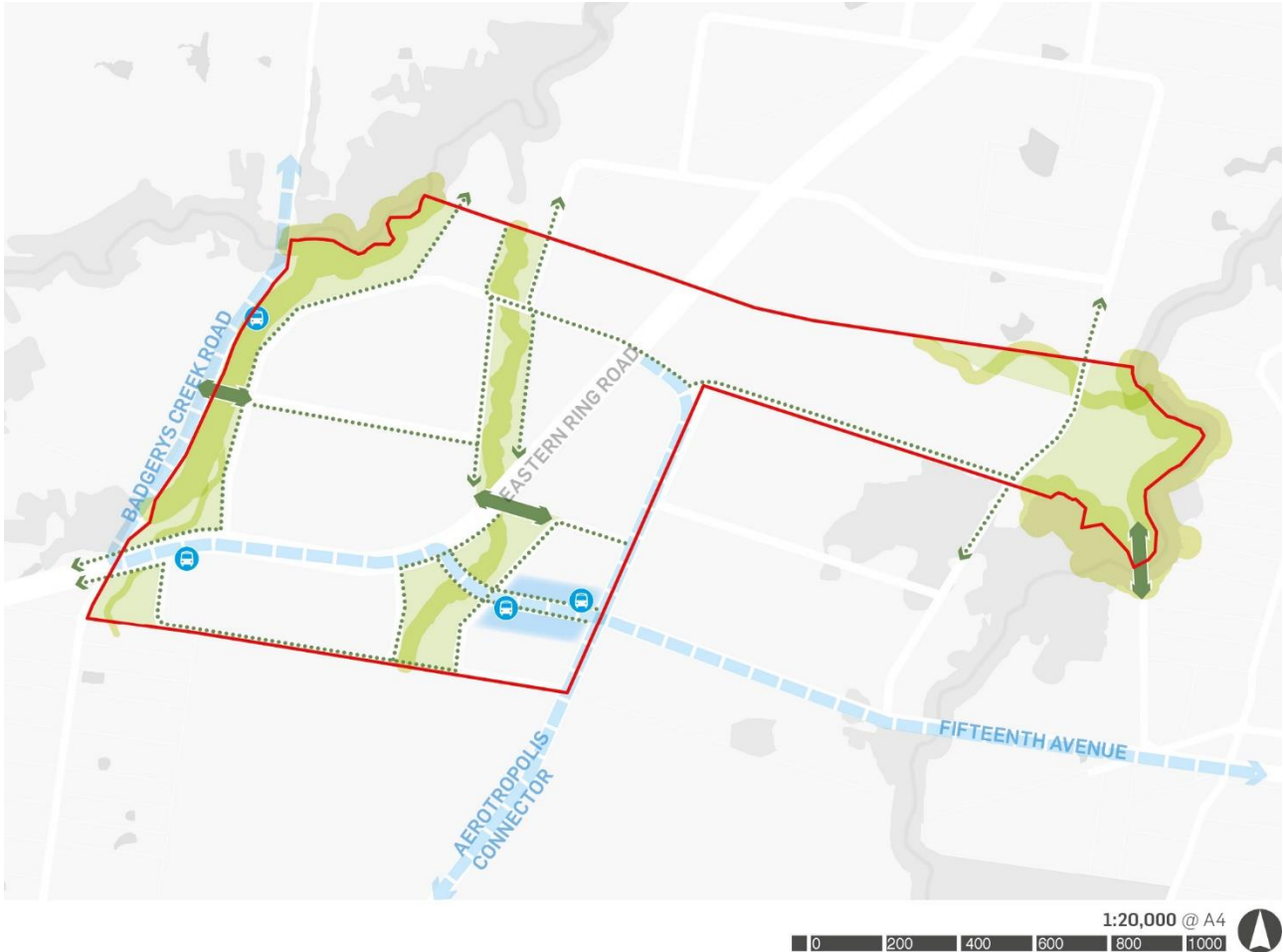


Source: Urbis

Liveability

- Deliver great places within an activated core adjoining public transport nodes to enrich local character and vibrancy and bring people together.
- Create an employment ecosystem that promotes health and wellbeing through a connection with nature and a sense of community.
- Celebrate and reinforce the histories and stories of the past, with particular focus on the ochre grid and indigenous significance of the site.

Figure 13 Liveability

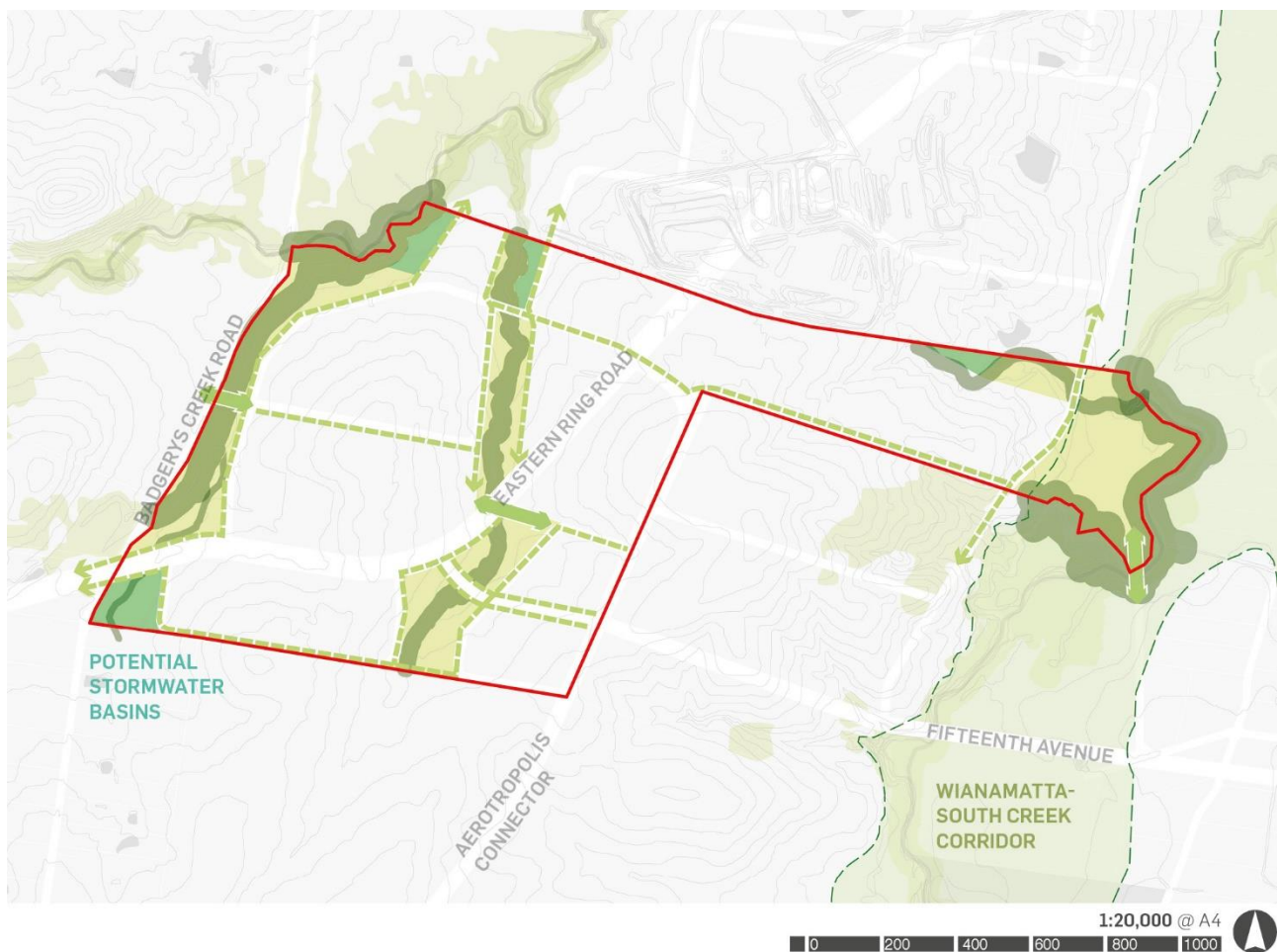


Source: Urbis

Sustainability

- Promote a precinct that is resilient and responsive to future climate conditions.
- Encourage best practice sustainability measures in planning and design decisions to support a low carbon, low resource and low waste precinct.
- Promote a thriving tree canopy to reduce the urban heat island effect, support ecological diversity and contribute to the future character and identity of the Parkland City.
- Restore and revitalise riparian corridors through a chain of ponds to the west and centre of the site, that cool the environment, enable water detention and retention, and connect to the history of the site.
- Adopt waster sensitive urban design strategies that positively contribute to the water quality, functionality and health of the South Creek catchment.

Figure 14 Sustainability



Source: Urbis

5.2.2. Structure Plan

The structure plan (refer **Figure 15**) was informed by a detailed assessment of the site-specific considerations through preliminary site investigations. The structure plan breaks down the general application of the Enterprise zone across the site and provides a more granular approach to land use planning with considerations made to the opportunities and constraints of the site. The structure plan is made up of four key land uses which include enterprise and light industry, business and enterprise, employment zone centres and mixed use.

The majority of the site consists of the enterprise and light industry use which will support the economic hub of the Aerotropolis Core as well as provide opportunities for higher-order jobs. There are opportunities within these zones for creek-facing employment lands which reflects one of the South Creek urban design principles identified within the Western District Plan. The enterprise and light industry use make up the majority of site which falls within the ANEC contours.

To the east of the Eastern Ring Road, at the junction between the Aerotropolis Connector and Fifteenth Avenue, is a business and enterprise precinct. This will allow for finer grain commercial and business uses to reinforce the Fifteenth Avenue corridor which forms a logical extension of the Aerotropolis Core economic hub. The transformation of Fifteenth Avenue into a smart transit corridor along with its interface with South Creek creates an opportunity to become an activity corridor. This is represented in the employment zone centre zone which anchors the business and enterprise precinct.

The south eastern corner of the site presents an opportunity for a mixed use zone which incorporates business and enterprise uses. The provision of active uses within this location is to reinforce the junction between Fifteenth Avenue and the Aerotropolis Connector and the gateway into the Aerotropolis from Liverpool.

There is a future opportunity for a mixed use residential zone within the panhandle of the site, along the interface with the South Creek corridor. This area could potentially form an extension of the mixed use zone from the Aerotropolis Core to the south, as detailed in **Figure 29**. This is a suitable location for the provision of mixed use residential given its proximity to amenities and services within the Aerotropolis Core and access to South Creek. This is a desirable location for mixed use residential uses due to it being outside of the ANEC contours as well as having sufficient buffers from the business and light industry zones.

Super lot Strategy


















The structure plan comprises a series of super lots which can be subdivided in future stages to cater for finer grain lots. Super lots enable future subdivision and provide greater flexibility within the site to suit tenant needs within a prime location adjacent to the WSI and Bradfield City Centre. The super lot strategy also allows the site to respond effectively to market demand, cater for industry needs through the provision of greater employment lot diversity (refer **Figure 16**).

The super lot strategy responds to the ENT zone within the site which is a flexible land use zone providing for a range of employment and light industrial typologies. The potential grid layout is based on a 600m by 300m grid which enables a range of finer grain subdivision and additional through-site links to improve accessibility and permeability.

Figure 15 Preferred Indicative Structure Plan

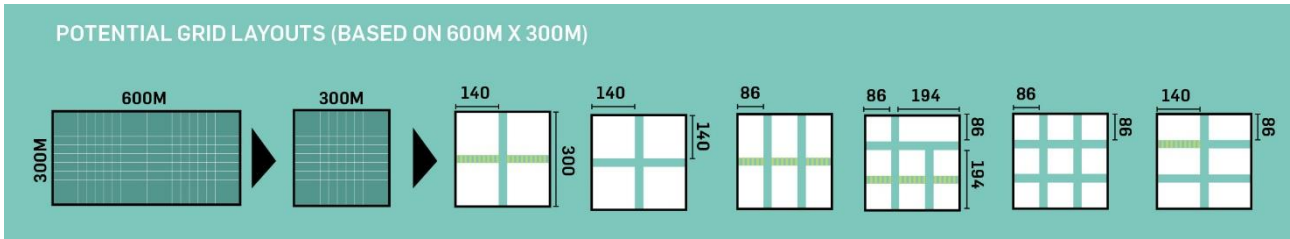


LEGEND

	Site Boundary		Left in-Left out Intersection		Open Space
	Enterprise and Light Industry		Secondary Access off Badgerys Creek Road		Major Riparian Corridors
	Business and Enterprise		Rapid Bus Corridor		Wianamatta-South Creek Corridor
	Local/ Neighbourhood Centre		Potential Local Road Connectivity (in the longer-term)		Riparian Corridor
	Key Signalised Intersection		Zone Substation		Indicative Areas for Stormwater Basins
	Planned Signalised Intersection (subject to investigation)		Pump Station		

