

Michael Cassel
Secretary
Department of Planning and Environment

**Re: Western Parkland City Authority Request to be a Master Planner for
the Bradfield City Centre**

11 April 2022

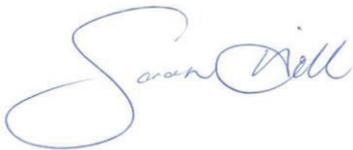
Dear Mick,

Congratulations on the recent finalisation of the Aerotropolis planning package. Please find attached the Western Parkland City Authority's Request to be a Master Planner for the Bradfield City Centre, consistent with the Masterplan Guidelines released by DPE in December 2021.

I appreciate the efforts of the Department in progressing the planning package and look forward to working with DPE and the Technical Advisory Panel on realising the Government's objectives for the Bradfield City Centre Master Plan, and the broader Aerotropolis and Western City District.

Thank you once again for your support in the lodgement of this request.

Sincerely,



Dr Sarah Hill
Chief Executive Officer

Western Parkland City Authority

Bradfield City Centre Master Plan

Master Plan Request

8 April 2022

wpc.a.sydney



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Introduction

This Master Plan Request has been prepared by the Western Parkland City Authority (WPCA), the landowner and master planning proponent for Bradfield City Centre site. This request aims to assist the Department of Planning and Environment (DPE) to prepare Master Plan Requirements for the Bradfield City Centre Master Plan in accordance with Part 4.7 Division 2 of *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (formerly known as Aerotropolis SEPP 2020).

This Master Plan Request has also been prepared in accordance with the Western Sydney Aerotropolis Master Plan Guidelines to inform the DPE of the WPCA's intention to officially nominate itself as the master planning proponent for the Bradfield City Centre.

The Bradfield City Centre is located within the Western Parkland City, specifically within the Aerotropolis Core and Wianamatta-South Creek Precincts of the Western Sydney Aerotropolis. The site is in the Liverpool Local Government Area and is formally described as Lot 10 DP1235662 with a total area of 114.9ha.

As the landowner and master planning proponent, the WPCA intends to prepare and submit a Master Plan Application for the Bradfield City Centre to facilitate the development of the city centre. Section 13(1)(a) of the *Western City Parkland Authority Act 2018* authorises the Authority to carry out development and to coordinate, secure and attract investment within the Western Parkland City. This Master Plan Request includes a list of potential technical studies that may be required for the Master Plan Application and contains indicative components of the Master Plan Application, such as plans, expected outcomes, potential constraints and opportunities, development staging, complying development requirements, and design excellence strategy.

The Bradfield City Centre

Aboriginal people have more than 60,000 years of continuous connection to the land that makes up NSW. The Aerotropolis area is custodially cared for by three Aboriginal groups – the Darug, Dharawal and Gundungurra. Others, such as the Eora, Darkinjung, Wiradjuri and Yuin maintain trade or other obligatory care relationships with the area. The Western Parkland City is home to Aboriginal and Torres Strait Islander people with unique ancestral connections to Country, story and knowledge. This significant connection to Country has and will play an important part in shaping development within the Bradfield City Centre.

The history of the land will be reflected in the Master Plan for the Bradfield City Centre, including important aspects of Aboriginal culture and heritage.

The Bradfield City Centre is located to the south-east of the new Western Sydney International Airport at the intersection of Badgerys Creek and the Northern Roads (see **Figure 1** below). The site and surrounding area currently accommodate agricultural land and large-lot residential dwellings (see **Figure 2** below).

Figure 1 Strategic Context

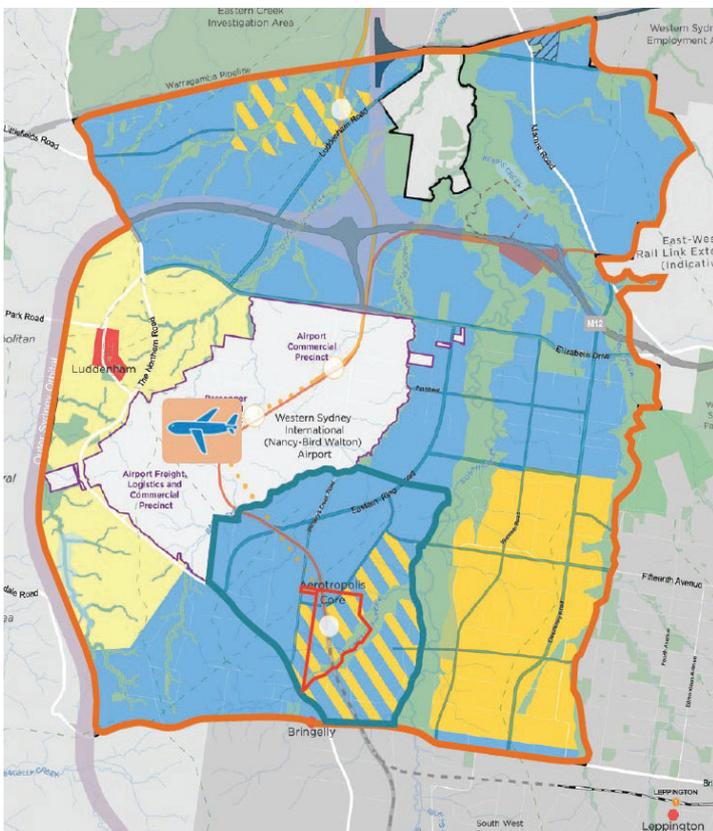
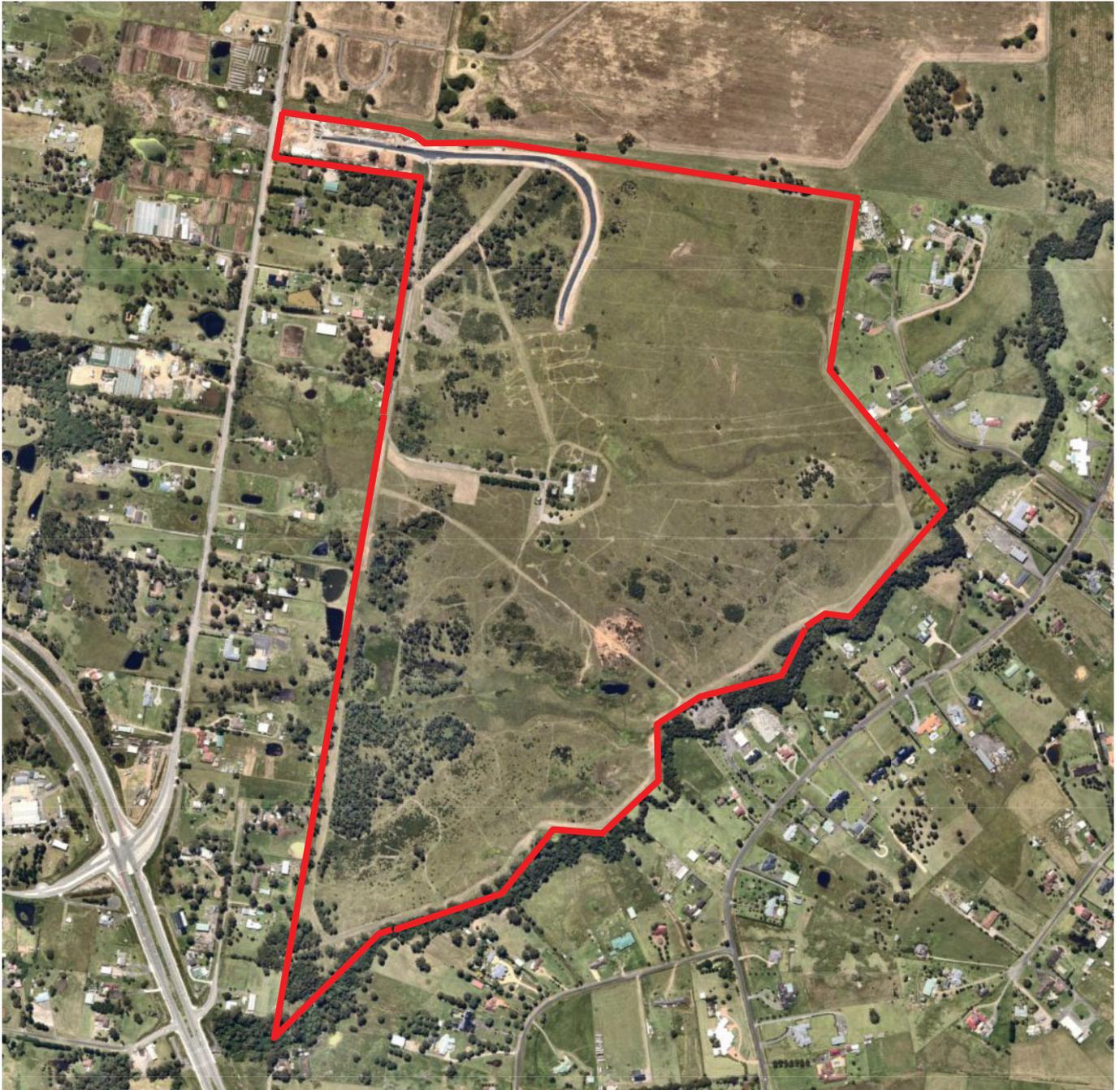


