



WESTERN SYDNEY
PLANNING
PARTNERSHIP 

Western Sydney Aerotropolis Plan

September 2020



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Acknowledgement

Planning for the Western Sydney Aerotropolis acknowledges more than 60,000 years of continuous Aboriginal connection to the land that makes up NSW.

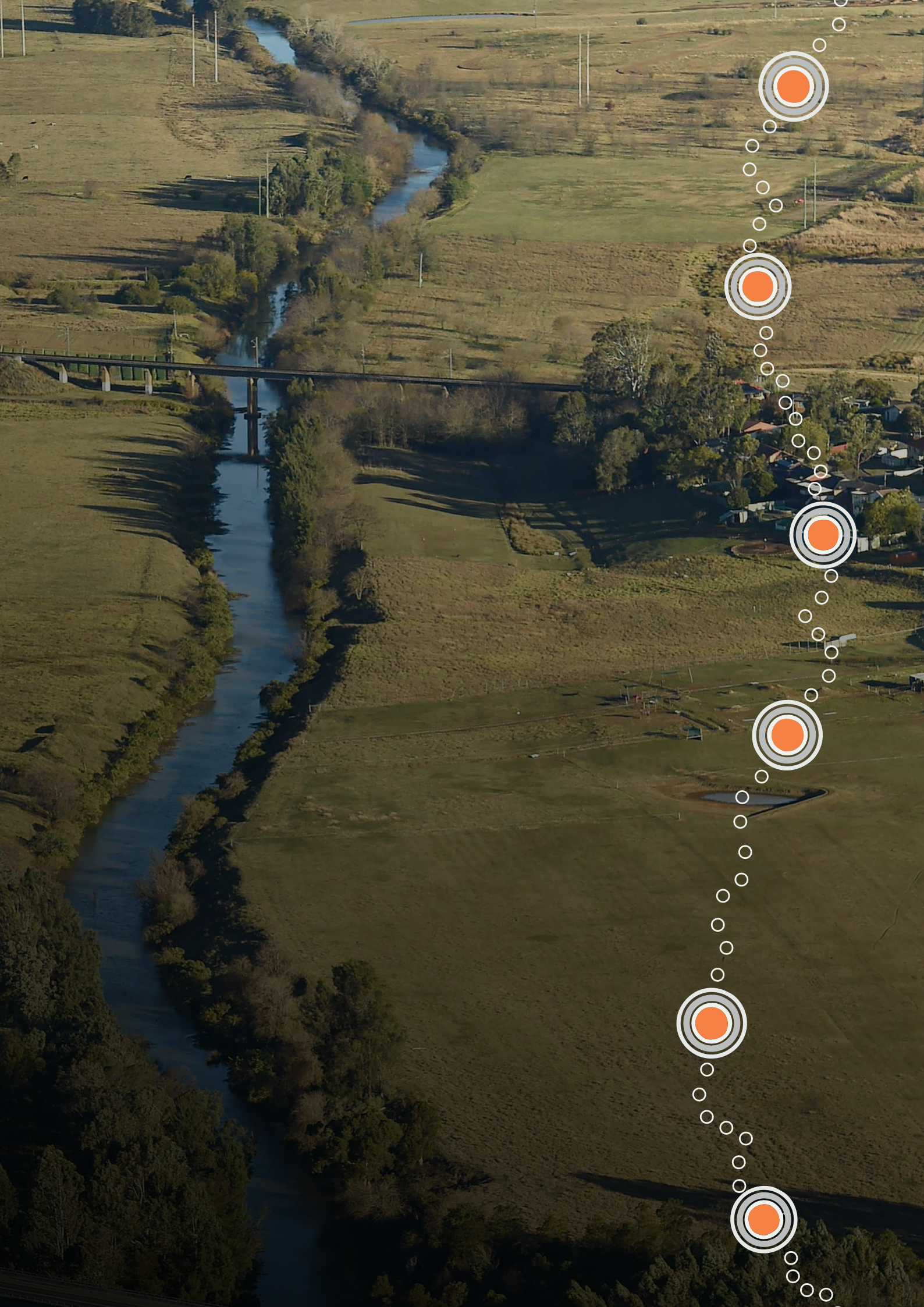
This Plan recognises that, as part of the world's oldest living culture, traditional Aboriginal and Torres Strait Islander owners and custodians of the Australian continent and adjacent islands share a unique bond to Country — a bond forged through thousands of years of travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

Aboriginal peoples maintain a strong belief that if we care for Country, it will care for us. 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 Deerubbin, Gandangara and Tharawal Local Aboriginal Land Councils also have local land holdings and responsibilities towards Aboriginal peoples living in the area.

This significant connection to Country plays an important part in shaping this Plan.

Country takes in everything within the physical, cultural and spiritual landscape - landforms, waters, air, trees, rocks, plants, animals, foods, medicines, minerals, stories and special places. It includes cultural practice, kinship, knowledge, songs, stories and art, as well as spiritual beings, and people: past, present and future.

Artwork by Nikita Ridgeway



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Executive summary

The Western Sydney Aerotropolis Plan sets a vision for the Western Sydney Aerotropolis as Australia's next global gateway, built around the world-class Western Sydney International (Nancy-Bird Walton) Airport.

The Aerotropolis will be a centre of employment for:



Defence and aerospace



Advanced manufacturing



Technology



Agribusiness



Education and research



Health



Tourism

An aerotropolis is a metropolitan area with infrastructure, land uses and the economy centred on an airport. The Western Sydney Aerotropolis is a once-in-a-lifetime opportunity to drive transformational change in the emerging Western Parkland City, a vision for Western Sydney that will improve opportunity, amenity and sustainability for workers and residents.

In setting its vision through the *Greater Sydney Region Plan*, the NSW Government has committed to a 30-minute city, where people live within 30 minutes by public transport of their nearest strategic or metropolitan centre. The Aerotropolis is essential to this vision.

It will be an accessible, innovative and connected city with great places. Its evolution will catalyse a jobs-dense environment nurturing industry of the future. It will help to boost productivity and contribute to significant jobs growth in Western Sydney. As an employment centre for the Western Parkland City it will include jobs in defence and aerospace, advanced manufacturing, technology, agribusiness, health, education, research and tourism.

The Aerotropolis will be framed around a landscape-led approach, where the Wianamatta–South Creek corridor and an expansive network of green and blue corridors shape the city's structure and building. Noise sensitive uses in appropriate locations will protect the community from the 24/7 airport operations. People will live and work in vibrant urban centres with a mix of uses, walking and cycling paths, and social and cultural infrastructure.

Planning on this scale will build resilience and adaptability to the effects of a changing climate and draw on circular economy principles to better use resources and reduce waste on an Aerotropolis-wide scale. Integrated

transport and digital networks will prioritise more sustainable connections and make it easier for people to navigate their way around the Aerotropolis. Essential freight connections to and from the Airport and other areas like the Agribusiness Precinct will be focused on main roads away from local areas.

Given the many elements, stakeholders and ambitions for creating this 21st century city, the Plan sets out 11 objectives to shape decision-making across the four themes of the *Greater Sydney Region Plan*: productivity, sustainability, infrastructure and collaboration, and liveability. These objectives are supported by landscape, urban design and planning principles.

Importantly, all work will be guided by a single, overarching objective to Recognise Country: Acknowledge Traditional Custodians and provide opportunities to Connect with Country, Design for Country and Care for Country when planning for the Aerotropolis.

This Plan builds on the unprecedented collaboration across all levels of government that commenced with the Western Sydney City Deal. It was developed by the Western Sydney Planning Partnership, a key commitment of the Western Sydney City Deal and strategic, innovative approach that includes Western Sydney councils and State agencies.

The Plan sets out a sequenced approach to precinct planning that will optimise planned investment in major infrastructure and create the impetus for the early activation of the Aerotropolis. It establishes 10 precincts, of which six will be planned for early. These are described in more detail on pages 6-7.

This Plan responds to feedback from public exhibition, creates early employment opportunities and helps to coordinate infrastructure planning.

Detailed precinct planning will aim to stage and sequence development within and between precincts to optimise infrastructure provision. This will be informed by the Place-based Infrastructure Compact for the Aerotropolis.

Infrastructure funding will be refined through work on an Aerotropolis Special Infrastructure Contribution and local infrastructure planning by Liverpool City and Penrith City councils.

The Plan will be implemented through a statutory planning framework that includes a new Aerotropolis *State Environmental Planning Policy* (SEPP) and *Development Control Plan* (DCP). This framework will guide more detailed

precinct planning and master planning, promoting exemplary design outcomes and implementing detailed development controls to achieve the vision for the Aerotropolis.

Detailed precinct plans for the initial precincts will be on exhibition towards the end of 2020. Infrastructure planning, and work on major transport corridors, airport operations and environmental considerations are continuing. Traditional Custodians are helping to shape the Aerotropolis and its rich cultural values, as the community, businesses, landowners and developers also participate in the development of Australia's newest global gateway.

Next steps:



Precinct planning
– initial precincts



Community
consultation

Figure 1: Artist's impression of the Aerotropolis Core centre
Source: Cox



Introduction

The Planning Partnership brings together:



The *Western Sydney Aerotropolis Plan* sets the planning framework for the Western Sydney Aerotropolis, Australia's next global gateway focused on the Western Sydney International (Nancy-Bird Walton) Airport (the Airport).