Source: Urbis

Figure 16 Potential grid layouts



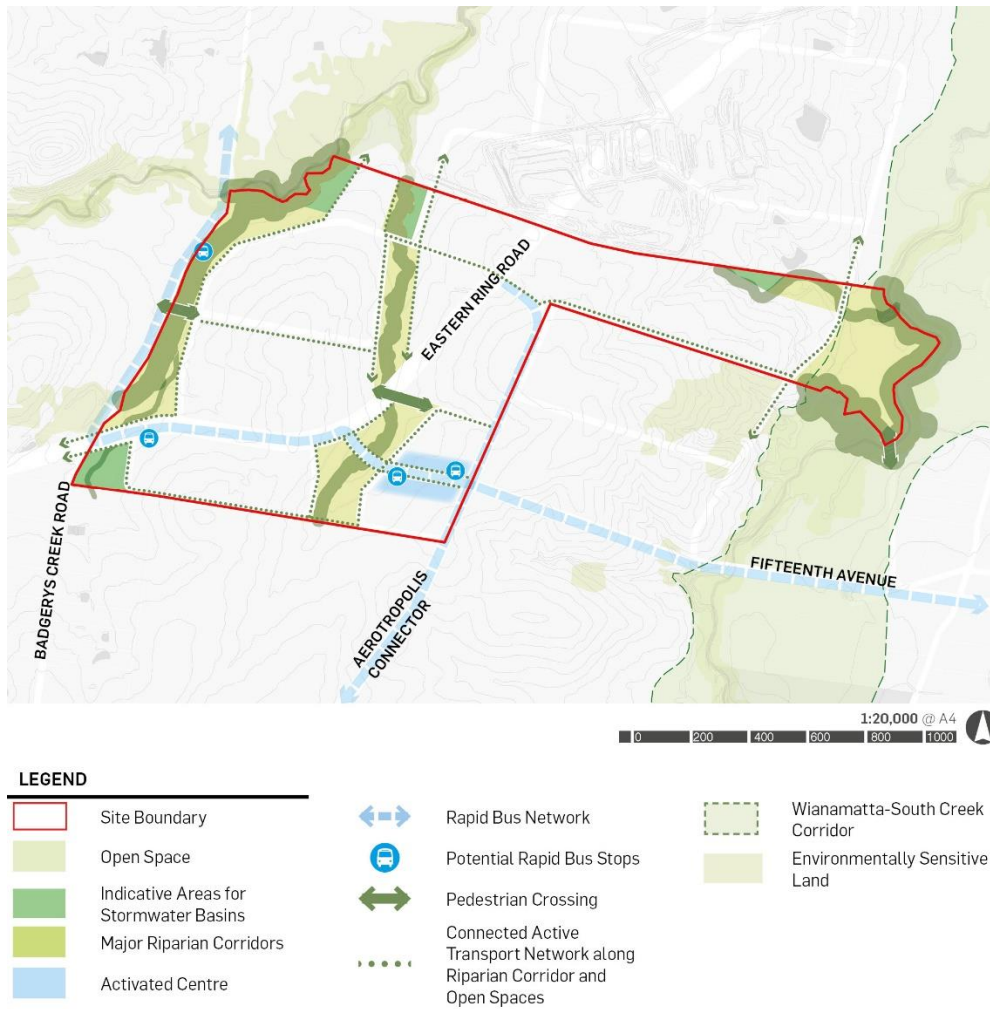
Source: Urbis

5.2.3. Public Domain Strategy

The Public Domain Strategy for the site will be underpinned by the following features:

- There are three open space corridors within the site which are integral to the design of the structure plan. The South Creek and Badgerys Creek corridors are major landscape elements which define the Western Parkland City, connecting the precincts within the Aerotropolis. The open space corridors reflect the riparian areas within the site and celebrate the significance of these culturally significant landscape corridors.
- The structure plan incorporates a well-connected active transport network which connect all areas within the site to the open space and riparian corridors.
- The proposal for a secondary town centre along Fifteenth Avenue, stretching from the Aerotropolis Connector to the Eastern Ring Road, will enhance the public domain offering within the Aerotropolis Core, providing active frontages at a major junction in close proximity to Bradfield City Centre.
- The street network will be defined a tree canopy and landscaping to enhance the streetscape design for vehicles, pedestrians and cyclists.

Figure 17 Public domain



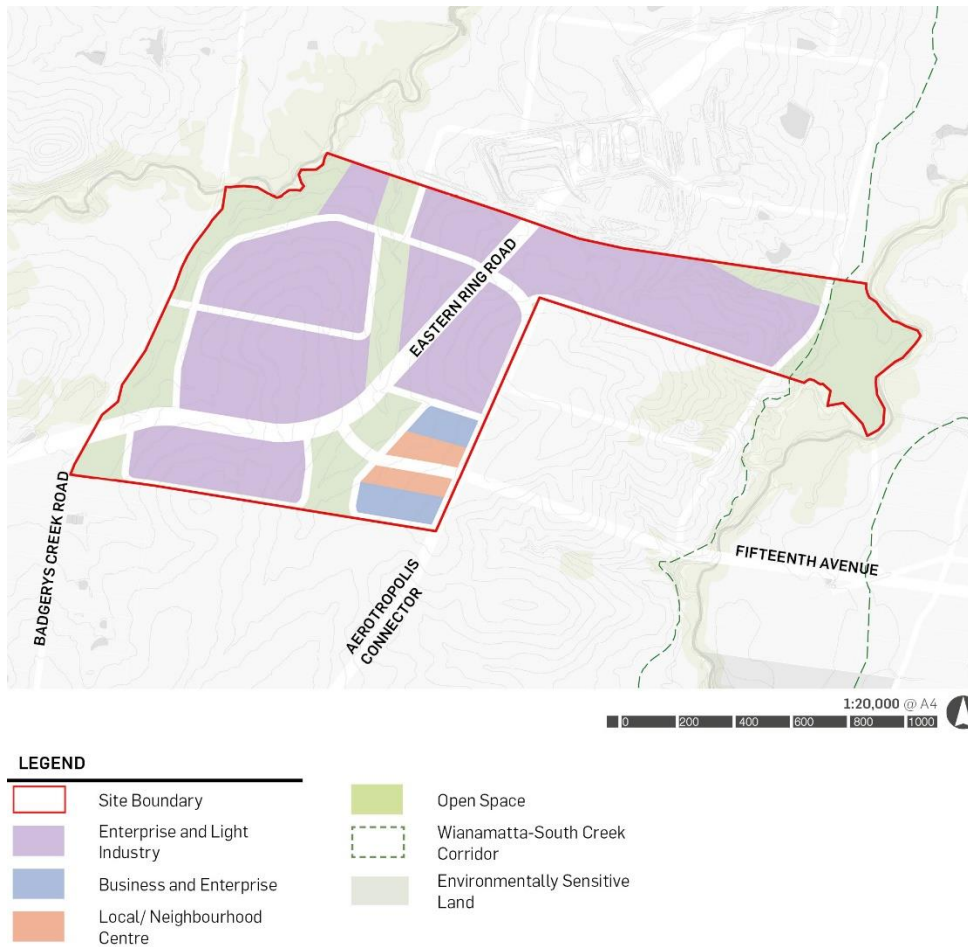
Source: Urbis

5.2.4. Land use sub-precincts

The proposed land uses within the site is largely in accordance with the proposed ENT zone within the site under the WPC SEPP. The majority of the site is proposed to consist of enterprise and light industrial uses, which define the interface on both sides of the Eastern Ring Road. The industrial areas are divided by the three open space corridors which run north-south through the site.

The south eastern corner of the site is defined by business and enterprise uses, with an employment zone centre use to form the direct interface with Fifteenth Avenue. This south eastern corner allows for a transition between the proposed mixed use controls the immediate south of the site This is to provide a more mixed use focus within this portion of the site to reinforce it as a formal gateway into the Aerotropolis Core along Fifteenth Avenue.

Figure 18 Land use sub-precincts



Source: Urbis

5.2.5. Estimated number of jobs

The proposed Structure Plan is estimated to deliver approximately 5,050 jobs to the Aerotropolis Core Precinct. This is based on the approximate developable area of 628,500 m² and an employment floorspace assumptions detailed in **Table 2**. It is important to note this is only a high-level estimation given the indicative nature of the Structure Plan.

Table 2 Estimated potential GFA and jobs

Land Use Mix	GFA (approx.)	Target GFA per job	Total jobs
Wholesale trade	170,700 m ²	250 m ²	680
Transport, postal and warehousing	218,100 m ²	250 m ²	870
Manufacturing and Data Centre	64,000 m ²	250 m ²	260
Retail Trade	120,500 m ²	250 m ²	480

Land Use Mix	GFA (approx.)	Target GFA per job	Total jobs
*Commercial and other services	55,200 m2	20 m2	2,760
Total	628,500 m2		5,050

5.2.6. Indications where the Master Plan may not be consistent with an approved Precinct Plan

The Aerotropolis Precinct Plan (refer **Figure 19**) was released in March 2022 and applies to the five initial precincts of the Aerotropolis, which include the Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Northern Gateway and Agribusiness precincts. Under the Precinct Plan, the site is largely defined by enterprise and light industry uses, with a small portion of business and enterprise use along the eastern boundary of the site (refer

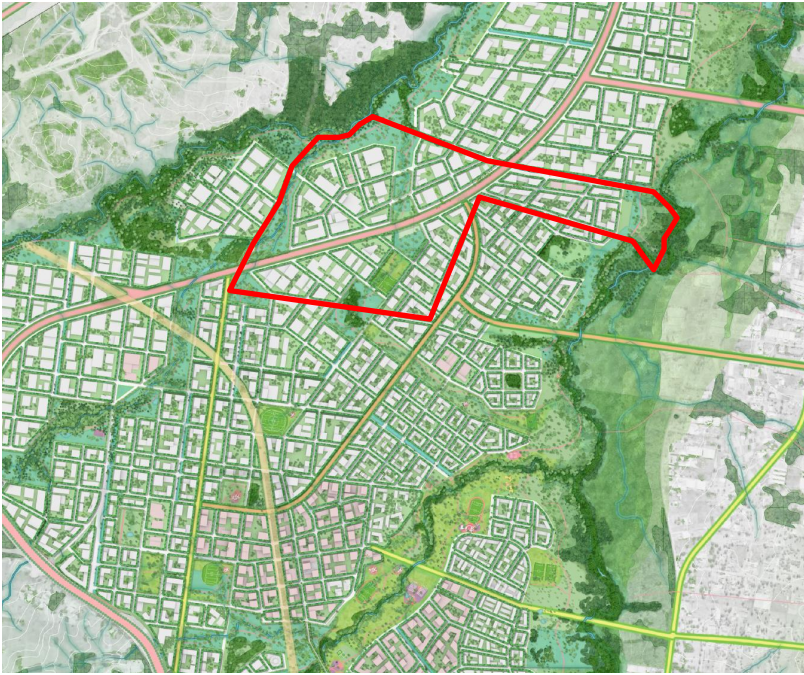
Figure 20). There are also two local/neighbourhood centres proposed within the northern portion of the site, one to the west of the Eastern Ring Road and the other to the east towards the South Creek interface.

The site consists of the Eastern Ring Road, a 60m wide primary arterial road and the Aerotropolis Connector, which is a 45m wide primary arterial road, both of which forms part of a rapid bus corridor (refer **Figure 21**). The combined elements in relation to the site are illustrated within the structure plan as shown in **Figure 22**.

The Precinct Plan presents a number of issues for the site:

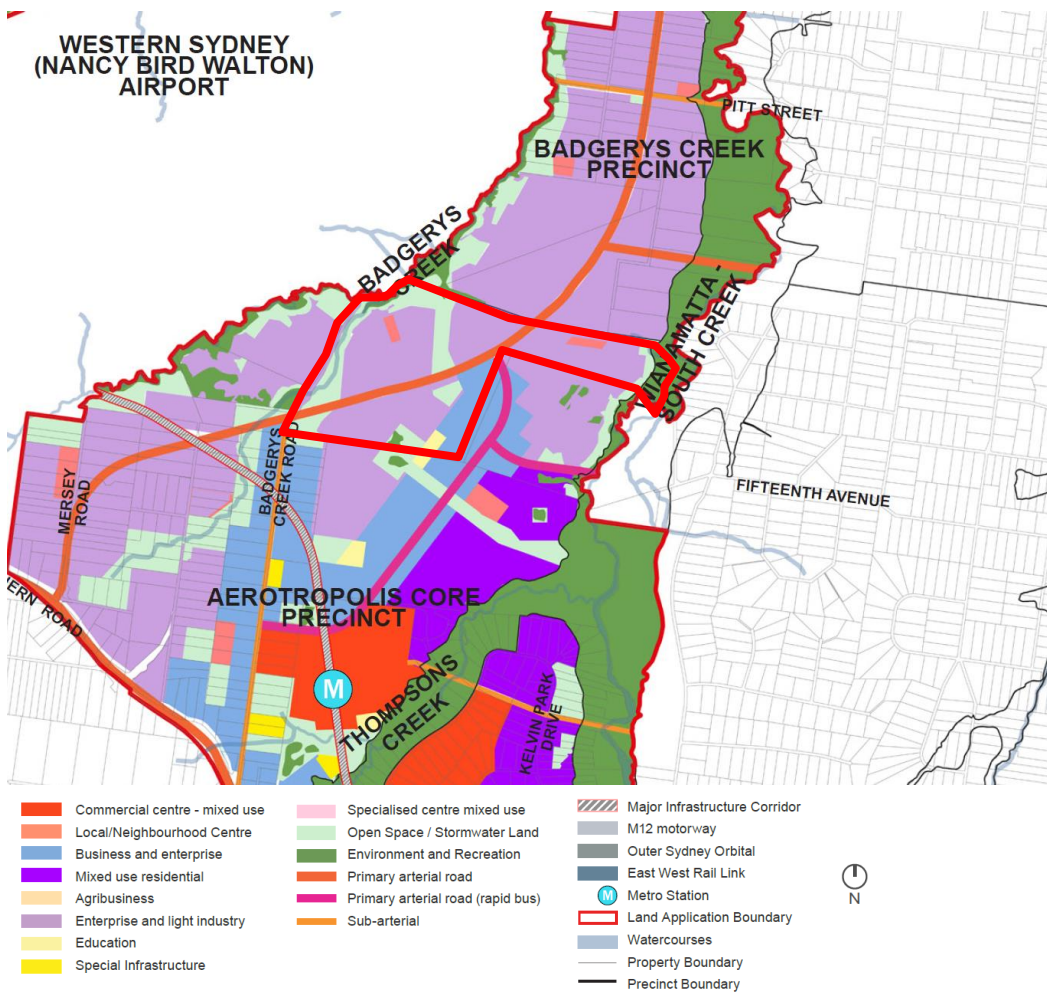
- The extent of the open space corridors proposed within the Precinct Plan appears to be high-level and without the consideration of site specific investigations within the site.
- The plan responds to the transport corridors proposed and protected under the WPC SEPP, which can be refined to achieve a better outcome.
- The current alignment of transport corridors has major implications for landowners in terms of creating lots that are practical and useable in terms of industry standards for building footprints.
- The lot configuration within the site follows an offset grid layout, with a different orientation between the areas to the north and south of the Eastern Ring Road.
- The existing alignment of the Eastern Ring Road and the Aerotropolis Connector creates inefficient lots which are difficult to develop.