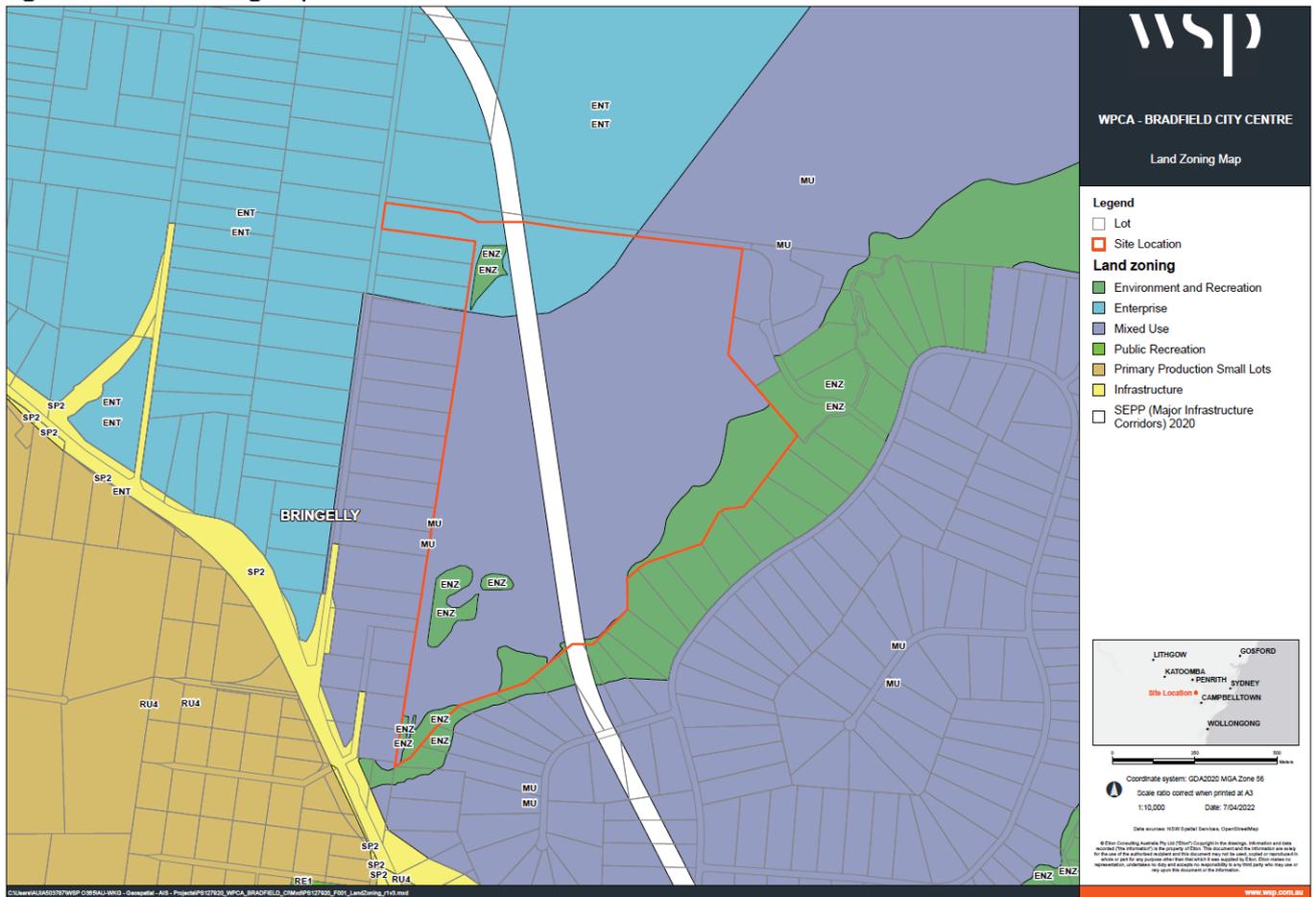
Figure 2 Site and surrounding area - Aerial map (Indicative site boundaries are shown in red)



The Bradfield City Centre will be Australia's first 22nd Century City and has the capacity to deliver more than 16,000 jobs that will contribute to the broader jobs target across the whole Western Parkland City. Bradfield will be a key Indo-Pacific hub for advanced manufacturing – an ecosystem of industry and innovation, with research, commercial, retail and residential uses accommodated in the zoning. The Bradfield City Centre will be centred around a new Metro Station that is expected to be operational with the opening of the new Western Sydney International (Nancy-Bird Walton) Airport.

The site is predominantly zoned mixed use under the Western Parkland City SEPP, with a small portion of enterprise-zoned land located in the north-western corner. Environment and recreation-zoned land exists along Thompsons Creek to the east of the site with two small areas of existing native vegetation towards the north-west and south-west corners of the site (see **Figure 3** below).

Figure 3 Zoning Map



Proposed technical studies for Master Plan Requirements

The proposed design and framework for the Bradfield City Centre Master Plan will be supported by the findings of the technical studies that will be prepared to accompany the Master Plan Application. The technical studies that are proposed for inclusion in the Master Plan Requirements are listed below for DPE’s review and consideration.

- Urban Design Assessment
- Traffic and Transport Impact Assessment
- Utility Infrastructure and Servicing Strategy
- Stormwater/Water Cycle Management Plan
- Civil engineering design drawings and report
- Aviation Impact Assessment
- Flooding Strategy and Impact Assessment
- Sustainability Report
- Biodiversity Strategy and Impact Assessment
- Social Infrastructure Strategy
- Economic Strategy

- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment
- Wind Impact Assessment
- Aboriginal Cultural Heritage Assessment Report (ACHAR)
- Connecting with Country Framework
- Heritage Assessment (European)
- Art and Culture Strategy
- Bushfire Strategy and Impact Assessment

Master Plan

In addition to the technical studies, a number of plans will support and guide the Master Plan Application.

Structure Plan

The Master Plan Application will include a Structure Plan that establishes a high-level strategy for the design and delivery of the Bradfield City Centre. The analysis and findings of the Western Sydney Aerotropolis (WSA) Precinct Plan and associated technical studies – particularly the Urban Design and Landscape Report for Aerotropolis Core Precinct, including the Bradfield City Centre - will be taken into account in preparing the Structure Plan. As a result of this approach, a considerable area of land along the eastern and southern boundaries of the site will be allocated to the proposed regional parkland that will be located along Thompsons Creek to maintain the existing natural blue - green assets within and around the site.

Connectivity within and to the surrounding areas via tree lined streets will be prioritised in the Structure Plan, in accordance with the vision for the Western Parkland City to deliver a green and resilient City Centre.

The Structure Plan will deliver the following key elements that are aligned with the Western Parkland City SEPP and WSA Precinct Plan requirements:

- Preservation of the **major infrastructure** (metro/rail) **corridor**
- **Staging** the delivery of civic spaces
- Provision of **equitable access** within the site
- Provision of a **variety of open space**
- Creation and preservation of an **environmental zone along Moore Gully** and other linear green corridors and parks
- **Alignment of key roads** including Whitaker Road, Southern Road and Fifteenth Avenue with WSA Precinct Plan and Western Parkland City SEPP requirements.