The Aerotropolis will be a game-changer for Western Sydney, NSW and Australia. As it evolves it will become home to global industries that will provide jobs of the future in great places within a cool, green and connected Western Parkland City.

The success of the Aerotropolis requires strategic, integrated planning across different levels of government and collaboration with business and the community. This Plan will help to drive this process.

The Plan was developed by the Western Sydney Planning Partnership, a local government-led initiative that brings Blacktown, Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly councils together with key State agencies. It builds on the draft Plan that was exhibited from December 2019 - March 2020.

The Planning Partnership was established as part of the Western Sydney City Deal, a shared commitment of the Australian, NSW and local councils in the Western Parkland City to create a fully-realised 21st century city.

1.1 The Aerotropolis

The 11,200 hectare Western Sydney Aerotropolis surrounds the site of the Airport in Badgerys Creek (without including the Airport site itself). It sits within the Penrith and Liverpool local government areas (LGAs).

The Aerotropolis contains 10 precincts (see page 7), six of which will be the focus of initial precinct planning.

Initial precincts

- Aerotropolis Core
- Agribusiness
- Badgerys Creek
- Mamre Road
- Northern Gateway
- Wianamatta-South Creek

Remaining precincts

- Dwyer Road
- Kemps Creek
- North Luddenham
- Rossmore

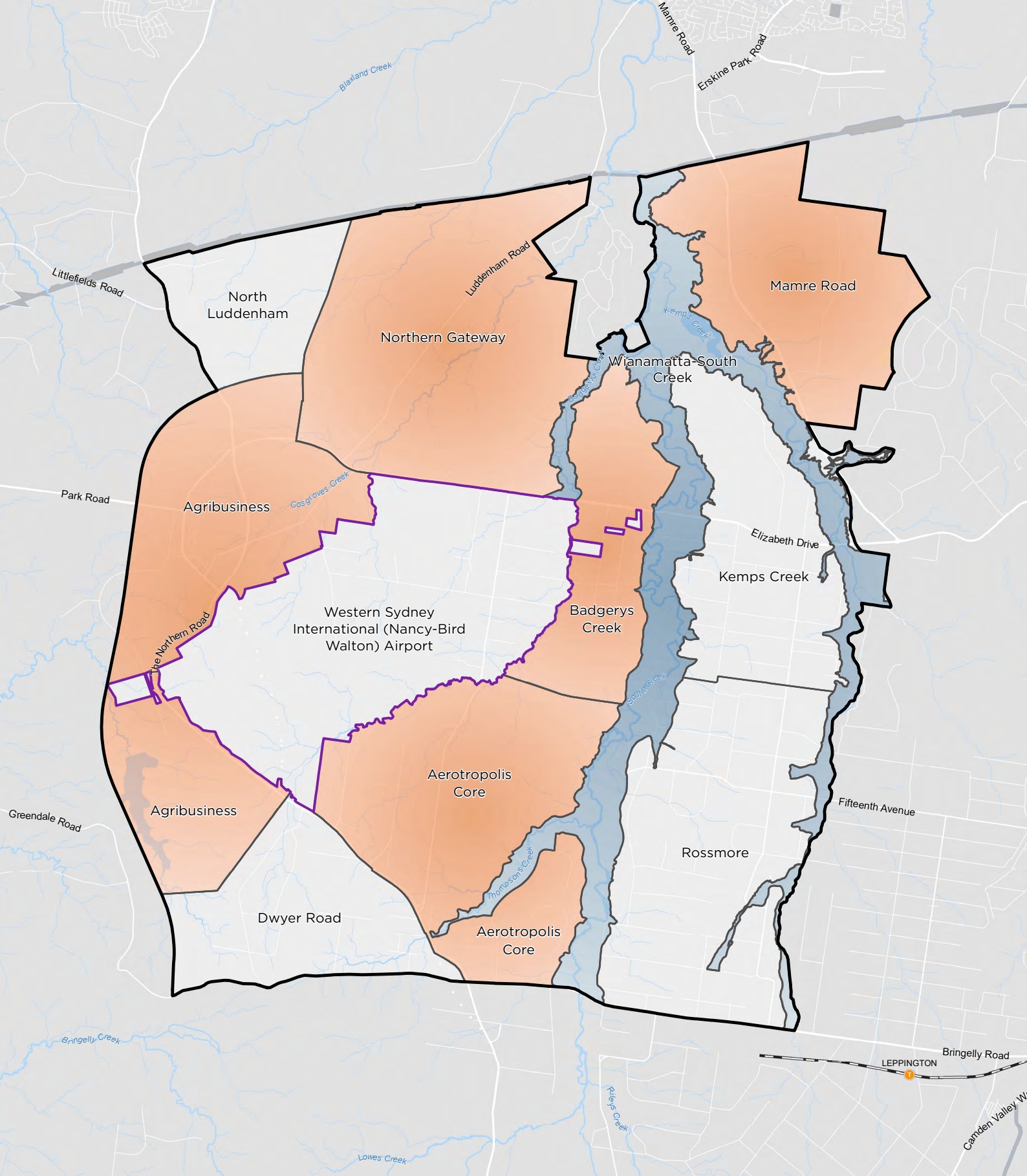
Next steps

- Exhibit precinct plans in Quarter 4 2020 followed by finalisation.*
- Sequence precinct planning and rezoning to match infrastructure provision and the rate and nature of development in initial precincts and adjoining areas.
- Amend Aerotropolis SEPP following precinct planning.
- Remaining precincts to retain existing zoning under *Liverpool LEP 2008* or *Penrith LEP 2010* until they are rezoned at a later stage under Aerotropolis State Environmental Planning Policy (see 3.2.1).

* Except for Mamre Road Precinct (zoned under WSEA SEPP)





What is an Aerotropolis?

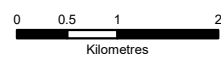
An Aerotropolis is a metropolitan area whose infrastructure, land use and economy are centred on the airport and includes the outlying corridors, and aviation orientated business and residential development that benefit from each other and their accessibility to the airport.



Initial Precincts

Western Sydney Aerotropolis

-  Western Sydney Aerotropolis
-  Western Sydney International (Nancy-Bird Walton) Airport
-  Initial Precincts
-  Wianamatta-South Creek



1.2 Purpose of the Plan

As the planning framework for the Aerotropolis, this Plan acknowledges the area's Traditional Custodians. It recognises the rich cultural history of the land on which the Aerotropolis is located and the continuous and deep connection to Country for Aboriginal people.

This Plan embraces the transformational potential of the Aerotropolis and airport. It aspires to share the benefits of population and economic growth and create employment, develop skills and boost productivity, providing jobs closer to home and towards achieving a 30-minute city.

It balances this with an ambitious 'landscape-led' planning approach, where the structure and places of the Aerotropolis are defined by the Blue-Green Infrastructure Framework – a network of blue and green spaces and assets such as waterways, open spaces and tree canopy.

The Plan begins by establishing a vision, objectives and principles to give effect to these objectives. It identifies the intended land use planning outcomes for each of the 10 precincts and a sequenced approach to precinct planning that optimises investment in major infrastructure and creates the impetus to activate the Aerotropolis early.

This Plan defines how the broader region's environment, waterways, strategic transport network, infrastructure and economy will combine to transform the Aerotropolis into a contemporary metropolitan city. Complementing Liverpool, Penrith and Campbelltown, the Aerotropolis will be part of the metropolitan city cluster at the heart of the Western Parkland City.

This Plan introduces statutory mechanisms to implement the vision and objectives. Alongside future precinct plans and master plans, it gives effect to the *Greater Sydney Region Plan: A Metropolis of Three Cities* and the *Western City District Plan*.

The Plan represents a collaborative approach led by the Planning Partnership and continued cooperation with the Australian Government, Western Sydney Airport, the Western Parkland City Authority (WPCA), Infrastructure NSW, Sydney Metro, Sydney Water and other State agencies.

The Planning Partnership considered almost 700 submissions on the draft Plan and will continue to engage broadly during precinct planning, commencing with the initial precincts.

Planning for Aerotropolis also opens opportunities for new design approaches to landscape management and urban design. This Plan includes landscape, urban design and planning principles that give effect to the objectives. These are detailed in the Appendix.

This plan gives effect to:

4

Themes

11

Objectives

50

Principles

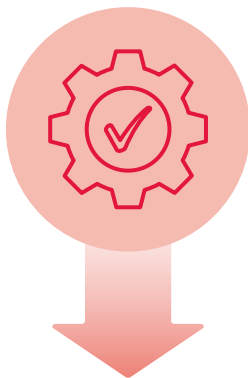
1.2.1 Aerotropolis-shaping objectives and principles

A single, overarching objective underpins this Plan and will be integrated into all planning:

Recognise Country

Acknowledge Traditional Custodians and provide opportunities to Connect with Country, Design for Country and Care for Country when planning for the Aerotropolis.