Figure 19 Aerotropolis Precinct Plan 2022



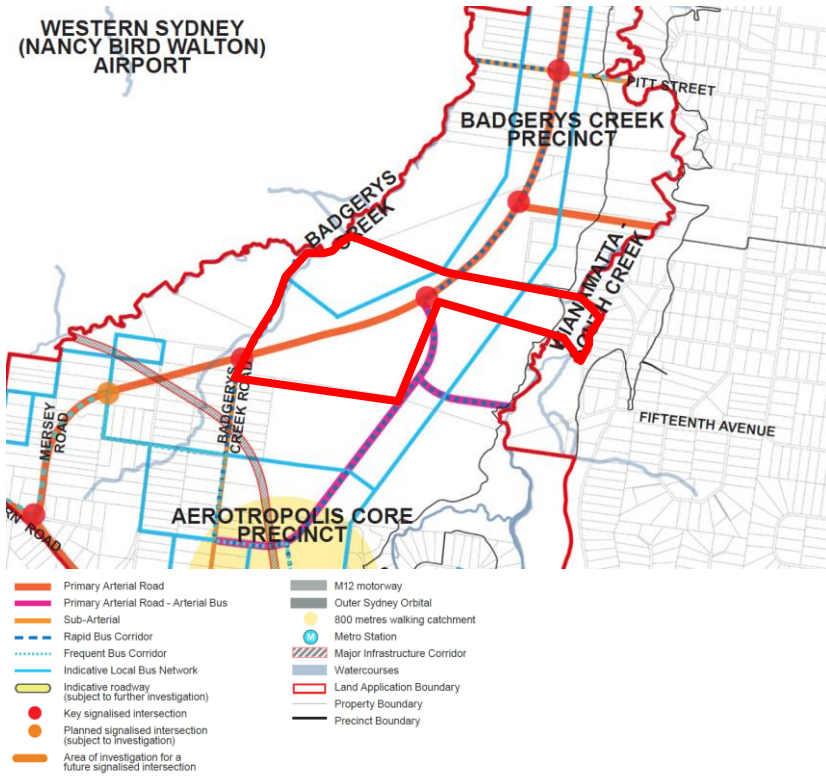
Source: DPE 2022

Figure 20 Aerotropolis Precinct Plan 2022 – Land Use and Structure Plan



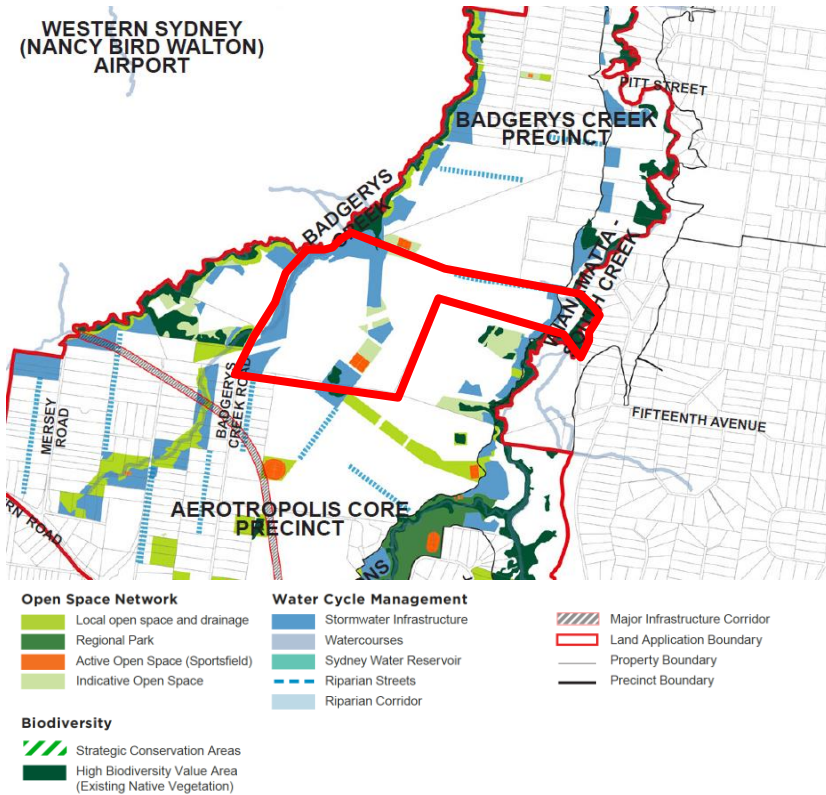
Source: DPE 2022

Figure 21 Aerotropolis Precinct Plan 2022 – Transport Network



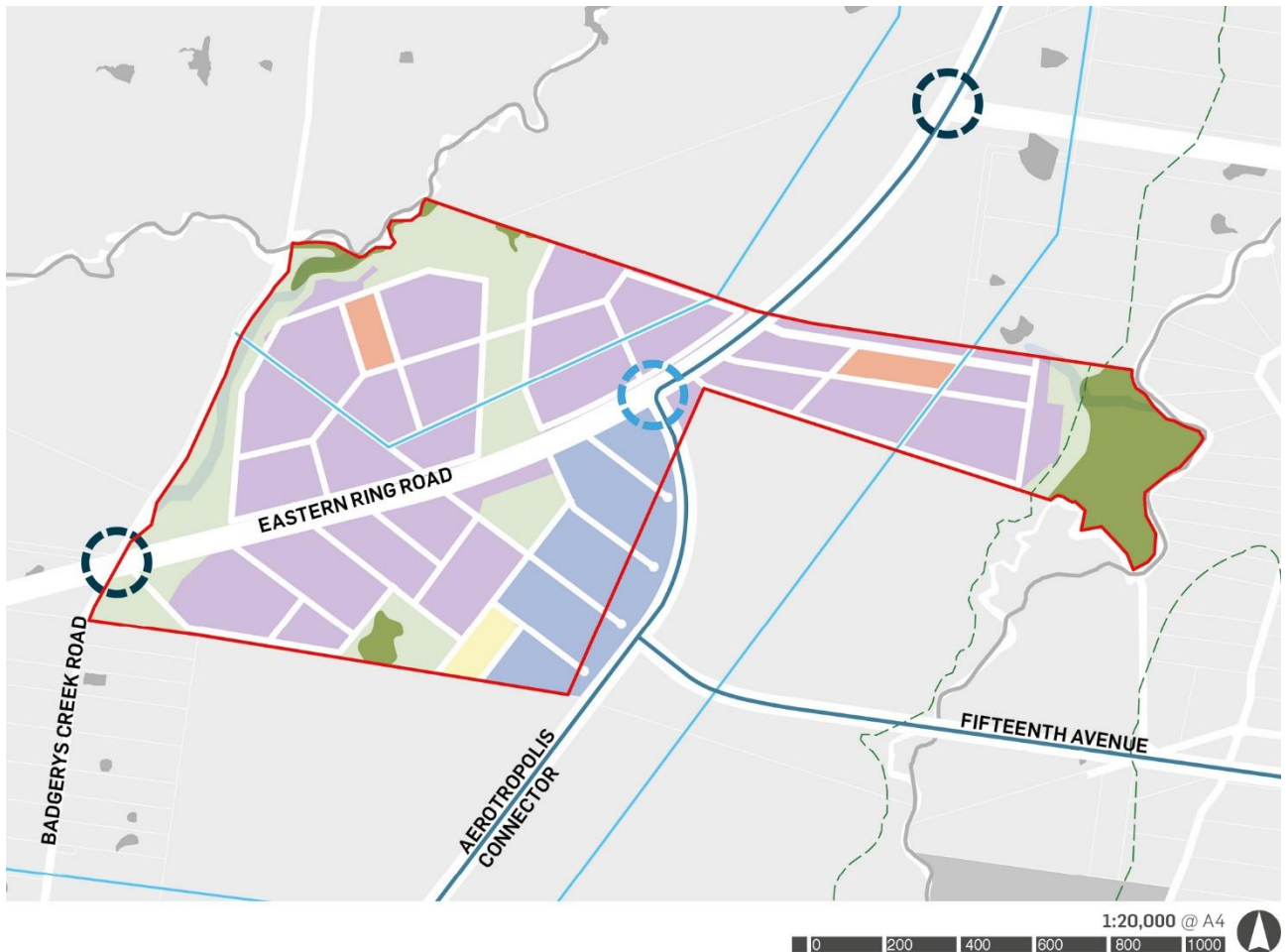
Source: DPE 2022

Figure 22 Aerotropolis Precinct Plan 2022 – Blue and Green Infrastructure



Source: DPE 2022

Figure 23 Existing Layout Plan based on adopted Precinct Plan



LEGEND					
	Site Boundary		Key Signalised Intersection		Open Space/ Stormwater Land
	Enterprise and Light Industry		Planned Signalised Intersection (subject to investigation)		Environment and Recreation
	Business and Enterprise		Rapid Bus Corridor		Wianamatta-South Creek Corridor
	Local/ Neighbourhood Centre		Indicative Local Bus Network		Watercourses
	Others (Education)				

Source: Urbis

The following sections outline the key departures within the proposed Structure Plan from the Precinct Plan. These departures enable a better urban design outcome within the site which respond to site-specific constraints whilst achieving design excellence.

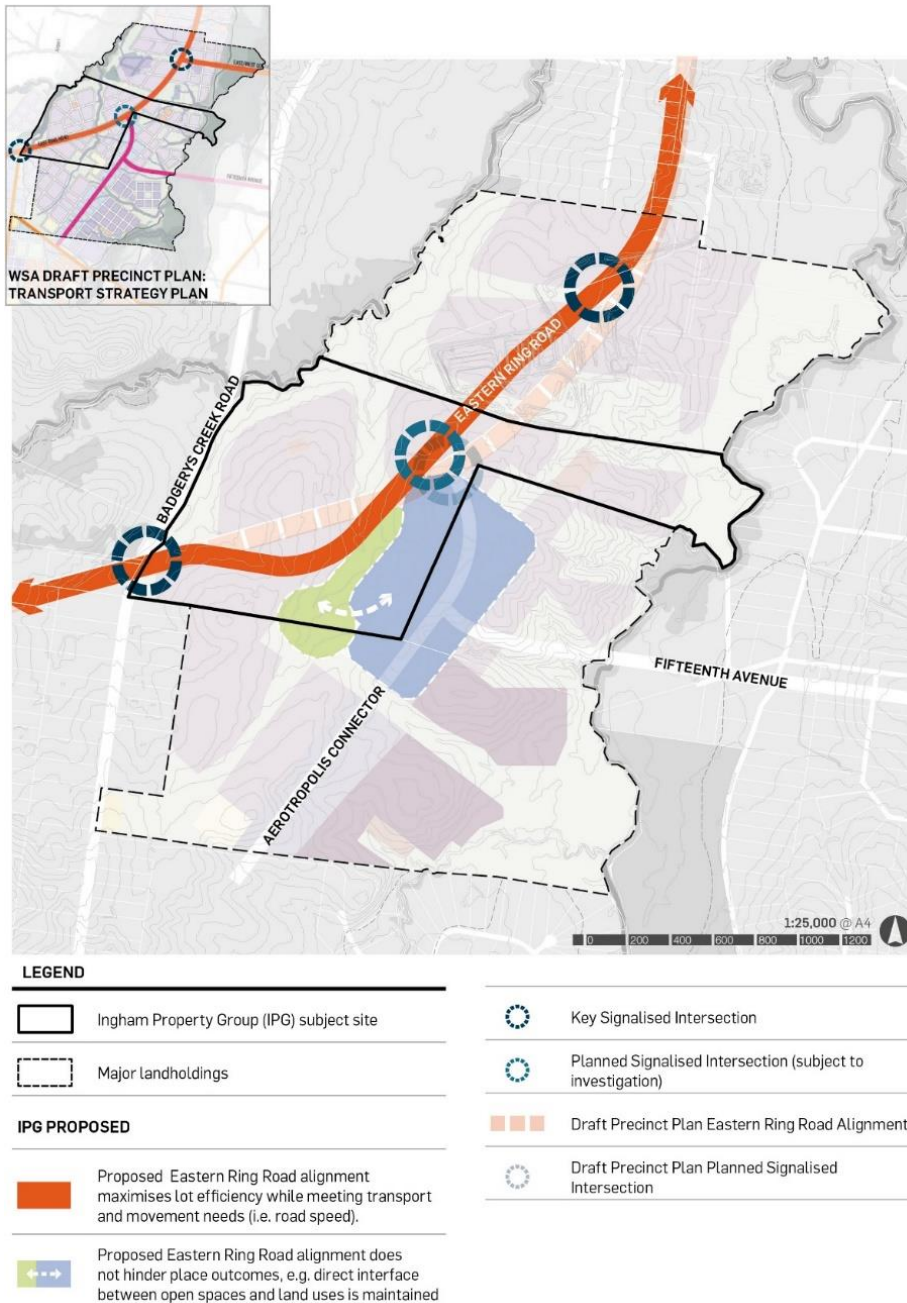
5.2.6.1. Re-alignment of the Eastern Ring Road

The structure plan proposes a re-alignment of the Eastern Ring Road (ERR) to create a more feasible lot configuration which maximises lot efficiency particularly to the east of the ERR and the site boundary. The current ERR alignment proposed under the Precinct Plan hinders place outcomes, making it difficult to create an appropriate interface whilst also ensuring lot efficiency. The future employment land uses with high density employment which form a large majority of the site require large format lots within a grid layout in order to align with market demands.

The re-alignment of the ERR, with the bend in the southern extent of the site, allows for the road to straighten which creates an opportunity for the continuation of the riparian and open space corridor. This can allow for a desirable interface along the corridor which does not impede on the lot configuration. The re-alignment of the ERR increases the distance of the road corridor by only 36 metres and has no impact on travel times or functionality but creates a better placemaking and urban design outcome for a future master plan on the site.