The requirements of the relevant state policies and strategies such as the draft Design and Place SEPP and associated Urban Design Guidelines (if and when finalised), will also be considered in the preparation of the Master Plan Application and finalisation of the Structure Plan, where necessary.

Public Domain Concept Plan

The Master Plan Application will include a Public Domain Concept Plan, accompanied by design principles which will provide the following information for detailed design and delivery of public domain and open space within the Master Plan area in different stages:

- Indicative locations and intended functions for a variety of public open spaces.
- Illustrative design of public open spaces and general principles to guide the future detailed design and delivery of these open spaces.
- Proposed staging for the delivery of public domain and open spaces to establish the parkland character of the city centre and provide a high level of amenity to future workers, residents and visitors to the Bradfield City Centre.

The provision of open space on the site and the overall design of the Master Plan will be consistent with the open space requirements of the WSA Precinct Plan and the draft Western Sydney Aerotropolis Development Control Plan (DCP) Phase 2, including the Open Space Network map in the WSA Precinct Plan.

Potential Constraints and Opportunities

Airport safeguarding

The Master Plan Application will demonstrate that all development within the city centre will comply with the height limits in the WSA Precinct Plan and the Obstacle Limitation Surface of RL125.5AHD that applies to the site under the Western Parkland City SEPP. The proposed building heights will be checked against the height controls contained within the WSA Precinct Plan. In addition, the Master Plan will comply with all airport safeguarding requirements set out in Section 10 of the draft Phase 2 DCP.

Flooding

Figure 4 below shows parts of the city centre that are impacted by 1% Annual Exceedance (1 in 100 AEP) Flood Extent. These areas are mainly located along Thompsons Creek and are nominated for natural parkland and other publicly accessible open space. The Structure Plan will locate mixed use development outside flood impacted areas. The Master Plan Application will include consideration of all flood-related controls in the Western Parkland City SEPP, WSA Precinct Plan and the draft Phase 2 DCP.

Figure 4 1% Annual Exceedance Probability



Bushfire

The city centre site is mapped as bushfire prone land as indicated on **Figure 5** below. The highest level of bushfire risk is concentrated around areas of existing native vegetation and creek lines. The Master Plan

Application will demonstrate that development on the site would achieve compliance with all bushfire planning controls. A detailed Bushfire Impact Assessment report will be submitted with the Master Plan Application.

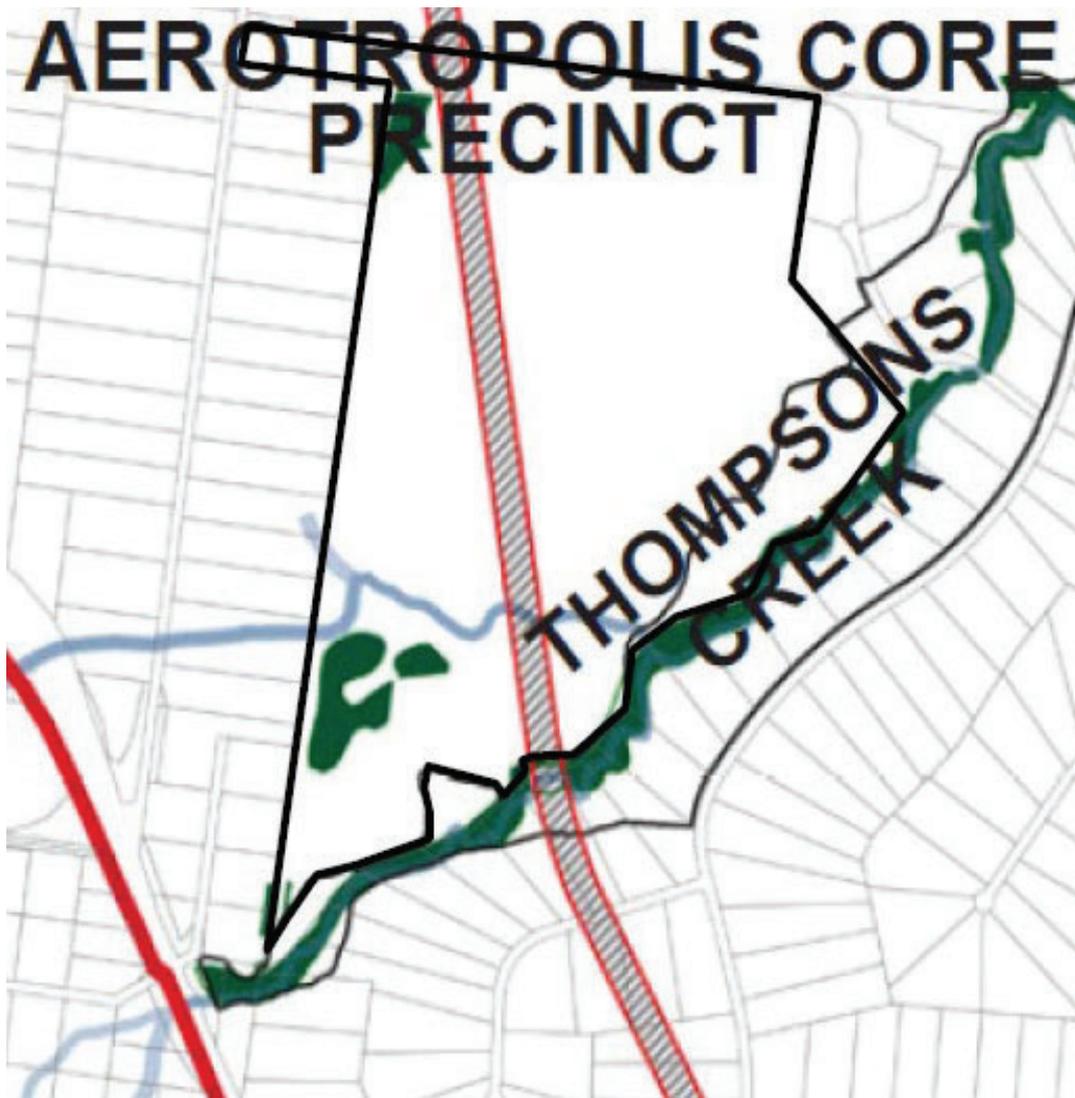
Figure 5 Bushfire prone land



Significant vegetation

The city centre accommodates pockets of existing native vegetation (see **Figure 6**). The Master Plan Application will show how all of these areas of high ecological value will be retained as part of the Master Plan and will be enhanced to be used by public, where feasible and safe.