Productivity



Objective 1

An accessible and well-connected Aerotropolis

Objective 2

High-value jobs growth is enabled, and existing employment enhanced

Objective 3

Safeguard airport operations

Sustainability



Objective 4

A landscape-led approach to urban design and planning

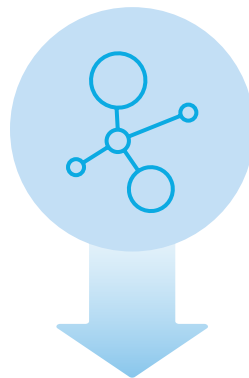
Objective 5

A sustainable, low carbon Aerotropolis that embeds the circular economy

Objective 6

A resilient and adaptable Aerotropolis

Infrastructure and collaboration



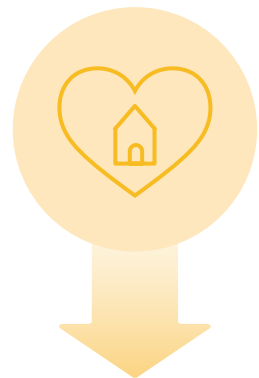
Objective 7

Infrastructure that connects and services the Western Parkland City as it grows

Objective 8

A collaborative approach to planning and delivery

Liveability



Objective 9

Diverse, affordable, healthy, resilient and well-located housing

Objective 10

Social and cultural infrastructure that strengthens communities

Objective 11

Great places that celebrate local character and bring people together

1.3 Strategic context

The Region Plan sets a 40-year vision and 20-year plan for Greater Sydney. It seeks to meet the needs of a growing and changing population by transforming Greater Sydney into a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. The Aerotropolis is at the heart of the Western Parkland City.

1.3.1 The Aerotropolis within the Western Parkland City

Together with the strong established centres of Greater Penrith, Liverpool and Campbelltown-Macarthur, the Aerotropolis forms the Western Parkland City Metropolitan Cluster - a polycentric city that will drive economic growth, jobs and opportunities for generations to come.

Located at the western edge of the Sydney Basin, the Parkland City is defined by green edges with the Metropolitan Rural Area and Blue Mountains National Park to the west and the Western Sydney Parklands to the east. The Wianamatta-South Creek Catchment runs north-south throughout the length of the Parkland City. It has a gently undulating topography with low ridges running down to the creeks.

The 11,200-hectare Aerotropolis sits within the centre of the Western Parkland City, within a predominantly greenfield area. Wianamatta-South Creek runs north-south through the eastern third of the Aerotropolis, with a diagonal tributary within the Aerotropolis Core. Kemps Creek defines the eastern edge, and Badgerys Creek from the north runs diagonally to the south west. The ridges rise from the largely flat creek floodplain, creating a gentle undulating topography. This form is accentuated by strong lines of tree canopy running along the creek edges in the order of 20 metres in height. The Western Parkland City will be home to 1.1 million people by 2036 and will experience a significant increase in jobs.

Planning for the Aerotropolis is integral to ambitions for the Western Parkland City in areas such as:

- early planning for the Wianamatta-South Creek Precinct as part of a broader Blue Green Infrastructure framework
- jobs and housing supported by the Sydney Metro Western Sydney Airport rail spine
- significant investment that will help to bring a greater diversity of jobs closer to where people live across the entire Western Parkland City including Penrith, Liverpool and Campbelltown-Macarthur.

The Aerotropolis and Metropolitan Cluster will connect to Greater Parramatta and the Harbour CBD to realise the vision for Greater Sydney as a metropolis of three cities (see Figure 2). Beyond the metropolitan area, the Aerotropolis will connect to NSW regional and rural areas, Australia and the world. This will create opportunities in advanced manufacturing, agribusiness, aerospace and defence, as well as freight, tourism and more.

Figure 2:
Sydney as
Three Cities
Source:
Greater
Sydney
Commission



Figure 3: Western Sydney Aerotropolis strategic framework



1.3.2 The Aerotropolis and Wianamatta-South Creek catchment

Wianamatta-South Creek is the longest freshwater stream in Greater Sydney and a defining element of the Western Parkland City and the Aerotropolis. Its catchment includes most of Western Sydney's Cumberland Plain.

As the Aerotropolis transforms, the impacts of development on the catchment will be mitigated using a risk-based approach, as defined in Action 69 of the *Western City District Plan*.

This approach will identify waterway targets, based on community values, for stormwater and wastewater discharges to the creeks in the catchment.



Water resources have important cultural, spiritual and practical values for First Peoples.

Figure 4: Wianamatta-South Creek
Source: Greater Sydney Commission



Waterway Health in the Wianamatta-South Creek Catchment

There are many waterway-dependant species that are highly valued by the community living in the catchment. Not the least of these are important native fish which are valued by recreational anglers. Iconic species like the Australian Bass can only remain in the creeks and streams if the health of the ecosystem continues to support them. Both the flow and the cleanliness of the water in the creek must be considered.

What does Wianamatta mean?

Wianamatta-South Creek holds special significance to the Traditional Custodians, who know the waterway as Wianamatta, or 'the Mother Place'. The name, Wianamatta, implies a matricentric landscape as in Dharug language wiana or wiyanga relates to mother and matta refers to a place of water. Wianamatta is understood as being part of an extraordinary wider cultural landscape extending from beyond the Blue Mountains through Emu Plains and east to the coast.

Wianamatta begins its journey near Narellan flowing north until its confluence with the Hawkesbury-Nepean River system near Windsor, creating a unique hydro-networked cultural landscape.

This cultural landscape has been shaped by a filigree of water systems that form and define the Cumberland Plain. Water resources have important cultural, spiritual and practical values for Aboriginal peoples. Waterways are used for cultural practices, including knowledge transfers as part of a healthy, flowing connected system.



Wianamatta-South Creek Catchment

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Wianamatta-South Creek Catchment
- National Parks and Nature Reserves
- Environmental Conservation
- Railway
- Waterways
- Wianamatta-South Creek System (Strahler)



1.3.3 The Aerotropolis and adjoining areas

Planning for the Aerotropolis will complement that of other focus areas in Western Sydney (see page 15).

Western Sydney Employment Area (WSEA)

- Thousands of new jobs and synergies with the Aerotropolis in supporting economic and employment growth.
- Mamre Road Precinct in the north of the Aerotropolis has been planned under WSEA planning controls with the precinct rezoned in June 2020.

Greater Penrith to Eastern Creek Investigation Area

- Potential new growth area being planned for across government. Future public consultation will inform this work.

South West Growth Area

- New housing and jobs, with Leppington and Oran Park key destinations and access via the proposed South West Rail Link extension between Leppington and the Aerotropolis.

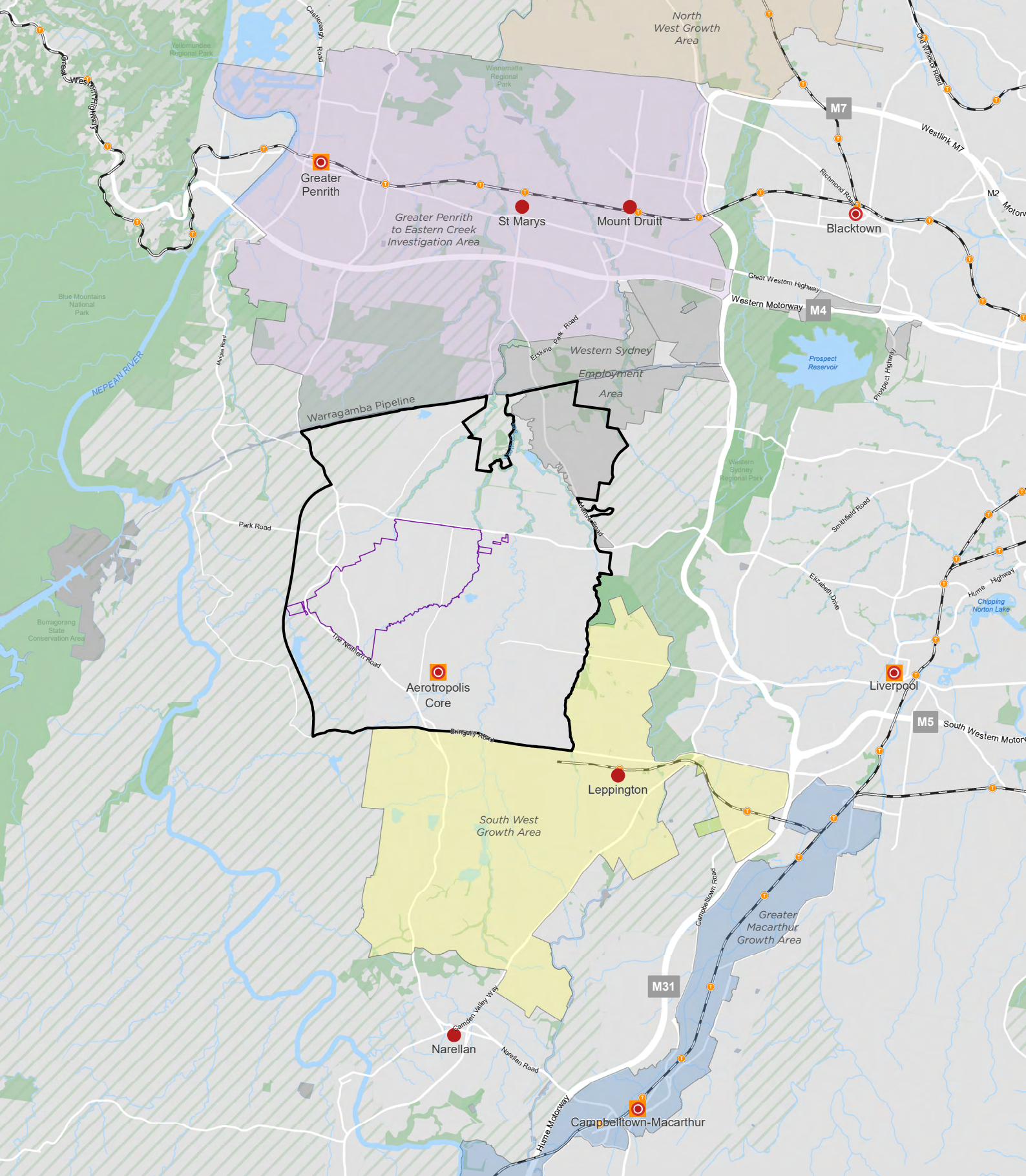
- Wianamatta–South Creek will allow recreational connections to the Aerotropolis.
- The proposed Fifteenth Avenue Smart Transit (FAST) Corridor will run east-west through Austral, and connect to the Airport, Aerotropolis and Liverpool.