The proposed re-alignment of the ERR was designed in collaboration with CSR which owns the site to the north. The re-alignment creates a better outcome for CSR also in relation to create greater lot efficiency and a better urban design outcome.

Figure 24 Re-alignment of the Eastern Ring Road



Source: Urbis

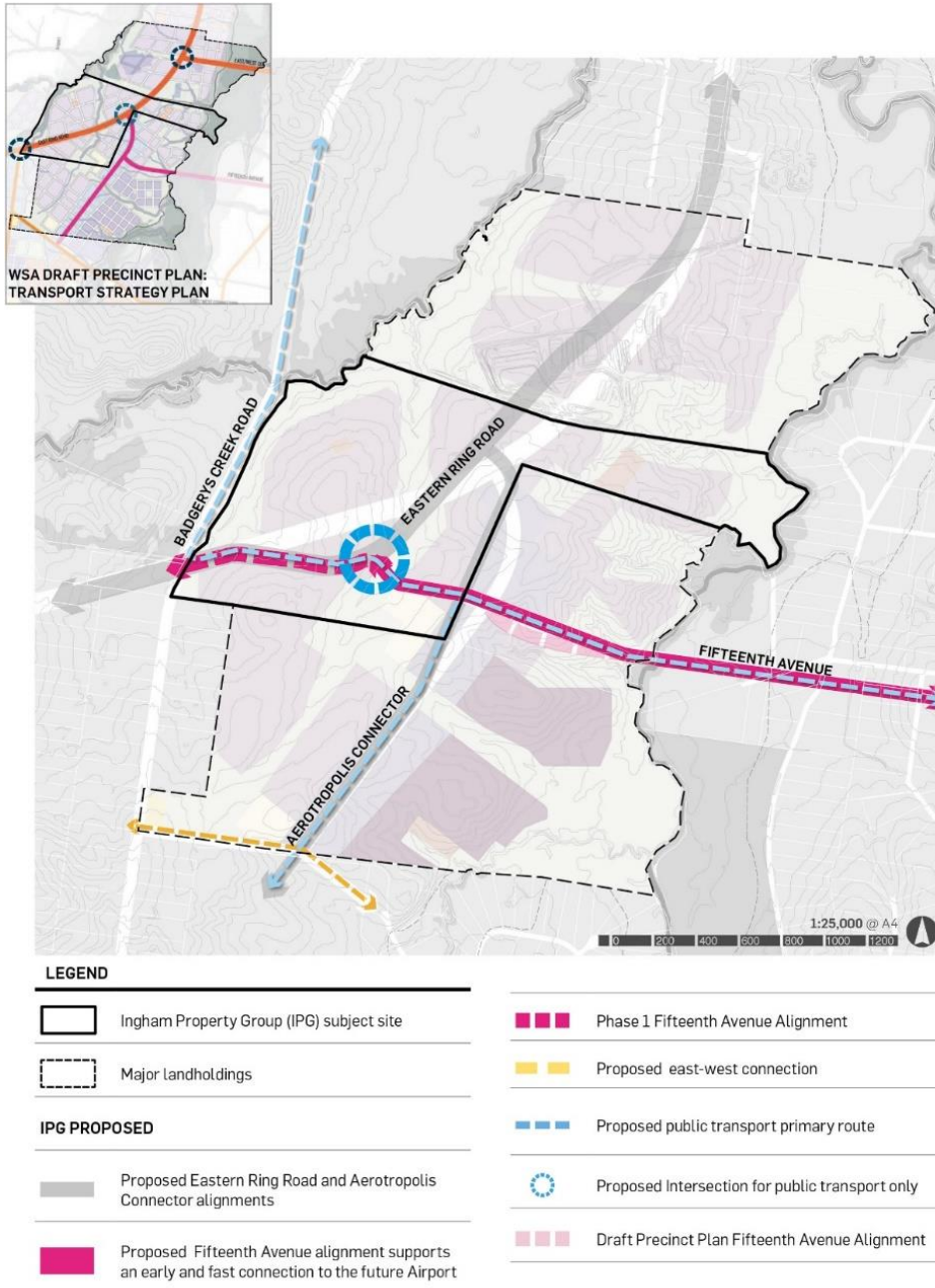
5.2.6.2. Re-alignment of Fifteenth Avenue and the Aerotropolis Connector

The re-alignment of the east-west connection formed by Fifteenth Avenue along the southern boundary of the site to facilitate early access into the southern portion of the site. This is a critical connection to activate

the gateway location into the site, particularly given it forms part of the Aerotropolis Core and interfaces with the Bradfield City Centre.

The existing alignment of the Aerotropolis Connector would significantly impact on future development within the site and the adjacent lot as it sterilises areas within the site for development. The re-alignment of the Aerotropolis Connector along the cadastral boundary creates a better urban design outcome for both lots, with both sites having direct frontage to this major road connection. The proposed realignment of Fifteenth Avenue and the Aerotropolis Connector were both designed in collaboration with the Perich Group, the owners of the land to the south.

Figure 25 Re-alignment of Fifteenth Avenue and Aerotropolis Connector



Source: Urbis

5.2.6.3. Proposed secondary town centre of the Aerotropolis

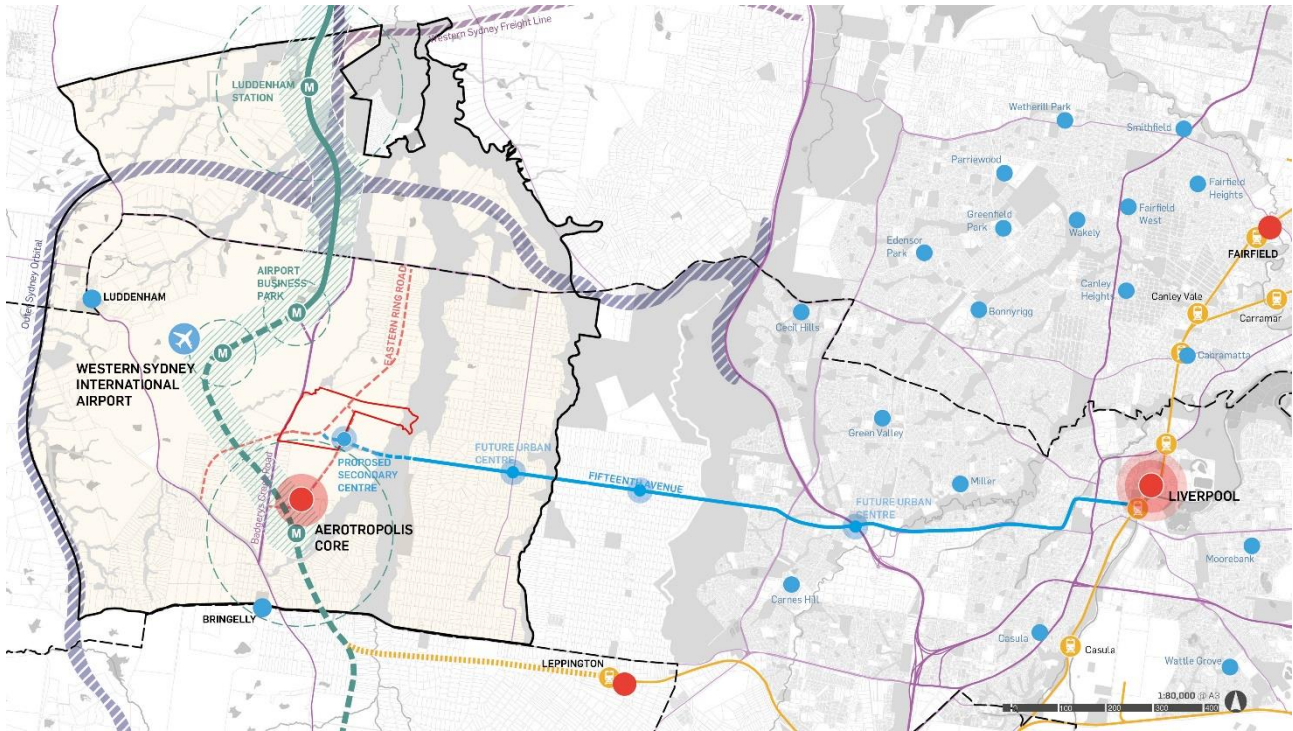
The re-alignment of the three major arterial roads creates a major focal point which is a logical location for a potential secondary town centre to complement the Aerotropolis Core. This focal point is reinforced by a consolidated employment zone centre that is well served by public transport and open space corridors. The

Fifteenth Avenue corridor and its proposed land uses can be delivered through a combined landowner approach between IPG and Perich Group to the south.

Fifteenth Avenue is also a strategic corridor which connects Liverpool to the WSI. It has also been identified as a 'smart transit corridor' which would carry a significant amount of people from the broader Liverpool LGA into the Aerotropolis Core and WSI, through the site. A potential secondary town centre could be strategically located at the junction between Fifteenth Avenue and the Aerotropolis Connector, both of which connect major strategic centres to the WSI.

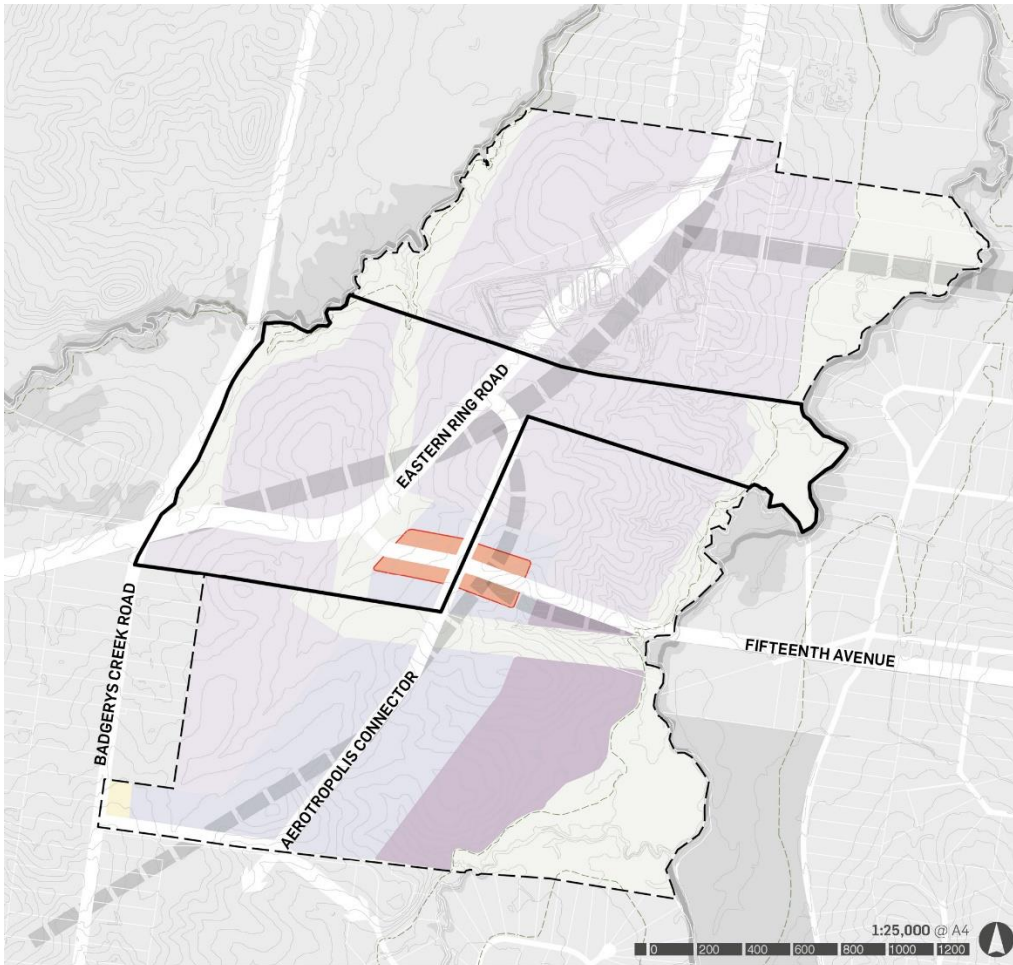
The connection of Fifteenth Avenue with the Eastern Ring Road enables a direct link between the 'smart transit corridor' and Badgerys Creek Road. This would provide access to the north and south within the Aerotropolis before the Aerotropolis Connector and the northern portion of the Eastern Ring Road is completed.

Figure 26 Connecting Liverpool LGA with the Western Sydney International Airport and Aerotropolis



Source: Urbis

Figure 27 Proposed secondary town centre



LEGEND

	Ingham Property Group (IPG) subject site
	Major landholdings
IPG PROPOSED	
	Local/Neighbourhood Centres are consolidated and co-located as a secondary town centre with public transport and access to open space
	Business & Enterprise
	Mixed Use Residential
	Enterprise & Light Industry
	Special Uses
	Open Space
	Wianamatta-South Creek
	Draft Precinct Plan Primary Arterial Roads Alignment

Source: Urbis

Figure 28 Indicative interface with Fifteenth Avenue



Source: Urbis

5.3. PROPOSED COMPLYING DEVELOPMENT

IPG will work with the DPE to identify potential complying development to be proposed within the site. This will consist of developing development controls which would allow for a broad range of complying development.

Through the Master Planning Process, areas that are suitable for complying development controls, as well as the relevant development types and locations, will be identified. The key development controls and parameters to be established for each type of complying development will consist of:

- Three dimensional design controls such as building height, floor space ratio, site coverage
- Key building design principles such as setbacks, articulation, separation, general design language, street activation
- Additional considerations such as deep soil zones, landscaping and planting, traffic and parking strategy, stormwater, and servicing strategy and/or capability.