Figure 6 Validated existing native vegetation and environmental protection areas



Areas of known contamination

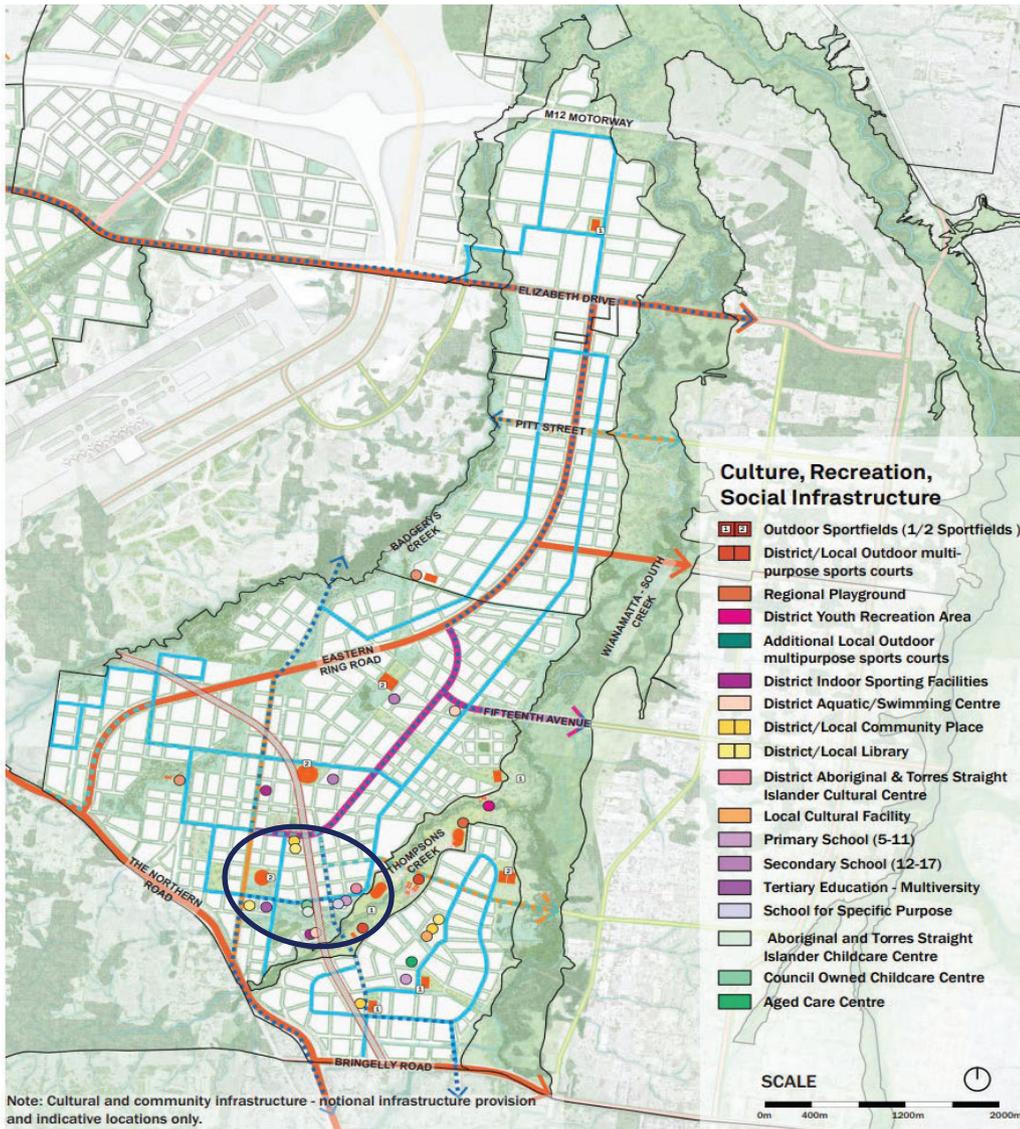
The Master Plan Application will be accompanied by a detailed site investigation. Preliminary assessments have shown low levels of contaminants below reportable levels.

The Master Plan site does not contain any listed heritage items under the State Heritage Register or Liverpool LEP 2008. Development in proximity of European and Aboriginal heritage and cultural sites and items will be assessed by the Heritage Impact Assessment reports that will be submitted with the Master Plan Application.

Social infrastructure and community facilities

The Master Plan Application will deliver community infrastructure and cultural and recreational facilities to support the future community as it grows. Indicative facilities and locations are identified in **Figure 7** below as per Aerotropolis Urban Design Plan for the Aerotropolis Core.

Figure 7 Cultural, recreation and social infrastructure

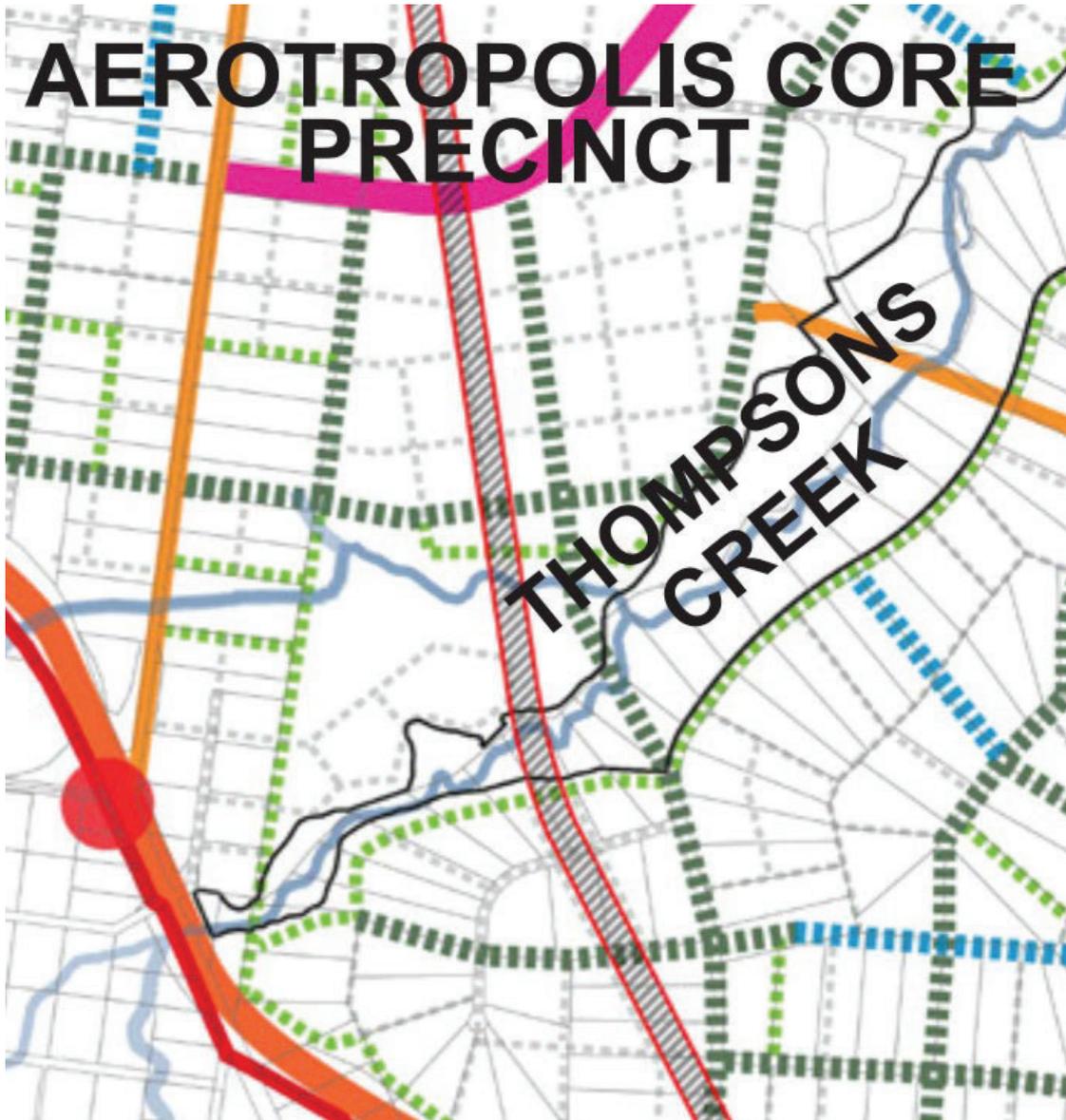


Planned transport corridors

The Master Plan Application will provide sufficient design and planning for all major transport corridors in accordance with the WSA Precinct Plan requirements. The major transport corridors within the city centre, as shown in **Figure 8**, include:

- Sydney Metro corridor and associated infrastructure
- Major roads in accordance with Western Parkland City SEPP and WSA Precinct Plan maps
- Rapid bus network
- Local public transport network
- Key pedestrian routes and cycling network.

Figure 8 Major transport corridors



Development Staging

The Master Plan will be delivered in various stages through time. A staging map with more information will be provided in the Master Plan Application.

It is anticipated that a number of buildings within the Bradfield City Centre will be operational prior to or around the same time as the Sydney Metro station opening. The delivery of this precinct will facilitate the initial economic activity within the Bradfield City Centre and will establish a good precedent for future stages of development.

It is anticipated that complying development controls will apply to specific future development within the Bradfield City Centre. A comprehensive list of development types, areas of application and development controls relevant to each development type will be provided in the Master Plan Application.