Metropolitan Rural Area

- Outside the established and planned urban area to the west of the Aerotropolis.
- Includes public land protected for conservation, peri-urban land for rural uses and rural towns and villages.
- Maintained or enhanced through place-based planning.
- Economic viability of agricultural industries supported and enhanced as the Aerotropolis evolves, including through the Agribusiness Precinct.











Figure 5: Oran Park is in the South West Growth Area
Source: Department of Planning, Industry and Environment








Adjoining Areas

Western Sydney Aerotropolis

- | | |
|--|---|
|  Western Sydney Aerotropolis |  Greater Penrith to Eastern Creek Investigation Area |
|  Western Sydney International (Nancy-Bird Walton) Airport |  South West Growth Area |
|  National Parks and Nature Reserves |  Greater Macarthur Growth Area |
|  Environmental Conservation |  North West Growth Area |
|  Western Sydney Employment Area |  Metropolitan Rural Area |

- | |
|---|
|  Metropolitan Cluster |
|  Health and Education Precinct |
|  Strategic Centre |

0 1 2 4
Kilometres



1.3.4 The Aerotropolis and local planning

The Aerotropolis is within the local government areas (LGAs) of Liverpool and Penrith. As with all Greater Sydney councils, Penrith and Liverpool councils have developed Local Strategic Planning Statements (LSPS) for their LGAs. It is important that consideration be given to the councils' strategic planning vision of land outside the Aerotropolis area to ensure that the planning of the Aerotropolis supports the broader vision for the Western Parkland City.

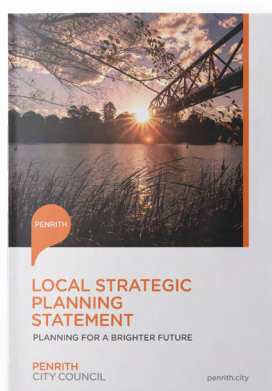
The documents require the councils to work with the NSW and Australian governments to implement this Plan and prepare precinct plans through the Western Sydney Planning Partnership. Planning for the Aerotropolis will align with these LSPSs.



Liverpool

Relevant priorities

- **Planning Priority 2**
A rapid smart transit link between Liverpool and Western Sydney International Airport – the FAST Corridor will connect Liverpool to the Aerotropolis and Airport.
- **Planning Priority 13**
A 24-hour Western Sydney International Airport growing to reach its potential – through the Planning Partnership, Council will ensure the Airport's curfew-free status is protected.
- **Planning Priority 16**
Rural lands are protected and enhanced – the development and ongoing review of a Rural Lands Strategy will support agricultural opportunities provided by Western Sydney International Airport, and will protect natural landforms and rural lifestyles.



Penrith

Relevant priorities

- **Planning Priority 9**
Support the North South Rail Link and emerging structure plan – Council will work across government to maximise the benefits of the Sydney Metro Western Sydney Airport.
- **Planning Priority 11**
Support the planning of the Western Sydney Aerotropolis – Council will work to minimise impacts and maximise benefits.
- **Planning Priority 12**
Enhance and grow Penrith's economic triangle – the economic triangle builds on the Western Economic Corridor between the Aerotropolis, Penrith and St Marys.



Figure 6: Artist's impression of the interface between Aerotropolis Core, Wianamatta-South Creek and Fifteenth Avenue
Source: Cox



A vision for the Aerotropolis



The Aerotropolis is Australia's newest global gateway, built around the world-class Western Sydney International (Nancy-Bird Walton) Airport. Its evolution has driven transformational change in the Western Parkland City. Development is framed around the Wianamatta–South Creek corridor and an expansive network of parklands and waterways to realise the cool and connected Western Parkland City. Above all, it respects and connects Country. It creates opportunity, amenity and sustainability for workers and residents in Western Sydney.

The Aerotropolis accommodates high value jobs closer to where people live. It is an accessible, innovative 24-hour metropolitan centre, connected globally, nationally, locally and digitally.

It nurtures the industry of the future. It contributes to greater productivity and a significant increase in jobs for Western Sydney in areas such as defence and aerospace, advanced manufacturing, technology, agribusiness, health, education, research and tourism.

A diversity of housing in parts of the Aerotropolis Core, Northern Gateway and Rossmore precincts provide a vibrant and living city, protected from the 24/7 operations of the Airport. Centres are easy to walk around, with quality public areas and a mix of social and cultural infrastructure.

The Aerotropolis is low carbon, featuring next-generation energy, waste and water infrastructure. Circular economy principles minimise waste and pollution, retain water in the environment, reuse energy and regenerate natural systems to increase the tree canopy and urban cooling. Sustainable food production in the Agribusiness Precinct minimises food miles and reduces food wastage.

Sustainable urban connections include efficient and accessible public transport links, walking and cycling facilities, smart technologies and an efficient road network. Efficient freight movements are mainly by rail. People and business can access key centres in the Western Parkland City and Greater Sydney.





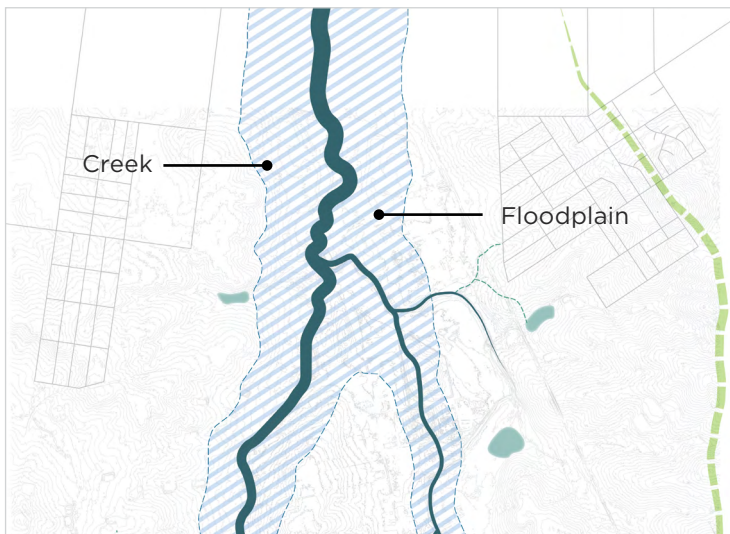
Figure 7: Artist's impression of an employment centre within the Aerotropolis
Source: Urbis

Figure 8: Artist's impression of a town centre
Source: Urbis

2.1 Achieving the vision – a landscape-led approach

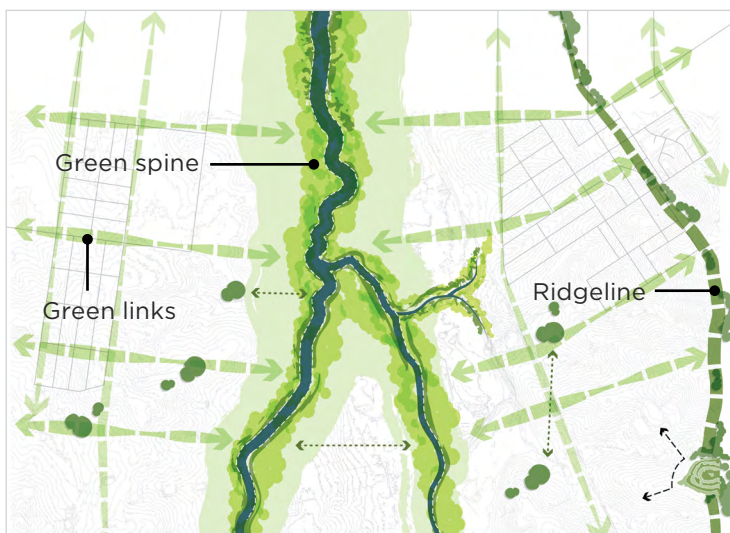
To achieve the vision for the Aerotropolis, an innovative landscape-led approach is proposed that interweaves urban planning, landscape and urban design. This approach brings new thinking to land use and transport patterns and focuses on the structural elements required to create a cool and green Western Parkland City. It recognises blue and green infrastructure – major waterways, parks or green spaces – as the kind of elements that should shape the future of a city, just as major roads, rail lines, universities or hospitals have done traditionally. The approach will be informed by aviation/airport safeguarding strategies including wildlife attraction mitigation.