5.4. DESIGN EXCELLENCE STRATEGY

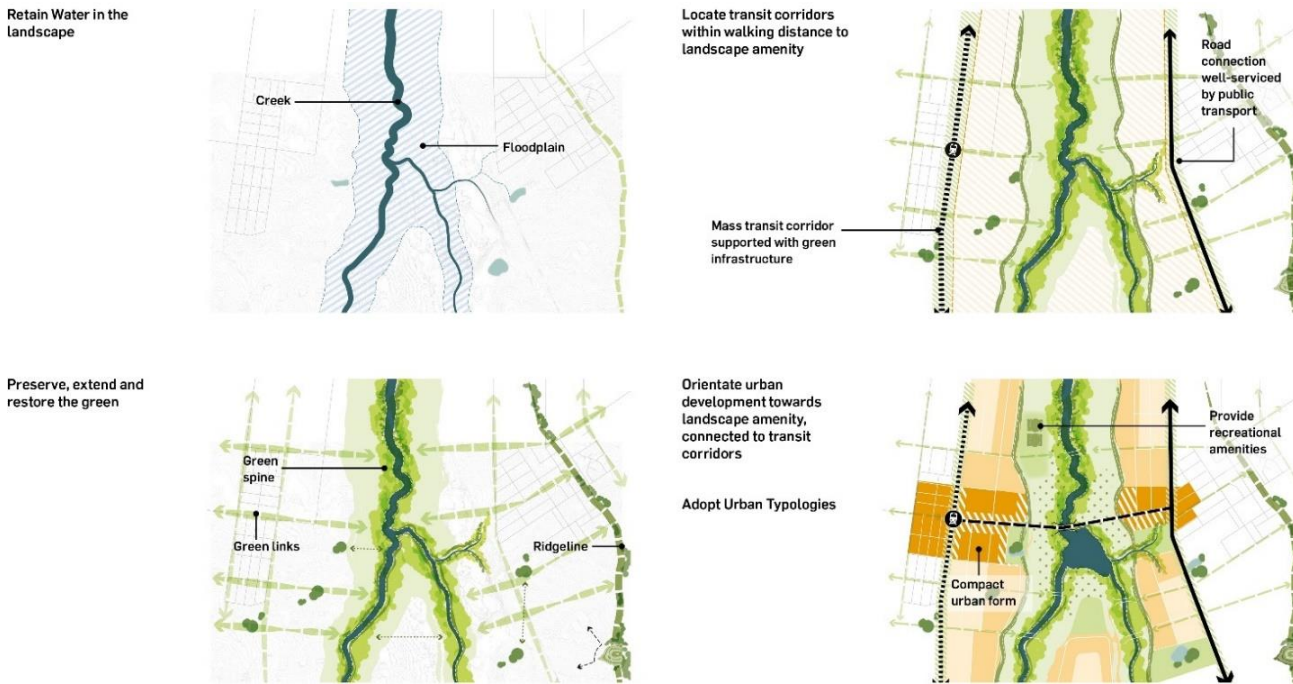
The Design Excellence Strategy for the site will be developed by IPG in collaboration with DPE, in order to successfully achieve the objectives from the Government Architect NSW's (**GANSW**) as outlined in Better Placed, Green Places and Connecting with Country Frameworks.

The structure plan is underpinned by a series of design principles which respond to key conditions highlighted in the site analysis. These principles reflect the initiatives proposed under the Greater Sydney Commission's Western District Plan and Government Architect NSW's Greener Places and Green Grid frameworks. The indicative plan approach for the IPG site captures the high-level concepts and principles proposed under the Precinct Plan, however, enforces it within the immediate context of the site and informed by further ground-truthing.

These design principles include:

- **Start with Country** – ensuring consultation with First Nations knowledge holders occurs at the very beginning of the process.
- **Retain water in the landscape** – the riparian corridors and creek corridors formed by Badgerys Creek and South Creek form opportunities for waterways to be integrated and retained in the landscape of the site.
- **Preserve, extend and restore the green** – there are opportunities to celebrate and better connect green corridors across the site, particularly within the heart of the precinct.
- **Locate transit corridors within walking distance to landscape amenity** – Fifteenth Avenue presents an opportunity to become a transit corridor which connects through and directly interfaces with the South Creek corridor.
- **Orientate urban development towards landscape amenity, connected to transit corridors** – the strong interface the site forms with South Creek and the Fifteenth Avenue transit corridor creates an ideal location for mixed use activity in close proximity to amenities.
- **Adopt urban typologies** – provide flexibility within the future layout of the site in order to enable large lots as well as urban typologies that are more compact and fine grain.

Figure 29 Design principles for the Indicative Structure Plan



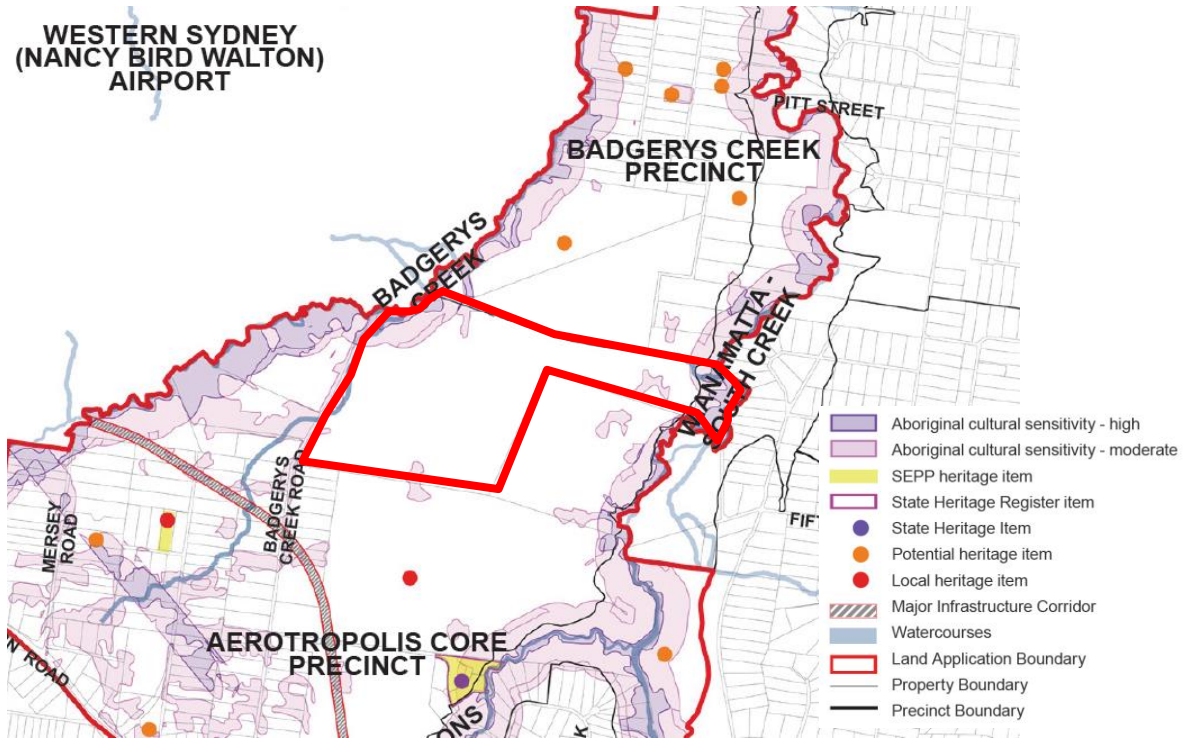
Source: Urbis

5.5. CULTURAL MAP

The Cultural Map for the site is an item IPG will work closely with DPE on throughout the Master Planning Process. There are no major cultural industries, facilities and spaces within the site, however it is acknowledged that the cultural landscape within the site and the broader region is a defining feature which should be preserved and celebrated, particularly from a First Nations perspective.

The existing landscape character and waterways are prominent features within the site which are of strong cultural significance within the immediate locality and broader region. This will form a major component of the landscape response and also the Connecting with Country Framework. The key areas for environmental conservation and the riparian zones would form a key component within the Cultural Map as reflected in the cultural landscapes identified in **Figure 31**, with additional elements to be identified and proposed throughout the Master Planning Process.

Figure 30 Aerotropolis Precinct Plan – Heritage and Cultural Landscapes



Source: DPE 2022

6. STATUTORY CONTEXT

The site is located within the Western Sydney Aerotropolis, as part of the Liverpool Local Government Area (LGA). As such, the relevant Acts and environmental planning instruments (EPIs) relating to the site and relevant considerations for the Master Plan Request are as follows:

- *Environmental Planning and Assessment Act 1979 (EP&A Act).*
- *Biodiversity Conservation Act 2016 (BC Act).*
- *State Environmental Planning Policy (Precinct – Western Parkland City) 2021 (Precincts-WPC SEPP).*
 - State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).
 - State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP).
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure).*
 - State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP).
- *State Environmental Planning Policy (Resilience and Hazards) (SEPP 33).*
 - State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33).
 - State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55).
- *Draft Connecting with Country Framework.*

The key statutory requirements that are relevant to the site and the project are summarised in **Table 1**.

Table 3 Summary of Key Statutory Requirements

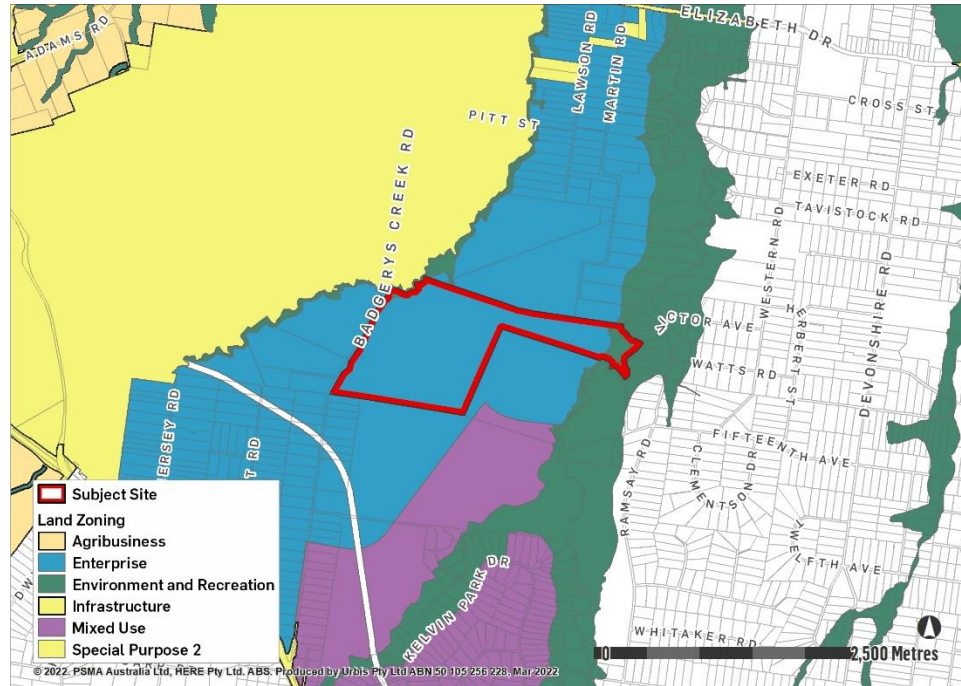
Matter	Guidance
<p>Power to grant consent</p>	<p><i>Environmental Planning and Assessment Act 1979 (EP&A Act)</i></p> <p>The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&A Act also facilitates the making of environmental planning instruments which guide the way in which development should occur across the State, this is inclusive of State environmental planning policies and local environmental plans.</p>
<p>Permissibility</p>	<p><i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)</i></p> <p>The WPC SEPP is the primary environmental planning instrument governing development on the site.</p> <p>The site is predominately zoned part ENT Enterprise with a small portion of the site along the western boundary zoned ENZ Environment and Recreation (refer Figure 32)</p> <p>It is IPG’s intention to:</p> <ul style="list-style-type: none"> ▪ Rely on Clause 43 to undertake the master planning process and obtain the Master Plan Requirements through a Master Plan Request. ▪ Through the master planning process, IPG is seeking an opportunity to access an alternative development approval pathway and depart from the Aerotropolis Core Precinct Plan, as it relates to the site.

Matter

Guidance

It is recognised that in order for the approval of the Master Plan, the Minister must be satisfied that it is consistent with the Master Plan Guidelines (Guidelines) and a development control plan that is applicable to the land. It must also be demonstrated that any inconsistency with the Precinct Plan is otherwise consistent with the Guidelines.

Figure 31 Land zoning map



The land use objectives in the ENT zone are:

- *To encourage employment and business related to professional services, high technology, aviation, logistics, food production and processing, health, education and creative industries,*
- *To provide a range of employment uses (including aerospace and defence industries) that are compatible with future technology and work arrangements,*
- *To encourage development that promotes the efficient use of resources, through waste minimisation, recycling and re-use,*
- *To ensure an appropriate transition from non-urban land uses and environmental conservation areas in surrounding areas to employment uses in the zone,*
- *To prevent development that is not compatible with or that may detract from the future commercial uses of the land,*
- *To provide facilities and services to meet the needs of businesses and workers.*

The proposed industrial warehouse will facilitate employment generating development in a highly accessible area.