A summary of the relevant requirements that will be included in the complying development controls section of the Master Plan Application include:

- specific land uses and areas within the Bradfield City Centre where complying development controls will apply (inclusions and exclusions)
- criteria and thresholds for the application of complying development controls
- development standards and descriptive complying development controls
- conditions for Complying Development Certificates (CDCs), and
- any necessary information in relation to the assessment and approval processes for CDCs.

The complying development controls will define the parameters for the construction and siting of buildings such as site coverage, setbacks, articulation, parking, landscaping, stormwater, servicing and, where necessary, height of building and Floor Space Ratio requirements. However, the details and the variety of these controls and how they will apply to each development type will be considered in the Master Plan Application.

Design Excellence Strategy

The Master Plan Application will include a Design Excellence Strategy to ensure future development of the Bradfield City Centre will achieve a high level of design excellence, provide public benefit and amenity and reduce environmental footprint of future building works, in accordance with the requirements of the Western Parkland City SEPP, WSA Precinct Plan and the Draft Phase 2 DCP. Other government design policies and guidelines such as the Government Architect NSW's Better Placed policy and draft Design and Place SEPP (if and when finalised), and successful existing models will be reviewed and considered in the preparation of the Design Excellence Strategy for the Bradfield City Centre.

The area and the development types subject to the Design Excellence Strategy will be clarified in the Master Plan Application. However, the Design Excellence Strategy requirements will not apply to complying development, in accordance with Part 4.5, Section 4.30 of the Western Parkland City SEPP.

Next Steps

WPCA formally requests the Master Plan Requirements to guide the preparation of the Master Plan Application for the Bradfield City Centre site.

WPCA welcomes the opportunity to work with DPE and the Technical Assurance Panel to deliver a world-class, connected, vibrant and sustainable city centre, supporting the exceptional investment in the new Western Sydney Airport. The Bradfield City Centre will be a catalyst for the Western Sydney Airport, Sydney Metro and Regional Road Upgrades.

We look forward to delivering a Master Plan that recognises the unique history and natural characteristics of the Bradfield City Centre site.

Western Parkland City Authority

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Christine Gough
A/Executive Director, Western Sydney Parkland City
Department of Planning & Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

Re: Bradfield City Centre Master Plan Request – Response to Request for Additional
Information

1 July 2022

Dear Christine Gough,

Thank you for your letter dated 21 June 2022 confirming the Western Parkland City Authority (WPCA) as the Master Planner for the Bradfield City Centre.

Please see attached the additional information requested by Ben Gresham on 1 June 2022. We look forward to the issue of Final Master Plan Requirements and additional information regarding Technical Assurance Panel (TAP) process and Milestones Agreement.

Should you have any queries please do not hesitate to contact me.

Yours Sincerely.

Anne Skewes
Head of Development & Delivery
Western Parkland City Authority

Addendum to Master Plan Request

WPCA responses to Additional Information Request from DPE are presented below.

#	DPE Additional Information Request	WPCA Response
1	General Comments	
1.1	<i>Master Plan requests should be prepared in accordance with the Supplementary Guidance – see pages 4-5.</i>	The Master Plan Request has been prepared in accordance with the requirements of the Supplementary Guidance.
1.2	<i>Request is well structured, outlining the anticipated technical studies.</i>	Noted.
1.3	Structure of the master plan request allows for a collaborative starting point in the TAP process.	Noted.
1.4	Not enough detail for a Master Plan request. Whilst the intention is for a co-design process to occur, the request should include a high-level structure plan, public domain strategy and land use sub precincts. Much of this detail was included in the PowerPoint presentation and should also be included in the Master Plan Request.	The Concept Plan Presentation is attached in Appendix 1 .
1.5	The request includes jobs numbers but not number of dwellings. This is important and needs to be provided – ultimate and annual.	The forecasted dwelling provision equates to approximately 6,000 dwellings provided by 2056 with over 8,000 dwellings in future years. An annual dwelling forecast will included in the housing strategy as part of the master plan submission.
1.6	Additional clarity is needed regarding elements of the Precinct Plan and/or SEPP that the Master Plan is seeking to amend and the justification and planning merit for these changes. Why is the master plan an improved outcome compared to the Precinct Plan? See Section 4.41 of Part 4.7, Division 2 of the State Environmental Planning Policy (Precincts—Western Parkland City) 2021.	The proposed master plan does not seek any significant changes to the Precinct Plan or SEPP maps. The proposed master plan will provide greater clarity and detail for the future planning of the Bradfield City Centre compared to Precinct Plan. The master plan will provide a coordinated street layout/hierarchy to support the new transport infrastructure including the Metro Station and the Rapid Bus network. It will also establish an open space and public domain arrangement driven by the designing with country guideline which will be a foundation for the planning coordination of Bradfield. Utilising detailed technical studies, the master plan will be a guiding framework for the future development of Bradfield City. The full rational for the benefits of the master plan will be outlined in the master plan submission.

1.7	Need visual comparisons between Precinct Plan maps and proposed structure plan / intended master plan outcomes. These were included in the presentation and should also be in the Master Plan Request	The Presentation outlining the visual comparisons between Precinct Plan maps and proposed structure plan is provided in Appendix 1 .
1.8	Additional consideration of aviation safeguarding, airport impacts, etc.	An Aviation Assessment Report supports the Master Plan. The report considers the strategic and statutory planning context of the Western Sydney Aerotropolis and assesses the Bradfield City Centre Master Plan against the National Airports Safeguarding Framework (NASF).
1.9	Master Plan will need to demonstrate co-design / engagement made with Sydney Metro, TfNSW and Council to date to define and design the listed transport corridors that provide access and movement functions into Bradfield.	The Master Plan has been developed in consultation with Sydney Metro NSW, Transport for NSW and will be subject to ongoing discussions with Council and Sydney Water. The approach to movement and access in the Bradfield City Centre responds to the key policy objectives and requirements.
2	Technical Studies list	
2.1	Is a public domain / landscape strategy being prepared as part of the urban design work – connection to Thompsons Creek park and broader Blue-Green framework very important.	<p>A Public Domain and Landscape Strategy has been developed and it forms part of Urban Design documentation. The strategy responds to the relevant State and Aerotropolis policies, objectives and requirements.</p> <p>The Bradfield City Centre will contribute to the establishment of the blue-green framework for the Aerotropolis. Thompsons Creek is the natural spine of the blue-green infrastructure system in Bradfield City Centre and provides a major component of the framework. The Master Plan adopts the landscape led approach with a focus on restoring, regenerating, and improving ecological and hydrological systems, with an integrated stormwater management system. The Public Domain and Landscape Strategy will improve the biodiversity and waterway health through a series of distinct spaces to link the ridge to the creek, restoring riparian corridors, and increasing canopy and green cover.</p>
2.2	Will the sustainability report also address urban heat?	Yes, the sustainability report will address urban heat.
2.3	Will the aviation impact assessment have regard to suitable landscape species to reduce wildlife attraction / wildlife strike?	The open space strategy will address the suitable landscape species to reduce the wildlife attraction / wildlife strike.
2.4	Make sure Connecting to Country strategy is consistent with Aerotropolis Recognising Country Guidelines.	The Connecting with Country Strategy / Framework addresses the Aerotropolis Recognising Country Guidelines.
2.5	Has consultation already occurred with Aboriginal stakeholders – what was the outcome/s of this?	The Connecting to Country Framework has been compiled from a series of design workshops, engagement opportunities and feedback sessions with Bangawarra. Ongoing consultation will be undertaken.
2.6	How do you propose to interpret other non-Aboriginal heritage – adjoining previous OTC site. No longer listed but important considerations. Also needs consideration of relationship to Kelvin (State Heritage) and sites surrounding Bradfield.	A Statement of Heritage Impact has been prepared.