The landscape-led approach to planning and urban design is illustrated in the series of maps below. The process starts with recognising Country to identify and build the city's structure and places from the landform and water system.



Retain water in the landscape

- retain water in the landscape
- manage health of the Wianamatta-South Creek Catchment
- create a functional Blue-Green city structure that respects existing flood paths and contributes to human safety.



Preserve, extend and restore the green

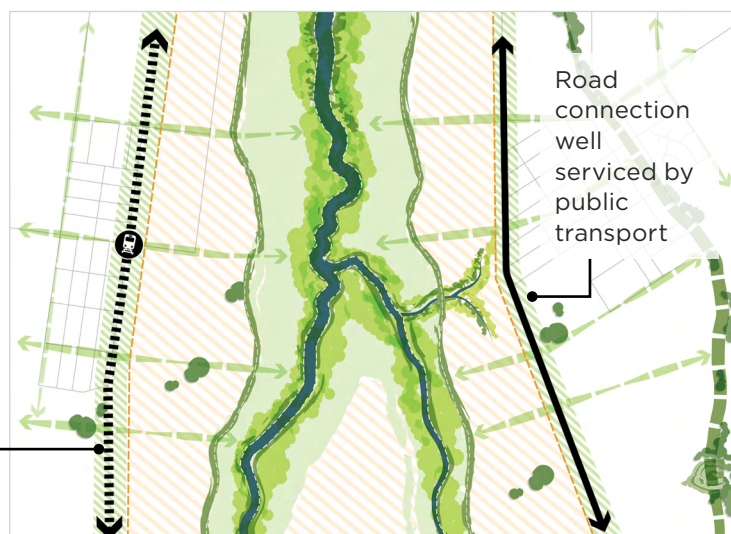
- preserve, extend and restore the green around the Wianamatta-South Creek corridor including tributaries
- conserve biodiversity land, remnant vegetation, water features, habitat links, cultural values and view lines.



Locate transit corridors within walking distance to landscape amenity

- locate transport within a walk of attractive landscapes and open space
- use Green Grid as basis of pedestrian connectivity and cycling network
- enhance edge of creek corridor and provide accessible local streets to encourage active transport.

Mass transit corridor supported by green infrastructure

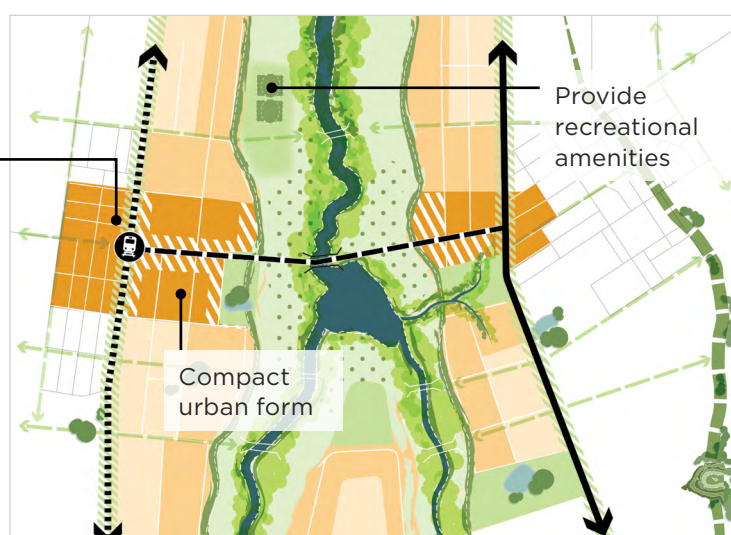


Orientate urban development towards landscape amenity, connected to transit corridors

- create places around amenity of creek corridor and open space close to public and active transport connections

Adopt urban typologies

- adopt urban typologies that ensure urban development retains water in the landscape with public space and private landscape spaces including sufficient tree canopy to provide a high level of liveability, amenity and urban cooling.



2.1.1 Starting with Country

Traditional understandings of Country will shape the Aerotropolis, influencing planning, urban design and landscape management. Aboriginal peoples understand that they originated from Country; it is at the centre of their ways of knowing and being. An appreciation of Country ensures Country is cared for throughout the process of design and development.

Connecting with Country is an approach being championed by the NSW Government to give effect to the objectives of the *Environmental Planning & Assessment Act 1979 (EP&A Act)* which states that Aboriginal culture and heritage are to be sustainably managed in the built environment. Using comprehensive and respectful approaches, planning for the Aerotropolis can build capacity and pathways for knowledge sharing between Aboriginal and non-Aboriginal communities.



Wianamatta–South Creek runs like a spine through the area, providing fresh water and fertile soils, with abundant ironbark and Sydney black wattle. This landscape has changed, with human modification and ecological processes, yet it remains significant as part of a system of relationships that depend on and interconnect with each other.

Country cannot be reduced to individual places disconnected from this system. Even when Country changes, the narratives of Country remain, told through storytelling, singing and language. The stories adapt to new events, technologies, information and the many people who today share Country.

Guided by Cultural Design Principals and local leaders in the Aboriginal community, planning for the Aerotropolis will be informed and shaped by these narratives. Future natural, economic or cultural landscapes will preserve and embody Aboriginal values and identities.

The Country that the Aerotropolis sits within is a landscape of undulating shale plains and low hills, with open woodland and areas of denser vegetation.

Figure 9: Existing natural landscape
Source: Greater Sydney Commission





The area is to be driven by placemaking to attract the best and brightest to invest and work in the Aerotropolis.

2.2 Creating a global gateway

The Aerotropolis will be a regionally and nationally significant employment area for the entire Western Parkland City. It will contribute to national productivity. The landscape-led approach, coupled with collaborative place-making, will create a global gateway that attracts the best and brightest to invest and work in the Aerotropolis.

The Aerotropolis Core will be a new urban centre connected to fast and reliable transport as well as digital infrastructure. It will be a place for collaborating within and beyond the Aerotropolis. A mix of uses will support and enliven the city; employment, civic, retail, hotel, recreation, residential, education and cultural.

2.3 Designing a cool, green new city with great places

The Aerotropolis will have compact urban form – a place where centres and local communities are connected by walking, cycling, interaction and collaboration. A compact urban form minimises the urban footprint and leaves more land for open spaces, waterways and recreation areas. It allows people to access a diversity of uses within walking distance of centres, open space or transport.

Urban typologies will be developed, contributing to the delivery of a cool, green, safe and sustainable Aerotropolis. They will ensure water is retained in the landscape, increase the tree canopy and reduce building reflectivity. These typologies are broader in scale than individual buildings and could include several different buildings, streets and open spaces.

Retaining water in the catchment will improve creek flow and irrigate open spaces and vegetation. It helps to provide a cooler, more attractive green environment for residents, workers and visitors.

Development in the Aerotropolis will consider urban form and stormwater in an integrated way with other infrastructure. Performance criteria will be developed to ensure that urban development:

- provides sufficient pervious areas to retain water to optimise stormwater management and waterway health, whilst managing salinity constraints in areas;
- improves/optimises water cycle management;
- maximises links and access to open space;
- increases tree canopy cover and shade; and
- mitigates urban heat through landscape, water and building reflectivity.

The typologies will be subject to refinement through the precinct planning process in the context of liveability and feasibility considerations and environmental and water management outcomes. Ultimately, a series of final urban typologies will be reflected in precinct plans, master planning and development controls.

The Aerotropolis will contain vibrant urban centres supported by a mix of uses in appropriate locations



Employment



Civic



Retail



Hotel



Recreation



Residential



Education



Cultural

2.3.1 Public domain

The public domain is the shared and publicly accessible places in a city, suburb, or neighbourhood: open spaces, parks, bushland, plazas, public buildings, roads, streets and pathways.

The landscape-led approach integrates the many elements of the public domain as a landscape, connectivity and social infrastructure framework with quality public spaces. This creates:

- environmental parkland areas of diverse landscapes and vegetation where ecological and human benefits overlap
- a significant tree canopy that cools the air and, provides shade and urban cooling
- many high-quality open spaces that offer different uses for residents, workers, students or visitors, and community and cultural facilities that integrate with the urban environment
- a local street and block structure that complements the topography, prioritises walking, cycling and attractive places and can be adapted over time.

2.4 Transitioning to an Aerotropolis

Land uses and urban forms will evolve as the Aerotropolis changes. Sequencing will ensure development takes place as infrastructure is provided to avoid dispersed development. This will require flexibility given the uncertain nature of future land uses, especially in non-residential areas. While this transition from rural to non-rural land uses will occur over several decades, the important agricultural lands of today can be retained over that period.

Land uses, buildings and structures may be temporal in nature in the short to medium term and transition to more intensive and higher order technology, advanced manufacturing and creative industry uses in the longer term. New enabling industries such as building materials production to facilitate construction of the Aerotropolis may be permitted subject to interface mitigation treatments and an ability for the site to transition to higher order uses compatible with airport operations over time.