The land use objectives in the ENZ zone are:

Matter	Guidance
	<ul style="list-style-type: none"> ▪ <i>To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.</i> ▪ <i>To protect the ecological, scenic and recreation values of waterways, including Wianamatta–South Creek and its tributaries.</i> ▪ <i>To provide a range of recreational settings and activities and compatible land uses.</i> ▪ <i>To protect and conserve the environment, including threatened and other species of native fauna and flora and their habitats, areas of high biodiversity significance and ecological communities.</i> <p>Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)</p> <p>The site has gradually been cleared of vegetation and has been subject to the construction of farms dams. To inform the master planning process, a Biodiversity statement will be provided in accordance with the NSW Framework and with consultation with Natural Resources Access Regulator (NRAR), to confirm the site's biodiversity certification and investigate the extent of potential native vegetation present and to inform an assessment of impacts to potential threatened species, their habitats and ecological communities. The site is already bio-certified.</p>
Other approvals	<p>NSW National Parks & Wildlife Act 1974 (NPW Act)</p> <p>The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. The provisions of the Act apply to both indigenous and non-indigenous relics.</p> <p>An archaeological assessment will be undertaken as part of the master planning process to identify and minimise potential heritage impacts in relation to the Master Plan.</p> <p>NSW Heritage Act 1977 (Heritage Act)</p> <p>The Heritage Act protects heritage items, sites and relics in NSW older than 50 years regardless of cultural heritage significance.</p> <p>NSW Water Management Act 2000 (WM Act)</p> <p>Under the WM Act, a licence would be required if water was to be extracted from a creek or if any waterways were to be realigned during construction. A Riparian Assessment will be undertaken as part of the master planning process to identify and minimise potential impact on waterways within the Master Plan.</p> <p>Biodiversity Conservation Act 2016 (BC Act)</p> <p>The BC Act aims to maintain a healthy, productive and resilient environment in accordance with Ecologically Sensitive Development (ESD) principles, including an assessment framework for determining the likely impacts on biodiversity and threatened species and a consistent methodology for calculating measure to offset those impacts.</p>

Matter	Guidance
	<p data-bbox="432 230 1362 297">State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP)</p> <p data-bbox="432 327 940 356">Chapter 4 Western Sydney Aerotropolis</p> <p data-bbox="432 385 1406 452">The proposed Master Plan will be consistent with the aims of the WPC SEPP, and its current amendment as summarised below:</p> <ul data-bbox="432 481 1426 831" style="list-style-type: none"> <li data-bbox="432 481 1426 622">▪ The proposal seeks to develop the site for employment-generating uses consistent with the Region and District Plans and deliver social and economic outcomes for Western Sydney, in alignment with the Western Sydney Aerotropolis Structure Plan. <li data-bbox="432 651 1426 831">▪ The careful siting and design of the structure plan, including the location of land uses, road connections, public domain areas and landscaping, respect the natural features, and seek to preserve environmental and easement corridors of the site and the surrounding locality. The proposed development will be undertaken in an ecologically sensitive manner. <p data-bbox="432 860 1086 889">Part 4.3 Development controls – Airport safeguards</p> <ul data-bbox="432 918 1315 1021" style="list-style-type: none"> <li data-bbox="432 918 1315 1021">▪ An Aeronautical Impact Assessment will be prepared to consider the development controls around airport safeguards and the Master Plan’s compliance against these controls. <p data-bbox="432 1050 804 1079">Clause 4.24 – Flood Planning</p> <ul data-bbox="432 1108 1417 1211" style="list-style-type: none"> <li data-bbox="432 1108 1417 1211">▪ A Water Cycle Management Report will be prepared to consider the cumulative and local impact of the existing impact and the proposed Master Plan on the whole floodplain within the PMF and 1:100 chance per year flood level. <p data-bbox="432 1240 1422 1308">Clause 4.25 – Preservation of trees and vegetation in Environment Recreation Zone and Cumberland Plain</p> <ul data-bbox="432 1337 1426 1440" style="list-style-type: none"> <li data-bbox="432 1337 1426 1440">▪ An Ecological study will be prepared to investigate the possible removal of trees and outline the tree protection specifications for retained and potentially impacted trees. <p data-bbox="432 1469 892 1498">Clause 4.26 – Heritage conservation</p> <ul data-bbox="432 1527 1378 1630" style="list-style-type: none"> <li data-bbox="432 1527 1378 1630">▪ An assessment of Non-Indigenous heritage and Indigenous heritage will be undertaken to support the Master Plan and ensure proper management and mitigation of heritage impacts on site. <p data-bbox="432 1659 860 1688">Clause 4.27 – Transport corridors</p> <ul data-bbox="432 1718 1390 1821" style="list-style-type: none"> <li data-bbox="432 1718 1390 1821">▪ A Traffic and Transport Assessment will be prepared to consider the Master Plan’s impact on the proposed transport corridors within the Western Sydney Aerotropolis. <p data-bbox="432 1850 770 1879">Part 4.5 Design excellence</p> <ul data-bbox="432 1908 1410 2011" style="list-style-type: none"> <li data-bbox="432 1908 1410 2011">▪ The Master Plan is to be developed based on robust principles and an iterative design process that clearly demonstrates and achieves Design Excellence in accordance with the NSW Government Architect policy Better Placed. The

Matter	Guidance
	<p>design process will be underpinned by carefully considered design principles related to bulk and scale, accessibility and permeability, landscaping and public domain, materials and finishes and integration with the surrounding land use character and context.</p> <p>Part 4.6 Exempt development</p> <ul style="list-style-type: none"> ▪ Proposed Complying Development will be identified for the site within the Master Plan Process, with clear complying development planning controls developed for specific development types and locations. <p>Clause 4.38 Precinct plans</p> <ul style="list-style-type: none"> ▪ The Master Plan will be developed mostly in accordance with the Precinct Plan for the Aerotropolis Core. Where the Master Plan departs from the Precinct Plans, it will be in accordance with the Master Plan Guidelines, enabled by Division 2 Master Plans and complying development and Clause 4.41. <p>Clause 4.41 Master plans</p> <ul style="list-style-type: none"> ▪ IPG wish to pursue the Master Planning pathway on the site which is the purpose of this Master Plan Request. <p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)</i></p> <p>Chapter 2 Infrastructure</p> <p>Chapter 2 Infrastructure under the Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure by providing a consistent planning framework that applies across NSW.</p> <p>Schedule 3 of the Transport and Infrastructure SEPP identifies ‘traffic generating development’ which must be referred to the RMS for concurrence. RMS concurrence will be required as the site exceeds the minimum gross floor area of 20,000m².</p> <p><i>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)</i></p> <p>Chapter 4 Remediation of land</p> <p>Chapter 4 of the Resilience and Hazards SEPP provides a State-wide approach to the remediation of contaminated land, including the requirements to be addressed prior to determining a development application.</p> <p>The Master Plan will be supported by detailed technical reports which satisfactorily address the provision of SEPP 55, including any remediation works required to ensure the site is suitable for the proposed use.</p> <p>Draft Cumberland Plain Conservation Plan (CPCP)</p> <p>The Draft CPCP seeks to bio-certify land across Western Sydney to offset the impacts of urban development. It is noted that majority of the site has been identified as biodiversity certified land as part of the original South West Growth</p>

Matter	Guidance
	<p data-bbox="432 226 1362 293">Centre and is capable of urban development, with the exception of the riparian corridors and ENZ zone which traverses the site.</p> <p data-bbox="432 327 975 360">Draft Connecting with Country Framework</p> <p data-bbox="432 387 1422 566">The Draft Connecting with Country Framework seeks to form a framework to better understand the value of Aboriginal knowledge in the design and planning of places. The draft framework provides strategies for connecting with Country, integrating cultural awareness and incorporating an Aboriginal perspective on project lifecycles.</p> <p data-bbox="432 593 1410 698">It is intended that the Master Plan will be informed by an Aboriginal Archaeological Survey Report and an Aboriginal Cultural Heritage Assessment Report which will be addressed as part of the Master Plan Requirements.</p>

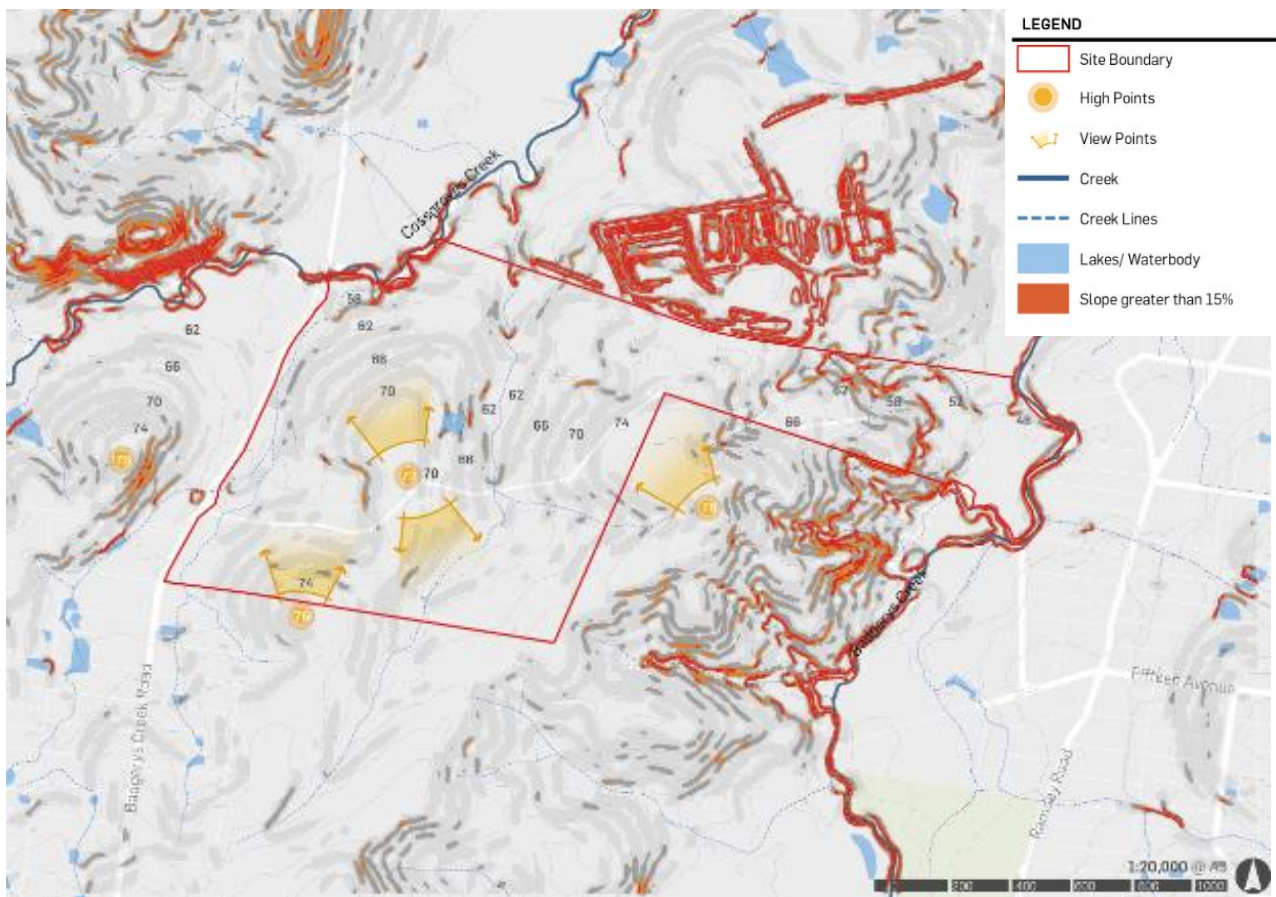
7. SITE-SPECIFIC CONSIDERATIONS

7.1. LANDFORM AND TOPOGRAPHY

The landform and topography of the site are relatively flat which is desirable for employment related land use typologies which require large format block configurations. There is a high point within the centre of the site which provides opportunities for view corridors to be reinforced and integrated into future development.

The natural landform of the creek corridors along Badgerys Creek and South Creek are characterised by steep terrain. This has partial impact on the north western boundary and eastern edge of the site.

Figure 32 Topography



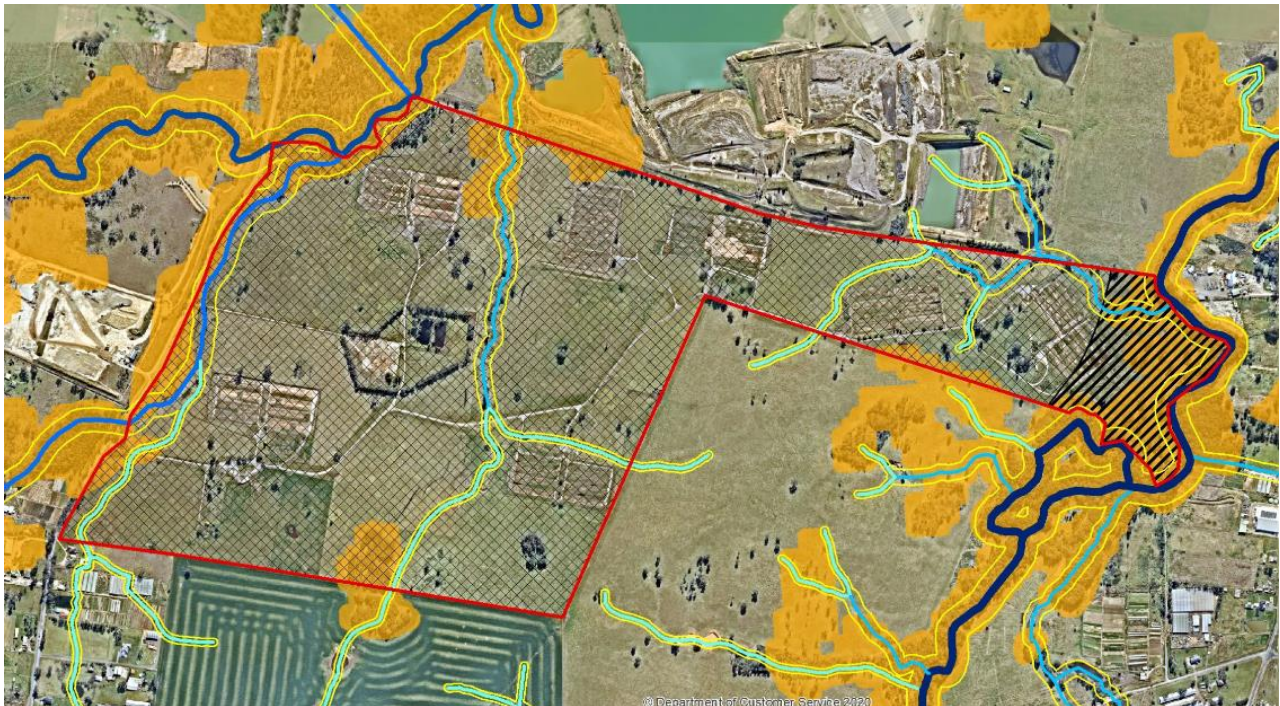
Source: Urbis

7.2. RIPARIAN CORRIDORS AND WATERWAYS

There are a number of major riparian corridors and waterways which run through the site. These include Badgerys Creek and South Creek. There are also a number of associated riparian corridors which connect from the major creeks. These corridors also present issues in relation to flooding which require buffer zones from future development to ensure appropriate interfaces.