2.7	Airport safeguarding – needs more work on this.	Refer Response 1.8.
2.8	A housing strategy will need to be prepared in support of the master plan which addresses how WPCA will aim to deliver housing to meet the anticipated targets as captured in the final business case for Sydney Metro Western Sydney Airport and Rapid Bus corridor and staging for 5-year intervals to 2056.	A housing strategy will support our Master Plan submission.
2.9	The Design Excellence Strategy should include a commitment to using the Director General’s Design Excellence Guidelines and an independent Design Review Panel, or establishment of a Design Integrity Panel.	The proposed Design Excellence Strategy will include the Director General's Design Excellence Guidelines and an Independent Review Panel or establishment of a Design Integrity Panel.
2.10	The Traffic and Transport Assessment should demonstrate design, strategic and statutory initiatives that will give rise to significant mode shift away from driving towards public and active transport, to take advantage of Sydney Metro Investment.	A Transport Assessment has been undertaken which includes a transport strategy that considers the future transport infrastructure and services required to support the land use proposed in the master plan for the Bradfield City Centre.
3	Public Domain Concept Plan	
3.1	Open space needs to be confirmed rather than indicative. Is the MP consistent with the Precinct Plan and SEPP – why / why not? Some sentences state that it is, and others suggest that it will change. Needs to be clearer.	The proposed Open Space is consistent with the SEPP and Precinct Plan. Approximately 38 hectares of open space will be provided which equates to 33% of the site. The proposed total provision of open space on site will allow for the Bradfield City Centre to comply with the relevant requirements for landscaping and deep soil provision at the subdivision and detailed development application stages. The Bradfield City Centre Master Plan has also allocated sufficient Open Space for the purposes of biodiversity conservation and for meeting the targets of 40% tree canopy cover across the Aerotropolis consistent with the Precinct Plan.
3.2	How are WPCA treating open space and stormwater land – dedication to council / Sydney Water or ongoing management? Needs more detail.	On-going management of open space and stormwater assets shown on the master plan will be discussed with DPE and the relevant acquisition authorities through the TAP process and as the master plan is finalised prior to submission.
3.3	Considering the forecast extreme environmental conditions, the PDCP should demonstrate how the open space provisions exceed the minimum planning requirements, support the Premier's priorities and demonstrate how it is responding to and informed by relevant planning documents.	The Planning, Urban Design, Open Space and Sustainability Reports will address how extreme weather condition are dealt with and demonstrate how relevant planning documents are addressed including the premier’s priorities.
3.4	Proposed staging needs to be in-line with servicing abilities and coordinated with Liverpool Council, TfNSW, Sydney Metro and Sydney Water. The TAP process can assist with this.	A staging plan will be prepared as part of the Master Plan Application which will be presented to the TAP.

4	Complying Development	
4.1	Not clear what complying development is sought. Please provide more detail.	<p>The following works are intended to be provided through the complying development pathway:</p> <ul style="list-style-type: none"> • Earthworks • Drainage • Fences • Information boards • Directory board signs and free-standing pylons • Paving, pathways, hard stand areas and driveways • Car and bicycle parking • Roads • Subdivision • Open space areas, facilities including kiosks and toilets • Temporary buildings including site offices <p>Detailed development codes in accordance with the provisions of the <i>Environmental Planning and Assessment Act 1979</i> and the <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i> will be prepared for the above development types as part of the master plan request.</p> <p>The proposed complying development codes will include detailed development standards, conditions applying before the commencement of works during the works and before the issue of an occupation certificate.</p> <p>The recommended development types as complying development will allow the site enabling infrastructure and works to commence under the complying development pathway.</p>
5	Corridor Protection	
5.1	How are WPCA treating the design of the urban network to not just preserve the protected corridor noted on page 6 and 10 of the Master Plan request, but to preserve the station precinct area and transport integration needs?	<p>The urban design of the Master Plan responds to the 60m Future Rail Corridor (FRC) and the need to preserve the Corridor at the immediate and medium-term stages of the forecasted development.</p> <p>WPCA are working with Sydney Metro on the coordination of the Metro Precinct Area.</p>
5.2	Sydney Metro will want confirmation that the legislated corridor protections will be retained.	WPCA is working with Sydney Metro and DPE on the corridor protection requirements.

APPENDIX 1 – STRUCTURE PLAN PRESENTATION

The Site Today

The Site in its current state is provided for below.

CREEK



Dense, leafy character that traverses along the Thompsons Creek corridor, which is currently inaccessible.



RIDGE-LINE



The highpoint of The Site and main entry experience. Undulated land falls from west to east creating views of The Site.



WETLAND



Area of wetlands/ground water on the Western edge of The Site featuring two water bodies amongst the woodlands.



GRASSLAND



This broad and gently undulating area covers the central parts of The Site featuring overgrown grassland with views across The Site.



WOODLAND



Dense patches of Cumberland Plain and Alluvial Woodlands. These habitat areas are dispersed amongst clear pathways dissecting through.



Key Opportunities

The key opportunities for the Bradfield City Centre are provided below.

ENHANCED CONNECTION TO WATERWAYS



A CENTRAL CIVIC HEART FOR THE CITY



KEY THRESHOLDS CONNECTING CITY TO PARKLANDS



GREAT CIVIC STREETS CONNECTING KEY DESTINATIONS



AN ABORIGINAL CULTURAL GREEN LOOP THROUGH THE CITY



CAR-LIGHT SUPERBLOCKS FOR PEOPLE AND SHARED ACTIVITY



The Draft Master Plan



The key areas for open space and pedestrian movement are provided below.

KEY CITY SPACES

A SERIES OF DISTINCT SPACES

The city is structured on a number of key civic places to service the range of needs of residents, workers and visitors.

The key civic places comprise:

1. **Central Park** — the central focus of the Innovation Cluster conceived as a series of outdoor rooms for meeting, socialising and collaborating. The Park celebrates and 'makes visible' innovation, endeavour and achievement and could include unique programming and activation such as Australia's first robotics marketplace.
2. **Ridge Park** — a high amenity space for adventure play and First Nations learning and interpretation.
3. **City Walk West** — a bustling urban space and the key point of arrival into the city, threaded by a continuous water and nature story.
4. **City Walk East** — a green corridor which connects people from metro station to the parklands.
5. **Green Loop** — a cool, green people focussed corridor connecting the major places and destination in the city.
6. **Local Parks** — a meeting place for social gathering, local play and Country to breathe amongst a diverse natural environment
7. **City Parkland West** — a swimming hole which caters for active recreation and social gathering.
8. **City Parkland East** — restored in its natural condition with a large gathering space for city scale events and outdoor recreation.
9. **Parkland Promenade** — the signature leisure and amenity focus for the city with water recreation, dining, retail, hotels and programming for events day and night year round.