Regardless, compact, walkable precincts will be planned for and developed upfront to meet the sustainability, liveability and connectivity objectives of the Region Plan. Careful planning of precincts that may initially accommodate larger building footprints within a walkable block structure will be required to allow for future land use intensification.

2.5 Retaining a green, biodiverse landscape

The Aerotropolis requires land for its many native plants and animals. This requires biodiversity to be assessed upfront in the planning for such large-scale development to identify urban capable land and areas with biodiversity values within the Aerotropolis. Regenerating natural landscapes will reduce impacts as the Aerotropolis develops and embed a circular economy approach.



A strategic conservation planning process is occurring which will identify and protect biodiversity values and seek strategic biodiversity certification to confirm areas suitable for urban development.

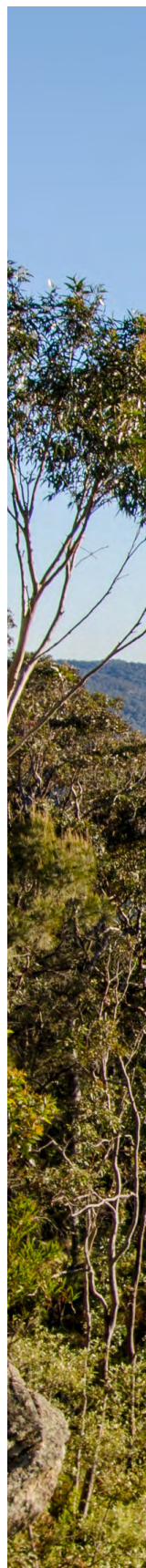


Figure 10: Lake Burragorang in the Warragamba Catchment is rich in biodiversity and located to the west of the Aerotropolis. Source: Department of Planning, Industry and Environment



3

Implementing the vision

3.1 Structure Plan

The Structure Plan is a spatial representation of high-level land uses, environmental assets and transport infrastructure within the Aerotropolis. It will be reviewed and updated alongside precinct planning and infrastructure provision.

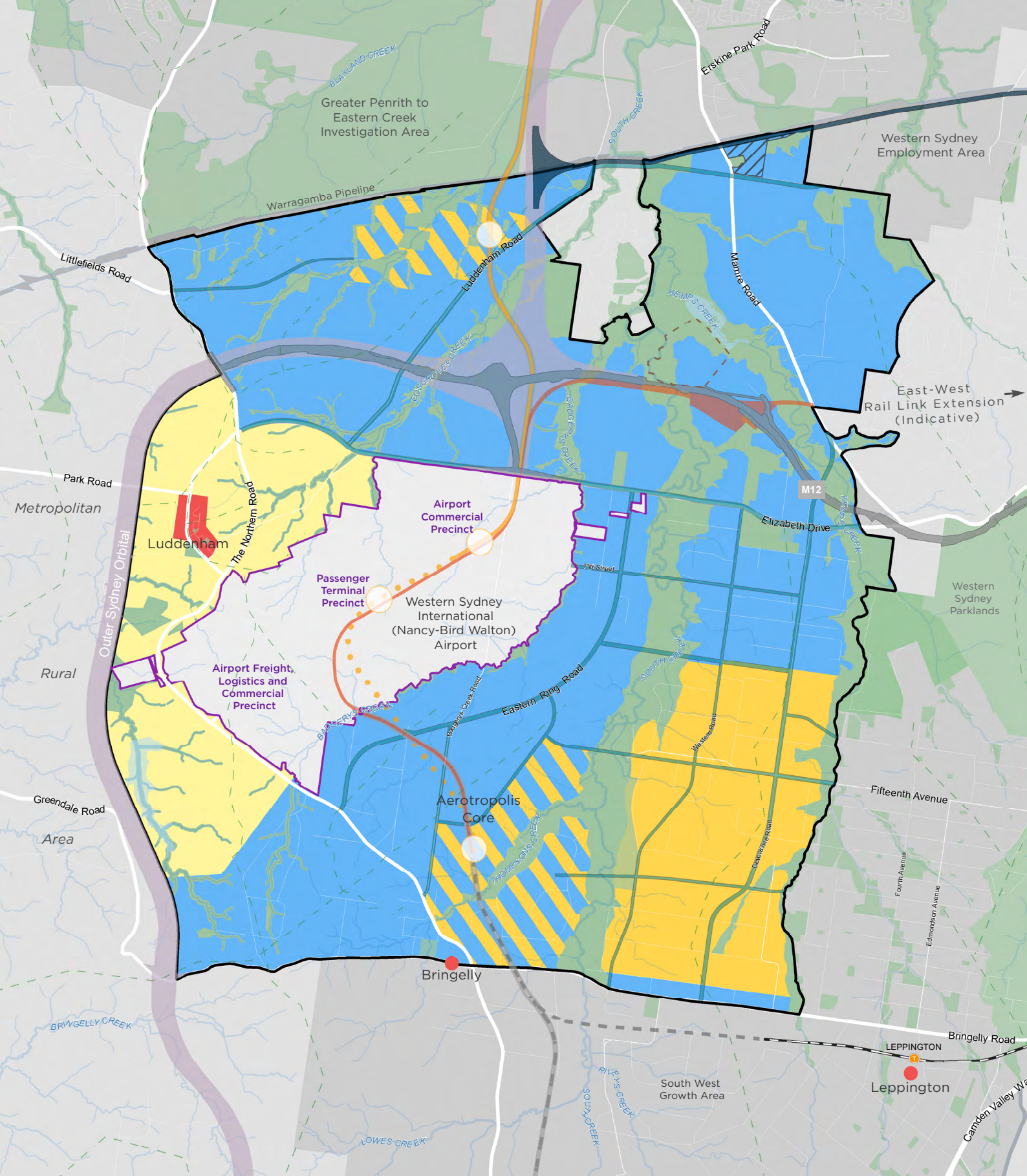
In addition to the Aerotropolis Core, a network of new and existing centres will emerge from the precinct planning process. The identification and classification of these centres will be consistent with the principles and hierarchy in the Region Plan.

3.2 Planning framework

A comprehensive planning framework provides clarity for more detailed planning, implementation and delivery and ensures development meets with the objectives and principles of this Plan, the Region Plan and the District Plan.

Figure 11: Planning framework





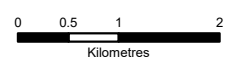
Structure Plan

Western Sydney Aerotropolis

- 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

- 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

- Centre
- Topographic Ridgeline
- Luddenham Village
- Agribusiness
- Environment and Recreation
- Enterprise
- Urban Land
- Mixed Use



3.2.1 Aerotropolis State Environmental Planning Policy

A new Aerotropolis SEPP will apply to the 11,200-hectare area surrounding the Airport except for the Mamre Road Precinct, which has been zoned under *State Environmental Planning Policy 2009* (WSEA SEPP). The SEPP also protects airport operations beyond the Aerotropolis through the incorporation of relevant airport safeguarding controls.



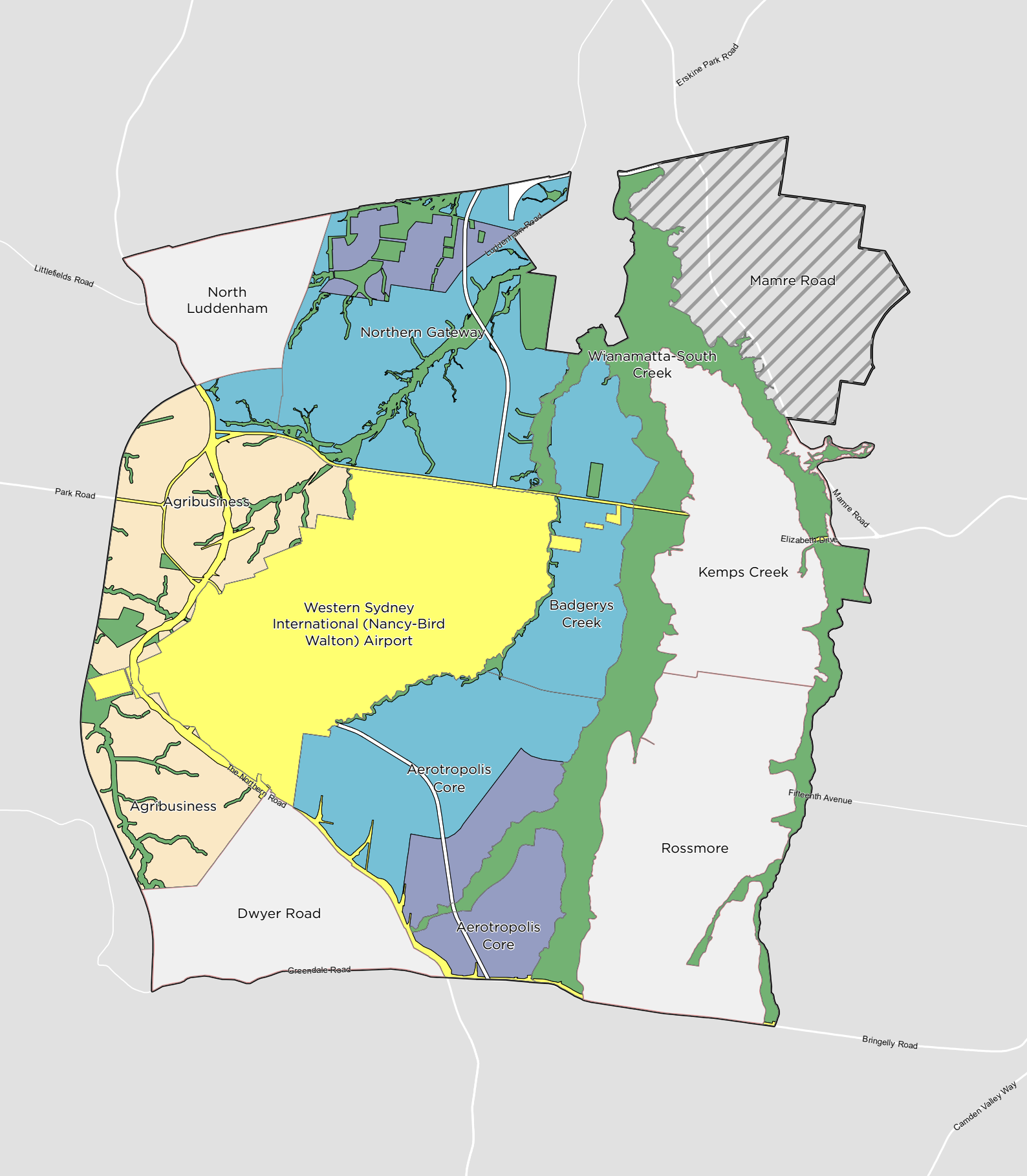
The Aerotropolis SEPP will encourage and support the orderly and economic use and development of land in the Aerotropolis.