The South Creek corridor is a defining spatial element of the Western Parkland City that is also of cultural significance. It has been identified to be enhanced and protected under the Western District Plan and to become the green corridor spine for the region. Planning Priority W13 of the Western District Plan seeks for the South Creek corridor to “form an urban parkland with high liveability, including attractive neighbourhoods for future workers, allowing them to work and live within the District”.

Figure 33 Topography



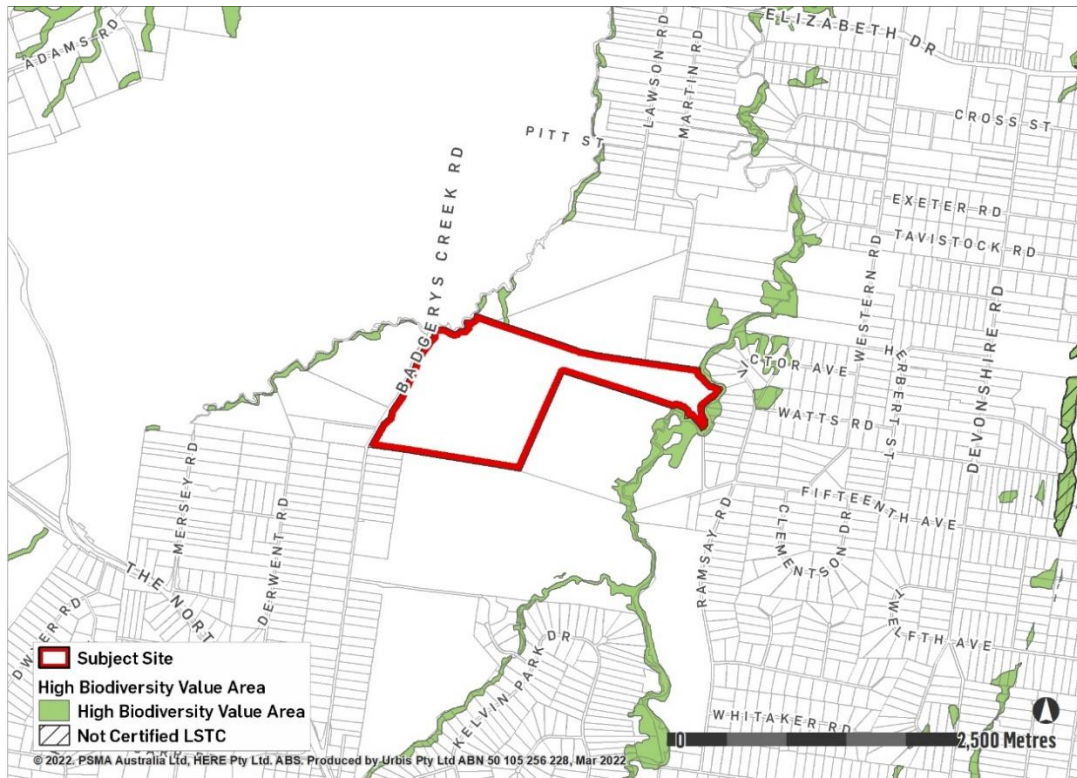
- Legend**
- Study Area
 - Riparian Zone
 - Groundwater Dependent Ecosystem (DPIE 2019)
- Biocertified Land (DPIE 2015)**
- Existing Certified
 - Existing Non Certified
- Strahler Stream Order (DPIE 2012)**
- 1
 - 2
 - 3
 - 4
 - 5

Source: Urbis

7.3. BIODIVERSITY

Whilst the site is bound by two major biodiversity corridors in South Creek and Badgerys Creek, along the eastern and western boundaries of the site, there is no high value biodiversity areas identified within the site. The closest high value biodiversity areas to the site are identified outside the site boundary,

Figure 34 Biodiversity map



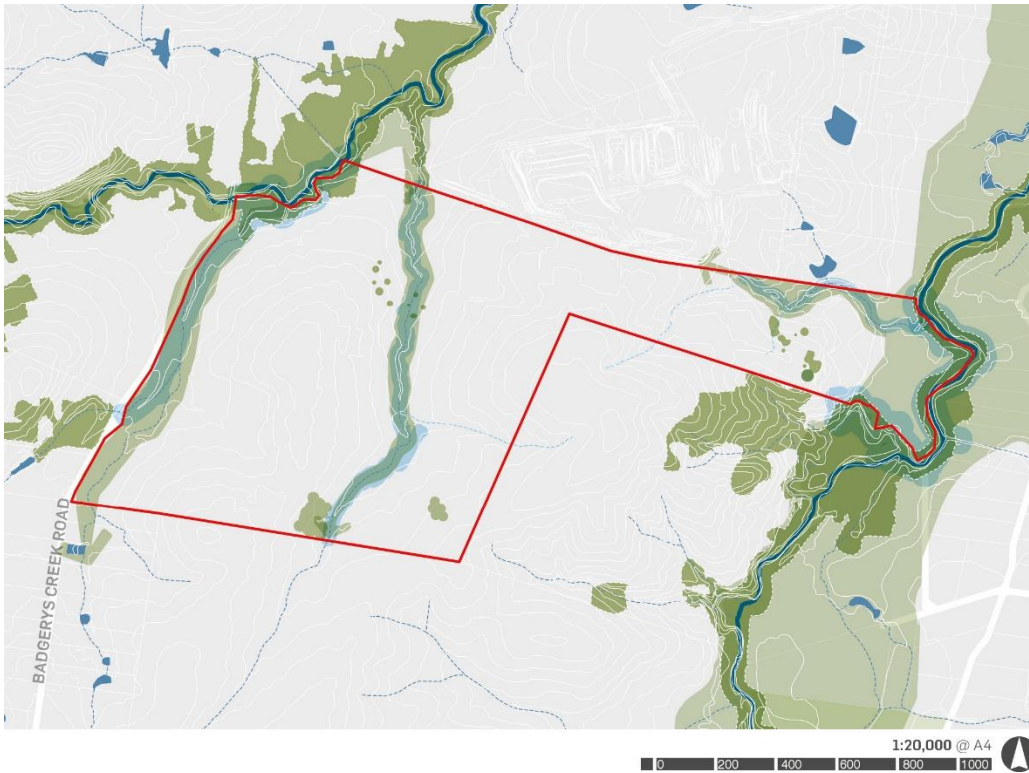
Source: PMSA 2022

7.4. GREEN CORRIDORS

The formation of the riparian corridors through the site also represents a series of green corridors and associated open spaces. These green corridors present major green grid opportunities throughout the Western Parkland City the improvement and better connection of corridors.

There is a small portion of the site which traverse the Wianamatta-South Creek precinct which is identified in the Aerotropolis Precinct Plan to become an interconnected blue-green corridor for parks, sporting fields and waterways. Improved access to these corridors should be reinforced in the future development within the site.

Figure 35 Green corridors

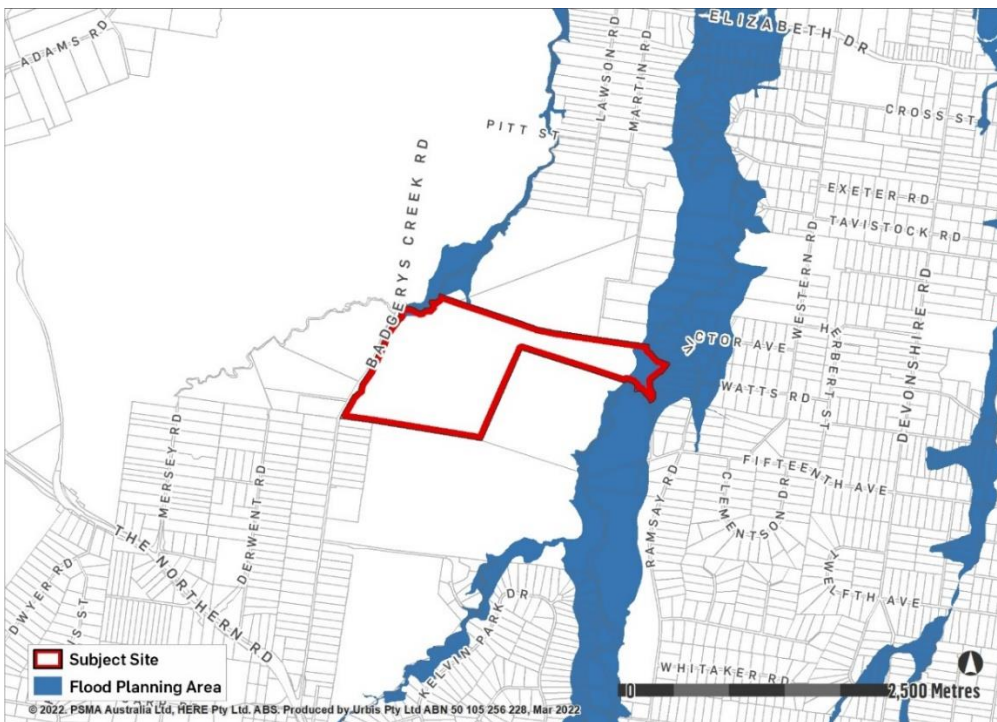


Source: Urbis

7.5. FLOODING

The eastern periphery of the site, along the South Creek, is identified within the flood planning area. This area reflects the environmental corridor that is zoned Environment and Recreation and defined by steeper topography compared to the remainder of the site.

Figure 36 Flood map

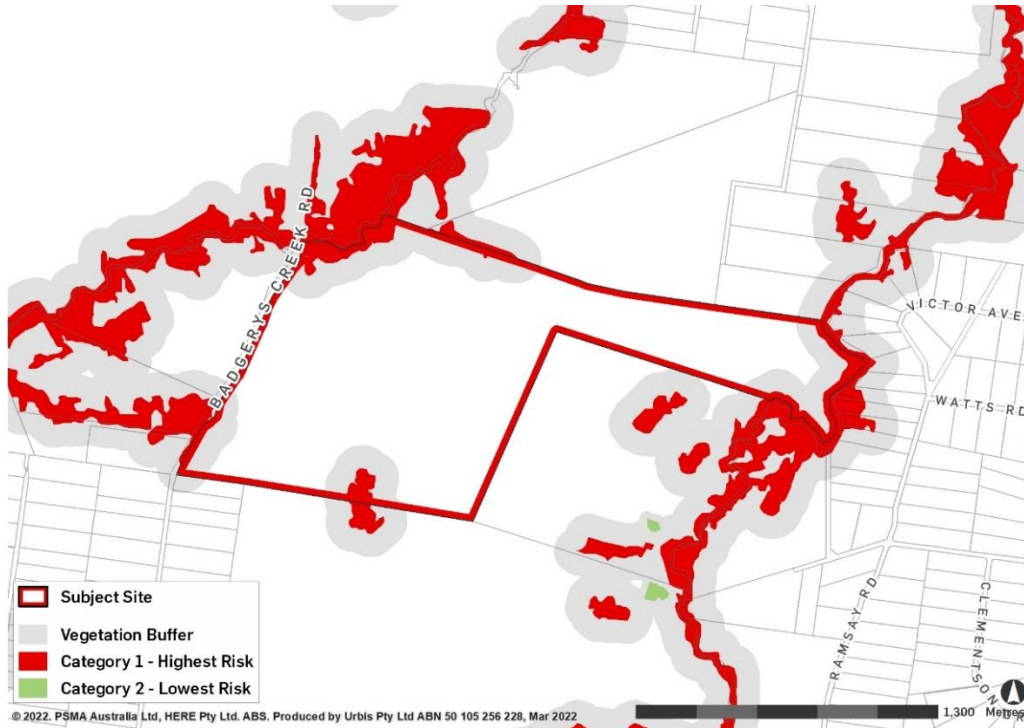


Source: PMSA 2022

7.6. BUSHFIRE

There are small portions of the site affected by bushfire, which are mostly situated along the outer periphery of the site and associated with the Badgerys Creek and South Creek corridors. The higher risk bushfire areas encroach the site however only at minimal scale with the majority of the affected areas categorised as buffer zones. The bushfire prone land largely reflects the green corridors within the site where there are opportunities for an integrated response in the treatment of these corridors.

Figure 37 Bushfire prone land



Source: PMSA 2022

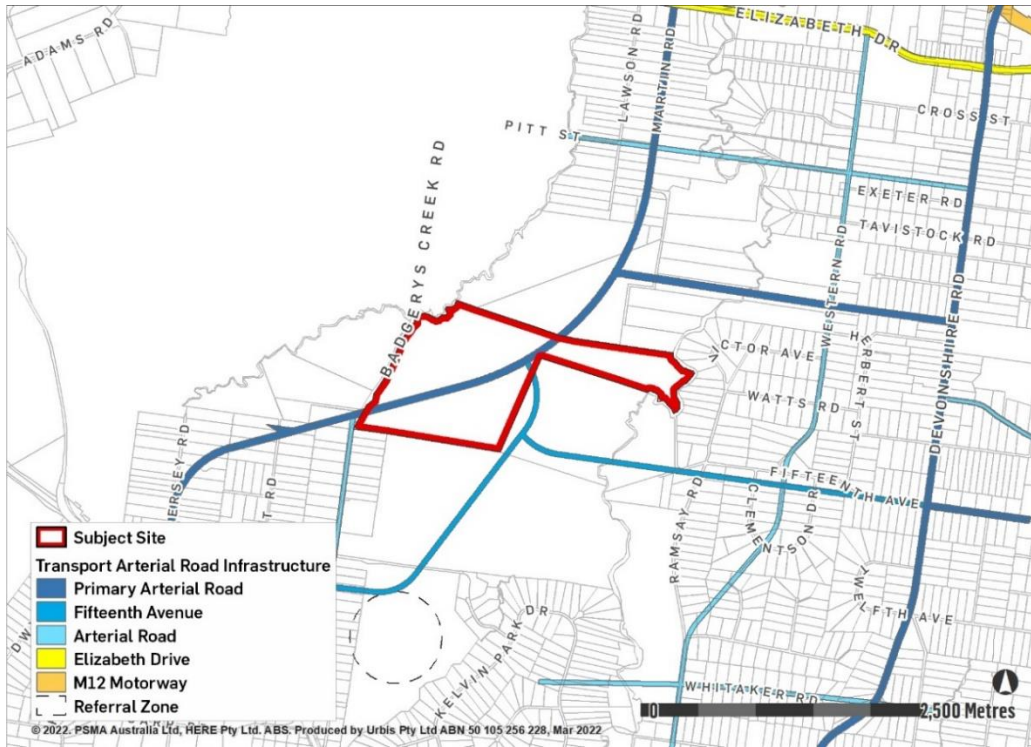
7.7. HERITAGE

There are no heritage items known or identified within the site through the preliminary investigations to date. An Aboriginal Cultural Heritage Assessment will accompany the Master Planning Process to assess whether any areas or features of significance located within the site.