CENTRAL PARK *NGALAWA*



RIDGE PARK *NADUNGA*



CITY WALK WEST



CITY WALK EAST



GREEN LOOP *BULGA*



LOCAL PARK



CITY PARKLANDS WEST



CITY PARKLANDS EAST



PARKLAND PROMENADE

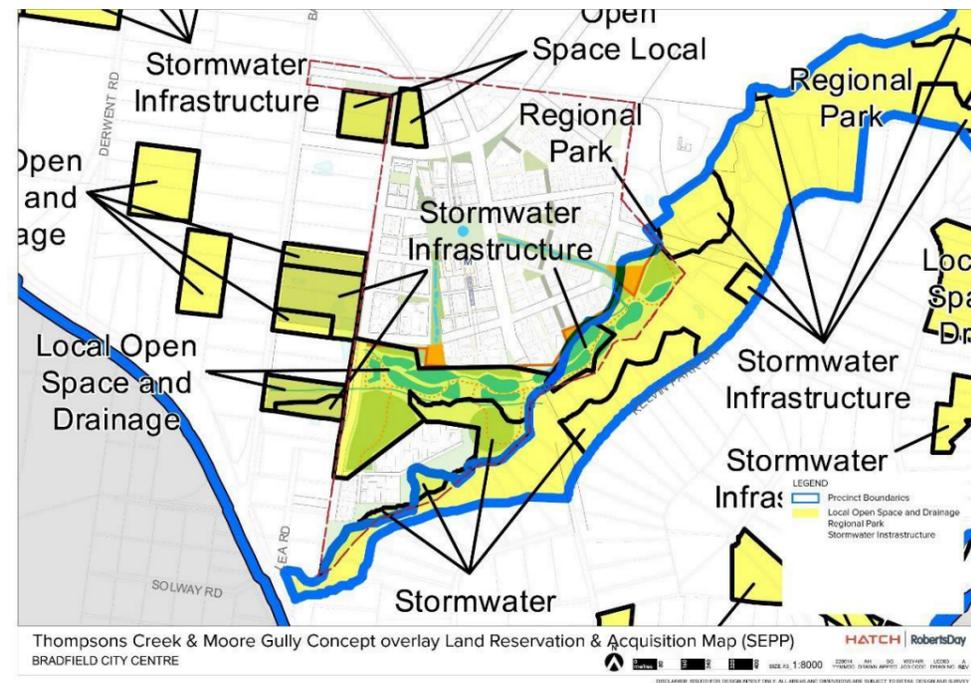


The Supporting Technical Studies / Reports

- Smart Cities Report
- Social Infrastructure Report
- Connecting with Country Framework
- Traffic and Transport Report
- Utility Infrastructure & Servicing Report
- Stormwater and Flooding Report
- Civil Engineering Report
- Aviation and Impact Assessment Report
- Aboriginal Cultural Heritage Assessment Report
- Statement of Heritage Impact Report
- Biodiversity Strategy & Impact Assessment Report
- Sustainability Report
- Air Quality Impact Assessment Report
- Economic Strategy & Impact Assessment
- Wind Impact Assessment Report
- Noise and Vibration Impact Assessment Report
- Bushfire Strategy and Impact Assessment Report
- Art Strategy Report

SEPP & PRECINCT PLANS

Sepp Land Reservation Acquisition Map overlaid with the Bradfield City Centre Master Plan



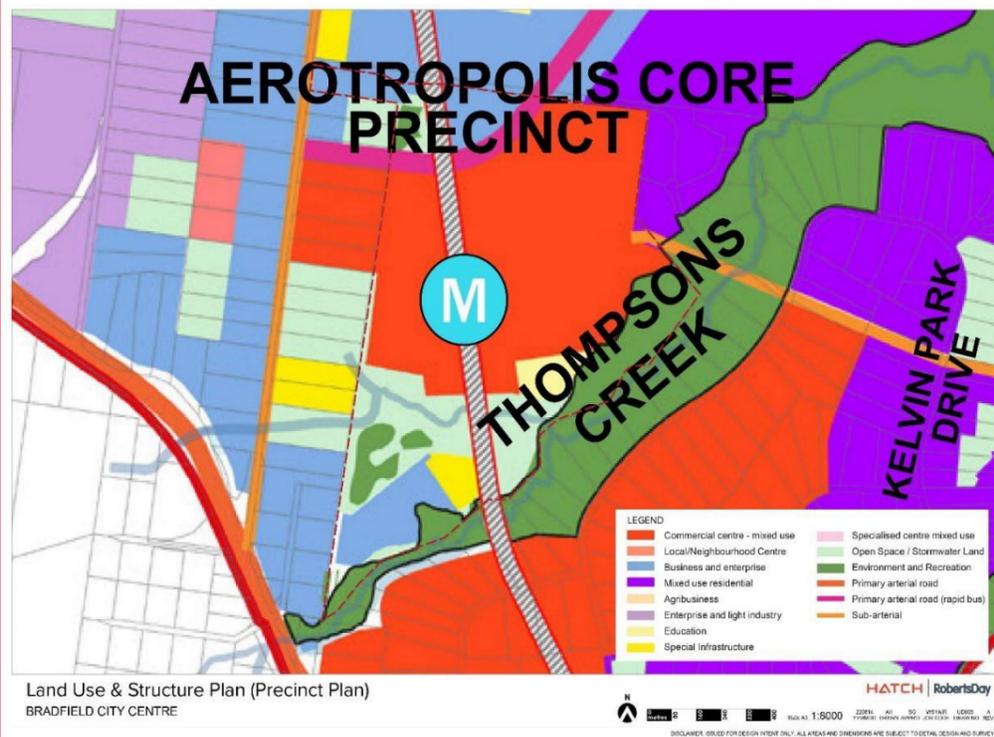
DISCUSSION

The proposed master plan does not seek to change the SEPP Land Reservation Acquisition Map. WPCA will continue to consultation with DPE and Sydney Water as further information on stormwater becomes available.

This is a high level indicative open space plan. The area location and size of the open space will be discussed during the TAP process. The nomination of the acquisition authority and process for the proposed open space will be the same process that WPCA and DPE need to go through to identify the land Reservation Acquisition map under the Parkland SEPP.

The ownership of the proposed open space would be subject to ongoing discussions prior to the submission of the master plan.

Precinct Plan Land Use & Structure Plan overlaid with Bradfield City Centre



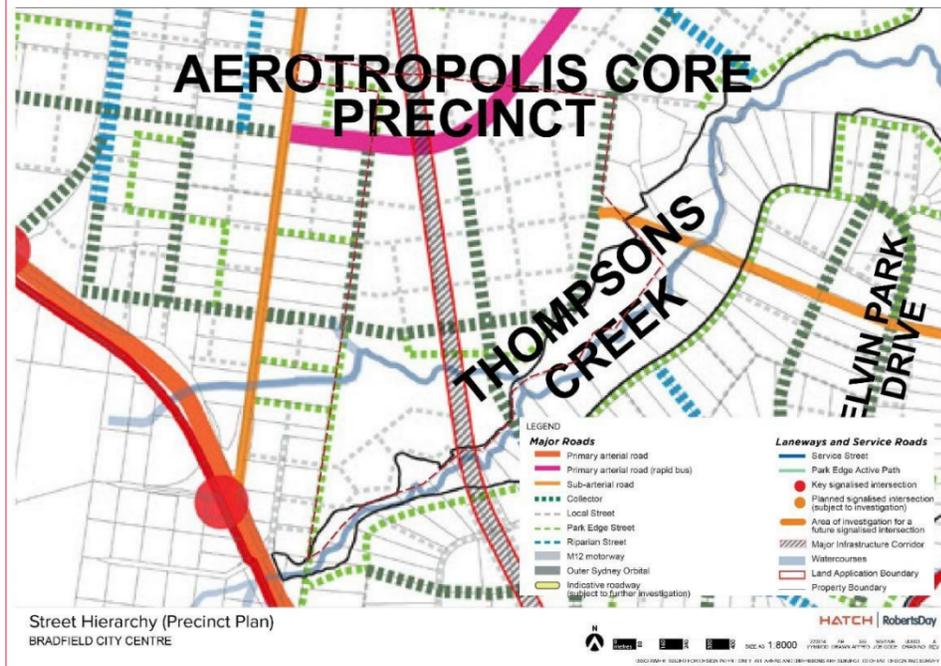
The Precinct Plan Land Use and Master Plan overlaid with the Bradfield City Centre Structure Plan indicates that it is generally consistent with the Precinct Plan.

No major amendments and deviations are proposed at this stage in the Master Planning Process to the Precinct Plan Maps.

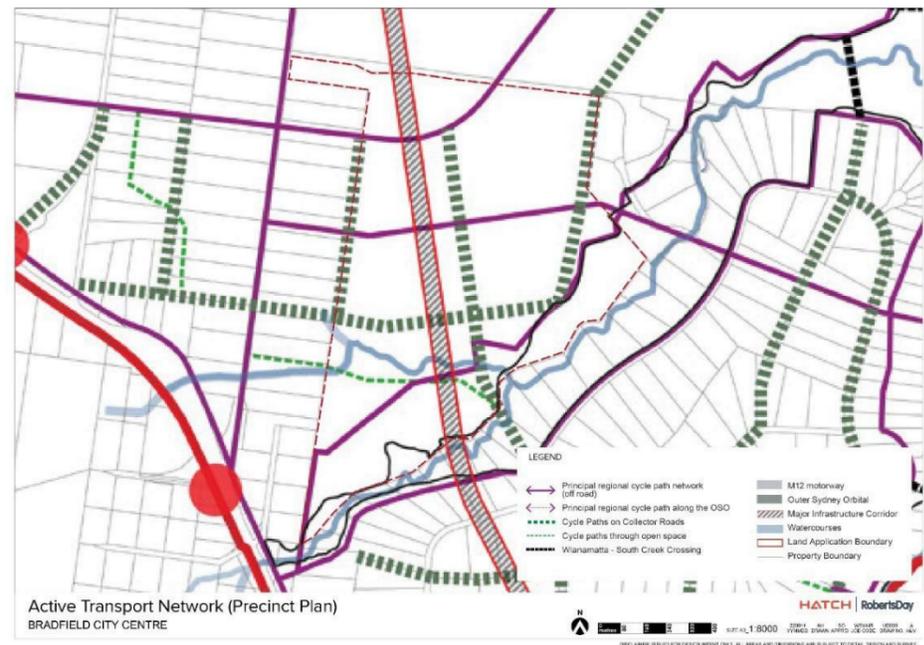
If there are any potential minor amendments to the maps as part of the master planning process, they will be discussed during the TAP process.