It will provide statutory weight to the planning and development of land around the Airport and will implement this Plan by:

- establishing boundaries for applicable land
- defining all precincts and their boundaries
- establishing strategic objectives for the Aerotropolis
- applying land use zones to the initial precincts
- implementing various clauses and maps
- protecting transport corridors and utility sites
- identifying the types of development applications that are to be referred to Western Sydney Airport
- ensuring there is no intensification in noise sensitive uses within the Australian Noise Exposure Concept (ANEC)/Australian Noise Exposure Forecast (ANEF) 20 and above contours
- outlining a framework for planning pathways.

A combination of new and existing zones will be applied in the SEPP to enable the unique development opportunities that the Aerotropolis provides. These have been defined for the initial precincts, with zoning for the remaining precincts to occur at a later stage:

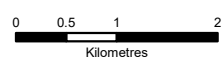
- **Enterprise Zone:**
land where enterprise uses are supported while mitigating impacts of airport operations. Residential development and other noise sensitive uses are not permitted.
- **Mixed Use Zone:**
mixed flexible employment, residential and noise sensitive uses on land not affected by the ANEC/ANEF 20 and above contours in high amenity areas and areas well connected to public transport.
- **Environment and Recreation Zone:**
most of the Wianamatta–South Creek Precinct and other areas identified for conservation, biodiversity and recreational uses.
- **SP2 Infrastructure Zone:**
new and existing road and rail corridors, transport facilities, land required for utilities, the Airport and associated land in Commonwealth ownership to support airport operations. The SEPP will need to be amended to accommodate infrastructure as it is planned and as corridor and site boundaries are further refined.
- **Agribusiness Zone:**
to support high-tech agribusiness uses, including freight, logistics and horticulture in the Agribusiness Precinct.



Land Zone

Western Sydney Aerotropolis

- | | |
|--------------------------------------|-------------------------------|
| Western Sydney Aerotropolis | MU Mixed Use |
| Precinct Boundary | SP2 Infrastructure |
| Land Zone (Aerotropolis SEPP) | |
| AGB Agribusiness | Major Infrastructure Corridor |
| ENT Enterprise | Deferred Matter (LEP Zone) |
| ENZ Environment and Recreation | Mamre Road (WSEA SEPP) |



Referral of development applications to Western Sydney Airport

The Aerotropolis SEPP identifies the triggers for development applications (DAs) that are to be referred to Western Sydney Airport, depending on their potential impact on the safe operation of the Airport. This will include development or activities that could impact on protected operational airspace, development that has the potential to attract wildlife within thirteen kilometres of the Airport, development that could result in windshear or turbulence and development or construction activities that include the use of cranes that extend into prescribed airspace.

Out-of-sequence development

The SEPP allows for out-of-sequence development as long as a number of criteria have been met. These include: not impacting the servicing of initial precincts; not impacting airport operations; and ensuring that utility infrastructure is available.

3.2.2 Master Planning

Landowners with holdings of 100 hectares or more will be able to prepare a master plan for their site. A master plan will need to align with and provide more detail than a precinct plan. A landowner will be able to propose that specific elements of their master plan be considered to be complying development. If complying development status is agreed, development applications for these elements will be able to access an accelerated assessment pathway.

Guidelines will describe how the master planning process operates. This will cover: the process for becoming an approved master planner; considerations when preparing a master plan; the review and exhibition of master plans; and the approval of master plans.

3.2.3 Aerotropolis Development Control Plan

The Aerotropolis DCP will guide precinct planning and master planning and promote exemplary design:

- Phase 1 identifies precinct planning principles to achieve the vision for the Aerotropolis and sets objectives and some performance outcomes for development.
- Phase 2 will identify additional performance outcomes and specific development controls to satisfy required objectives, performance outcomes and benchmark solutions for all development permitted within the Aerotropolis.

3.2.4 Section 9.1 Direction

This Plan is accompanied by an amendment to *Ministerial Direction 7.8 Implementation of Western Sydney Aerotropolis Plan* under section 9.1 of the *EP&A Act*.

This reflects the new title and status of the Plan and requires that all planning proposals seeking to amend land zoned under the Aerotropolis SEPP or the respective LEP be consistent with this Plan.

Figure 12: Artist's impression of a transport hub in the Aerotropolis
Source: Sydney Metro





This Plan identifies high-level infrastructure that will shape and support the Aerotropolis including their interdependencies, while precinct planning will identify the infrastructure required for each precinct. Because of the size of the Aerotropolis and the time over which it will develop, infrastructure provision will be staged. Precinct plans will indicate the likely sequencing for infrastructure in each precinct, informed by the Place-based Infrastructure Compact and local infrastructure needs.

4.1 Blue-Green Infrastructure Framework

The Blue-Green Infrastructure Framework is the network of blue and green spaces including waterways, riparian areas, bushland, parks and open spaces, tree canopy (including street trees) and private gardens.



These elements of the Blue-Green Infrastructure Framework are strategically planned, designed and managed to support quality of life in an urban environment.

4.1.1 Wianamatta-South Creek as Blue-Green infrastructure

This Plan and the District Plan embrace the Wianamatta-South Creek Catchment's natural blue and green systems as valuable assets. The landscape-led approach will incorporate these into urban activity and form, while improving and preserving environmental, cultural and spiritual values.

4.1.2 Parkland elements

Four parkland elements are included as investigation areas: Wianamatta-South Creek corridor, regional parks, ridgeline parks and multi-functional linear parks. Their potential and/or location will be determined during precinct planning.

Wianamatta-South Creek corridor

The Wianamatta-South Creek corridor is the central element of the urban design and water management of the Western Parkland City. Within the Aerotropolis it provides amenity and recreational opportunities, connects to the Green Grid and provides the foundation of a city physically balanced with nature. A Delivery Strategy for the corridor will be developed by the NSW Government together with councils.

Regional parks

Regional parks within the Aerotropolis will provide the immediate and recognisable identity of the Western Parkland City and will also connect with the Western Sydney Parklands. The location and size of regional parks will be further investigated at the precinct planning stage.

Ridgeline parks

The ridges help to frame the Western Parkland City setting and can reduce the visual dominance of urban areas across a vast expanse of land with subtle elevational shifts. Existing trees will be retained, and tree planting will also focus on riparian areas and ridgelines. Local parks and sporting grounds will be distributed along ridgelines and incorporate existing vegetation. Ridgetop parks will catch the breeze on hot days while also offering views to the Blue Mountains and facilities for stormwater management. Careful consideration will integrate landscape and built form to retain views and the green setting.



Figure 13: An example of a ridgeline park looking towards the Blue Mountains from Western Sydney Parklands
Source: Tyrrellstudio Pty Ltd

Multi-functional linear parks

Multi-functional linear parks created alongside infrastructure corridors and minor creeks, where suitable, will offer quality local open spaces along creeks and between ridges and the floodplain. They will be places for walking and cycling connections as well as recreation. The geographic nature of the area's many creek systems means their spacing creates opportunities for green and connected walking, cycling and ecological systems. These will be the logical location of local shops and density that matches these attractive areas.