7.8. CONNECTIVITY

The site is currently served by Badgerys Creek Road which runs along the western boundary of the site. There are two major road corridors proposed under the WPC SEPP which will serve the site and providing future connectivity to the broader Western Sydney Aerotropolis and the Bradfield City Centre. The two major road corridors within the site include the Eastern Ring Road (ERR) and the Aerotropolis Connector. There is also the Fifteenth Avenue upgrade which is proposed to connect into the Aerotropolis Connector on the eastern boundary of the site.

Figure 38 Site connectivity map



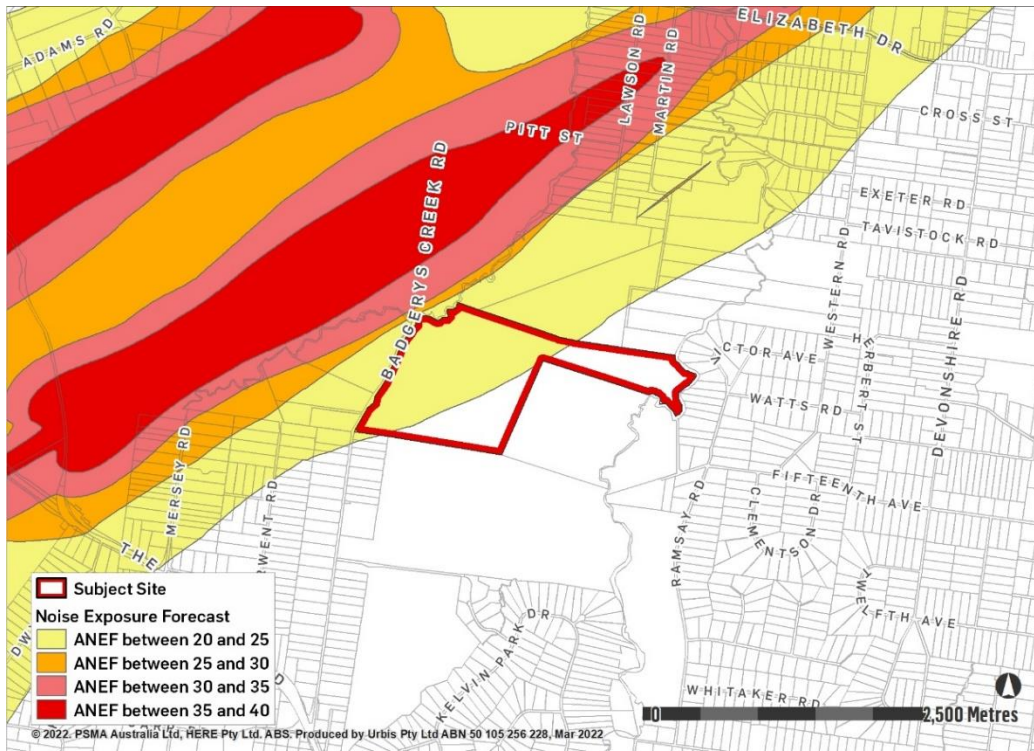
Source: PMSA 2022

7.9. AIRPORT NOISE

The site's proximity to the Western Sydney International Airport (WSI) presents issues in relation to noise. Noise impacts for the site has been modelled using the Australian Noise Exposure Concept (ANEC) which identifies portions of the site being affected by the ANEC 20-25 and also ANEC 25-30 buffers. The areas subject to these ANEC controls have restrictions on residential development and require permissible development, which include employment uses, to adopt appropriate design and construction standards in order to mitigate the impacts of aircraft noise.

The remainder of the site to the east is not affected by aircraft noise and do not have restrictions to development. This allows for residential and mixed-use development within these locations, under the ANEC controls.

Figure 39 ANEC map



Source: Urbis

7.10. OPPORTUNITIES AND CONSTRAINTS

There are series of opportunities and constraints which influence the site and the broader Aerotropolis Core Precinct. These give the site a unique quality and set the principles and parameters for the site analysis and structure plan. These opportunities and constraints are defined at both the site specific and strategic levels which are detailed below.

7.10.1. Opportunities

Key opportunities for the site are detailed in **Table 4** below.

Table 4 Site opportunities

Opportunity	Description
Strategic location along city-shaping transport corridors	<ul style="list-style-type: none"> The site is connected to the broader Aerotropolis via the Eastern Ring Road and Aerotropolis Connector which run through the site. The site is situated to the north of the proposed Aerotropolis Core Metro Station which will provide the site greater connectivity along Sydney Metro Western Sydney Airport.
Proximity to the Western Sydney Internal Airport and Bradfield City Centre	<ul style="list-style-type: none"> The site has proximity with both the WSI and future Bradfield City Centre which makes it an attractive location for future industries to locate. The site will benefit from its strategic location adjacent to future CBD of the Western Parkland City and the international gateway that is the WSI.
Opportunity to deliver prime enterprise uses within the Aerotropolis Core	<ul style="list-style-type: none"> The site presents a major opportunity to realise the land use vision to support the Aerotropolis Core Precinct. The site provides strong connectivity for future employment uses.

Opportunity	Description
Opportunity to integrate and improve the South Creek Corridor	<ul style="list-style-type: none"> ▪ The site has a strong interface with two major riparian corridors which consist of South Creek and Badgerys Creek. ▪ The preservation of the South Creek Corridor is a key component within the structure plan for the site.

7.10.2. Constraints

Key constraints for the site are detailed in **Table 5** below.

Table 5 Constraints

Opportunity	Description
Existing road configuration under the Precinct Plan	<ul style="list-style-type: none"> ▪ Whilst the proposed road corridors provide strategic connection to and from the site, the existing road configuration under the Precinct Plans limits development efficiency within the site.
Opportunity for greater site-specific ground-truthing and technical investigations in relation to the IPG site to inform the Precinct Plan	<ul style="list-style-type: none"> ▪ The extent of the open space corridors proposed within the Precinct Plan appears to be high-level. ▪ The plan responds to the transport corridors proposed and protected under the WPC SEPP. ▪ The current alignment of transport corridors has major implications for landowners in terms of creating lots that are practical.
Riparian corridors	<ul style="list-style-type: none"> ▪ The site contains three riparian corridors within the site, two of which are of regional significance in South Creek and Badgerys Creek. ▪ These riparian corridors define development and require interface considerations from adjacent development.
Environmental conservation	<ul style="list-style-type: none"> ▪ The eastern portion of the site, along the South Creek corridor is zoned Environment and Recreation under the WPC SEPP which is to be preserved.

8. PRELIMINARY ENVIRONMENTAL CONSIDERATIONS

The detailed review of the site-specific conditions and the opportunities and constraints analysis enables the identification of preliminary environmental considerations which would require further technical investigation within the Planning Proposal. Some preliminary environmental considerations relevant to the Master Plan Request include:

- Traffic and transport assessment
- European heritage
- Aboriginal archaeological & heritage assessment
- Riparian and Ecological assessment
- Bushfire study
- Visual impact analysis

9. EXPECTED DELIVERABLES

To assist in confirming the Master Plan Requirements, the expected deliverables for the Master Plan include:

- Landowner's consent
- Environmental Assessment
- Flood Impact Assessment
- Geotechnical Report
- Contamination Assessment Report
- Remediation Action Plan (if required)
- Flood Risk Assessment
- Groundwater Management Plan
- Unexpected Finds Protocol
- Bushfire Risk Assessment
- Site Survey
- Noise and Vibration Impact Assessment
- Vegetation Management Plan
- BCA Compliance Report
- Air Quality and Odour Impact Assessment
- Aboriginal Archaeological Survey Report
- Urban Design Report
- Landscape and Visual Impact Assessment
- Civil Plans and Report
- Traffic Impact Assessment
- Landscape Plans
- Architectural Concept Masterplan
- Heritage Impact Assessment
- Biodiversity Development Assessment Report
- Riparian Lands Assessment Report

10. DISCUSSION POINTS

10.1. KEY MATTERS OF CONSIDERATION

The key matters of consideration include:

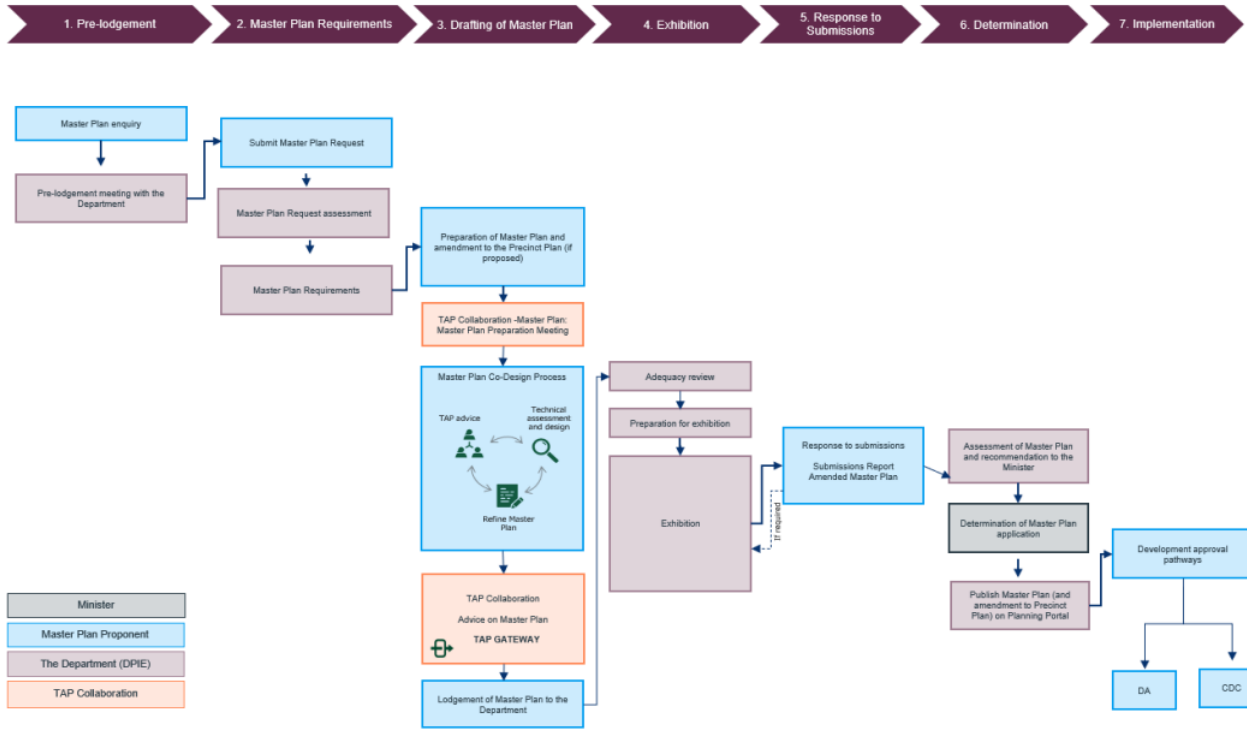
- Proposed Indicative Layout Plan for the site
- Master Plan Principles
- Key departures from the Precinct Plans including:
 - Re-alignment of the Eastern Ring Road,
 - Re-alignment of Fifteenth Avenue and the Aerotropolis Core,
 - Proposed secondary town centre of the Aerotropolis,
 - Planning for long-term mixed use.
- Proposed Complying Development
- Design Excellence Strategy
- Cultural Map
- Timeframe

10.2. NEXT STEPS

The next steps could include:

- Pre-lodgement meeting with DPE
- Formal lodgement of the Master Plan Request
- Engagement with State authorities and agencies via the TAP Collaboration process
- Drafting of Master Plan through the Master Plan Co-Design Process
- Lodgement of Master Plan to DPE

Figure 40 Master Plan process



Source: DPE 2021

11. CONCLUSION

The purpose of this report is to request the Master Plan Requirements for the preparation of a Master Plan for the site within the Aerotropolis Core Precinct of the Aerotropolis. The Master Plan for the site will be for enterprise uses as zoned under the WPC SEPP and provide critical employment spaces to support the growth of the WSI and Aerotropolis. The Proponent seeks to unlock the master planning pathway through this Master Plan Request under Clause 4.41 of the WPC SEPP.

The Proponent is committed to working with key stakeholders, including State government agencies and Liverpool Council, through the TAP Collaboration and Master Plan Co-Design Process, to deliver a high-quality master plan which reflects design excellence and responds to Country, landscape and environmental considerations.

This Master Plan Request outlines the master plan pathway for the site, the legislative framework and the key matters for consideration in the assessment of the application. The Master Plan will demonstrate in further detail how the proposal is suitable for the site, in accordance with the Master Plan Guidelines and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

12. DISCLAIMER

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