SEPP & PRECINCT PLANS

Precinct Plan Street Hierarchy overlayed with Bradfield City Centre Master Plan



Precinct Plan Active Transport Network Plan overlayed with Bradfield City Centre Master Plan



DISCUSSION

The Precinct Plan Street Hierarchy overlayed with the Bradfield City Centre Master Plan indicates that the Structure Plan is generally consistent with the Precinct Plan.

Any amendments to the maps as part of the master planning process will be discussed during the TAP process.

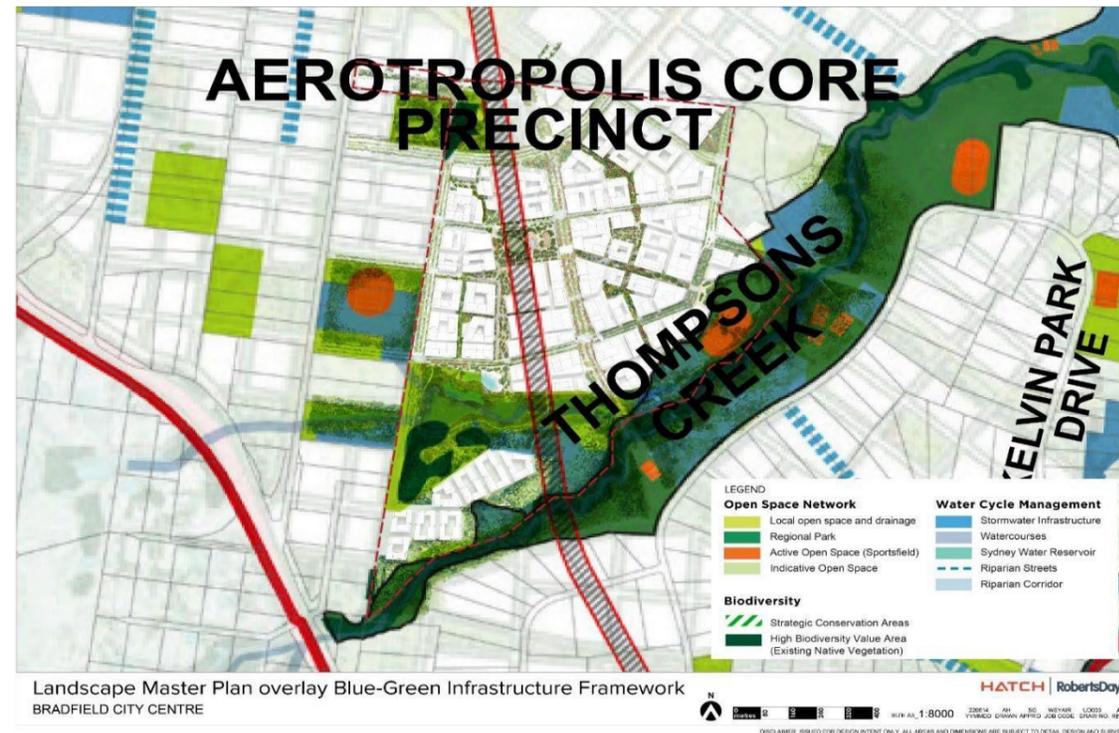
The Precinct Plan Active Transport Network Plan overlayed with the Bradfield City Centre Master Plan indicates that it is generally consistent with the Precinct Plan.

The Active Transport networks alignments vary but overall remain generally consistent with the Precinct Plan's intention for the provision of the active transport network plan.

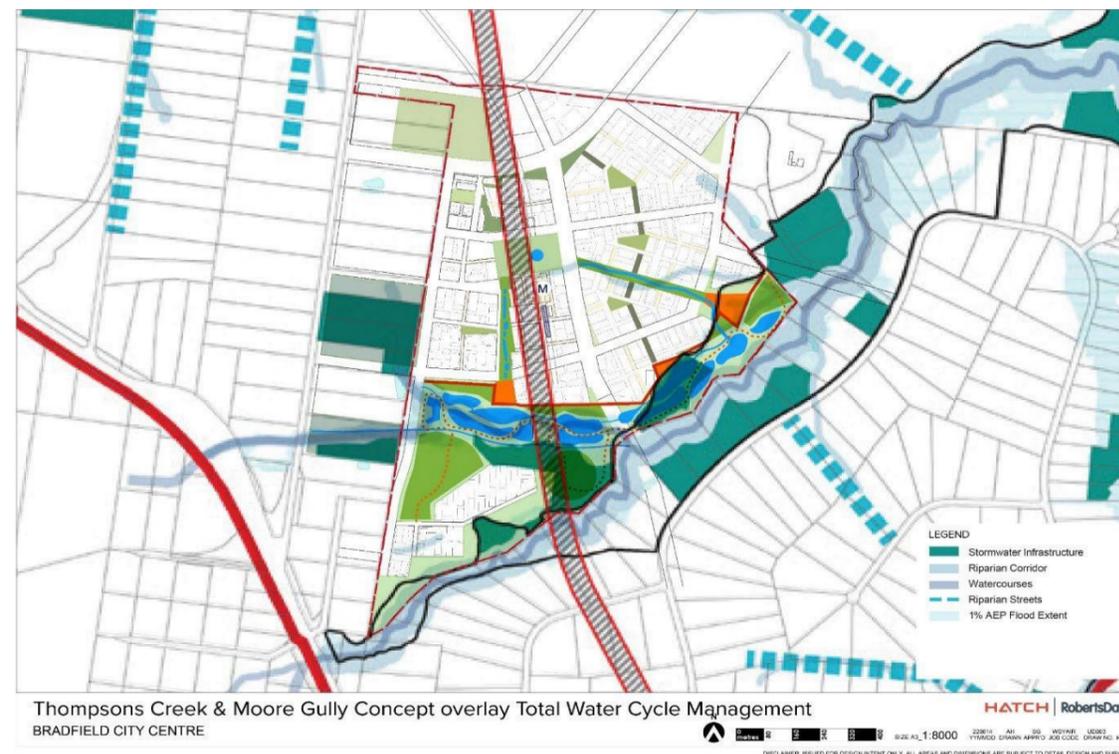
Any amendments to the maps as part of the master planning process will be discussed during the TAP process.

SEPP & PRECINCT PLANS

Precinct Plan Blue-Green Infrastructure Framework overlayed with Bradfield City Centre Master Plan



Precinct Plan Total Water Cycle Management Plan overlayed with Bradfield City Centre Master Plan



DISCUSSION

The Precinct Plan Blue-Green Infrastructure Framework overlayed with Bradfield City Centre Master Plan indicates it is generally consistent with the Precinct Plan.

Bradfield City Centre will contribute to the establishment of the blue-green infrastructure network

No major amendments and deviations are proposed at this stage in the Master Planning Process.

Any potential minor amendments to the maps as part of the master planning process will be discussed during the TAP process.

Moore Gully will contribute to the blue green principles and promote active recreation and social gathering. The space celebrates a tiered landscape, transitioning from a strong urban edge into an immersive natural environment. Urban civic spaces will adjoin the blue green corridor connecting Bradfield City with the environment.

The Precinct Plan Total Water Cycle Management Plan overlayed with the Bradfield City Centre Master Plan indicates that it is generally consistent with the Precinct Plan.

No major amendments and deviations are proposed at this stage in the Master Planning Process.

Any potential improvement to the Water Cycle Management Process will be discussed with DPE and Sydney in consultation with the TAP.