Streets

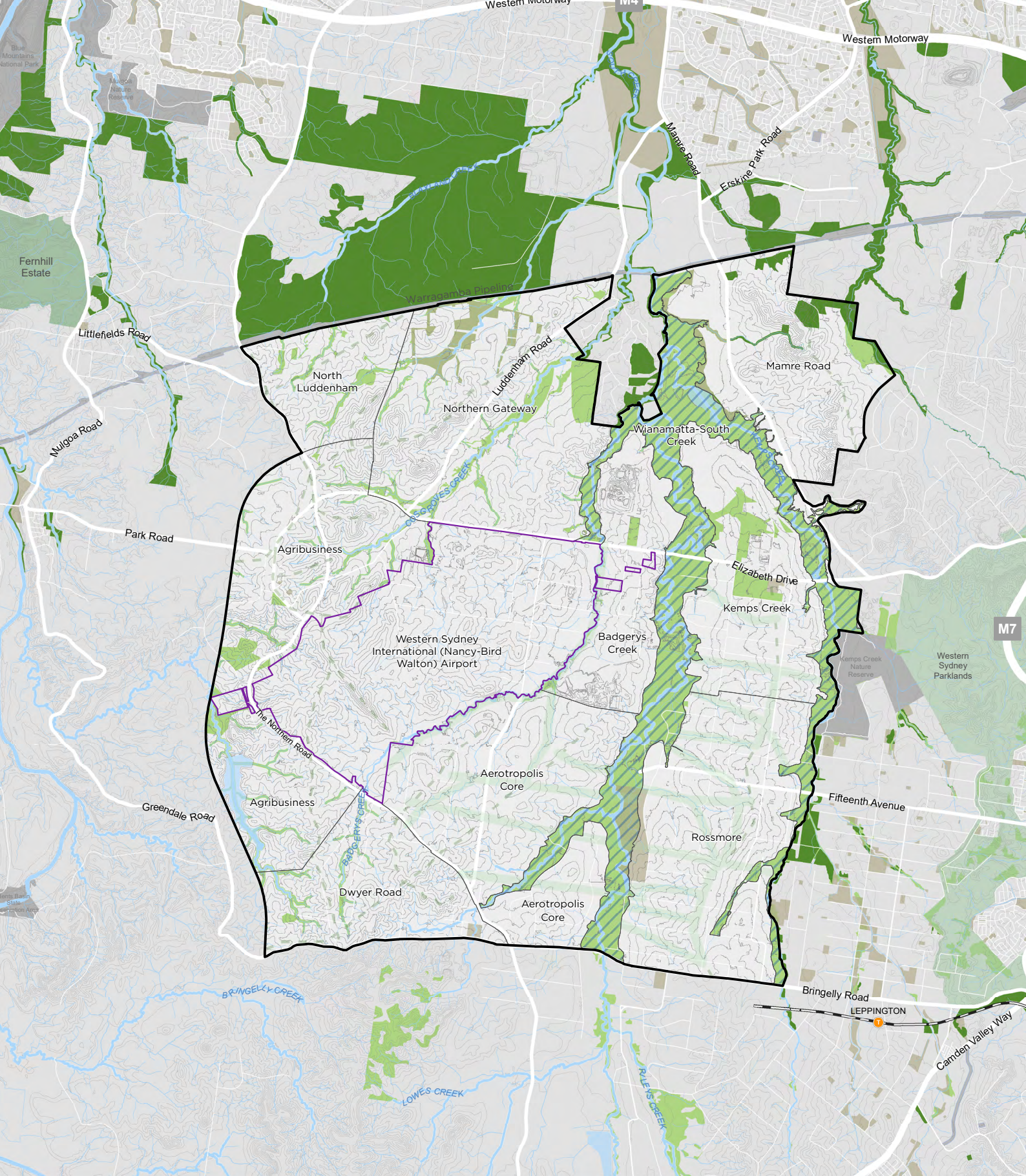
A walkable, fine grain street layout is to be provided that meets the needs of all uses and relates to the urban landform, the creation of quality public spaces and connects with other parkland elements. Retaining and planting trees along streets provides green connecting corridors that provide shade and support amenity and urban cooling.



4.1.3 Soils

A network of interconnected undisturbed soils, known as the Brown Grid, is the foundation for the health of the Blue and Green Infrastructure Framework. This network of soils is located in riparian corridors, parks and other designated areas and is key to achieving healthy ecosystems and good water retention in the clay landscape of the Cumberland plain. Soils within these areas are to remain undisturbed and be continuous, allowing for connectivity of soil ecology. Engineered cut and fill and topographic alteration in these areas will not be supported.

Figure 14: The Goods Line in Sydney is an example of a multi-functional linear park
Source: Destination NSW



Blue Green Infrastructure Western Sydney Aerotropolis

- | | |
|--|------------------------------------|
| Western Sydney Aerotropolis | Linear Parks (Investigation) |
| Western Sydney International (Nancy-Bird Walton) Airport | Wianamatta-South Creek |
| Waterways | Public Recreation (Existing) |
| Topographic Contour 5m | Potential for Conservation |
| Topographic Ridgeline | Environmental Conservation |
| | National Parks and Nature Reserves |

0 0.5 1 2
Kilometres



4.1.3 Biodiversity conservation

Strategic conservation planning for the Aerotropolis will support biodiversity and growth by protecting the area's important conservation values.

This will provide biodiversity certification under the *NSW Biodiversity Conservation Act 2016* and the strategic assessment under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* for part of the Aerotropolis.

The Department of Planning, Industry and Environment will prepare the *Cumberland Plain Conservation Plan*. It will support the delivery of infrastructure, jobs and housing for Western Sydney in a strategic way that protects and maintains important biodiversity, and includes commitments and actions designed to improve ecological resilience and function, and offset biodiversity impacts from development. It will deliver long-term conservation outcomes to the Western Parkland City by avoiding and protecting important biodiversity in areas for new development and infrastructure corridors.

In general, areas to the east of the Airport site and south of Elizabeth Drive sit within the South West Growth Centre under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP). In December 2007 that land was conferred a biodiversity certification in accordance with Section 126G of the *Threatened Species Conservation Act 1995* (now the *Biodiversity Conservation Act 2016*).

In addition, the strategic assessment under the *Commonwealth EPBC Act* also applies to the part of the Aerotropolis that is subject to the Growth Centres SEPP. These commitments will continue to apply.

4.2 Future transport network

The future transport network will not only link the Aerotropolis to the world, it will help realise the aspirations of community and industry. Transport networks and services will be coordinated with investment plans and land use planning. The streets and places of the Western Parkland City will be smarter, healthier and more focused on people.

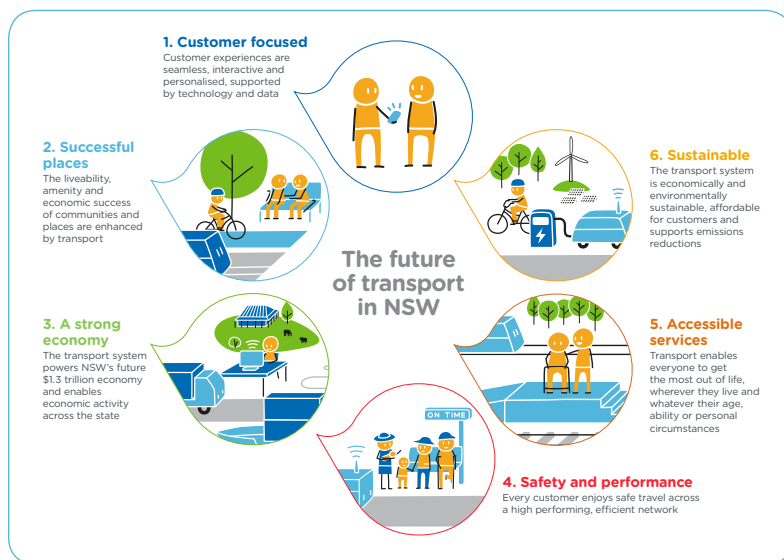


Figure 15: Future Transport's six state-wide outcomes
Source: Transport for NSW

"In broadening our thinking about our roads, rail and streets beyond movement; places can better deliver social, environmental and economic improvements for the entire community.

Likewise, in broadening our thinking about movement to both mobility and access, we can promote the right mode for each trip purpose, and plan places that serve local areas and minimise the need to travel long distances."

Better Placed
(Government Architect NSW, 2018)



Figure 16 (top): Sydney Metro Western Sydney Airport will provide city-shaping services

Source: Transport for NSW



Figure 17 (bottom): Example of a Metro station
Source: Transport for NSW

The *Western Sydney Infrastructure Plan* works include major upgrades of The Northern Road, while construction of the M12 motorway is imminent. Along with the crucial Sydney Metro Western Sydney Airport, these links will tie the Aerotropolis to the opportunities and markets of Greater Sydney.

People in the Aerotropolis will be able to walk to the Metro on safe and shaded streets, enjoy frequent and direct bus services, have convenient access to schools and shops, and benefit from a comprehensive network of cycleways. To realise this vision and support the functions of the Airport and high-tech sector, a network of smart motorways and arterial roads will efficiently accommodate time sensitive freight and private vehicle trips.

New technology will make the Aerotropolis smarter and safer. For the logistics and aerospace sector, connected and autonomous vehicle (CAV) technology can reduce freight and handling costs. On large logistics and technology campuses, autonomous buses will provide connections to bus stops and transit hubs. New technologies allow more responsive transport services that will evolve as the Aerotropolis matures.

Planning for different movements will consider local networks that pass through centres and link places where people want to go, as well as freight and bypass networks to bypass centres and directly link people and goods to the wider network.

4.2.1 Transport services

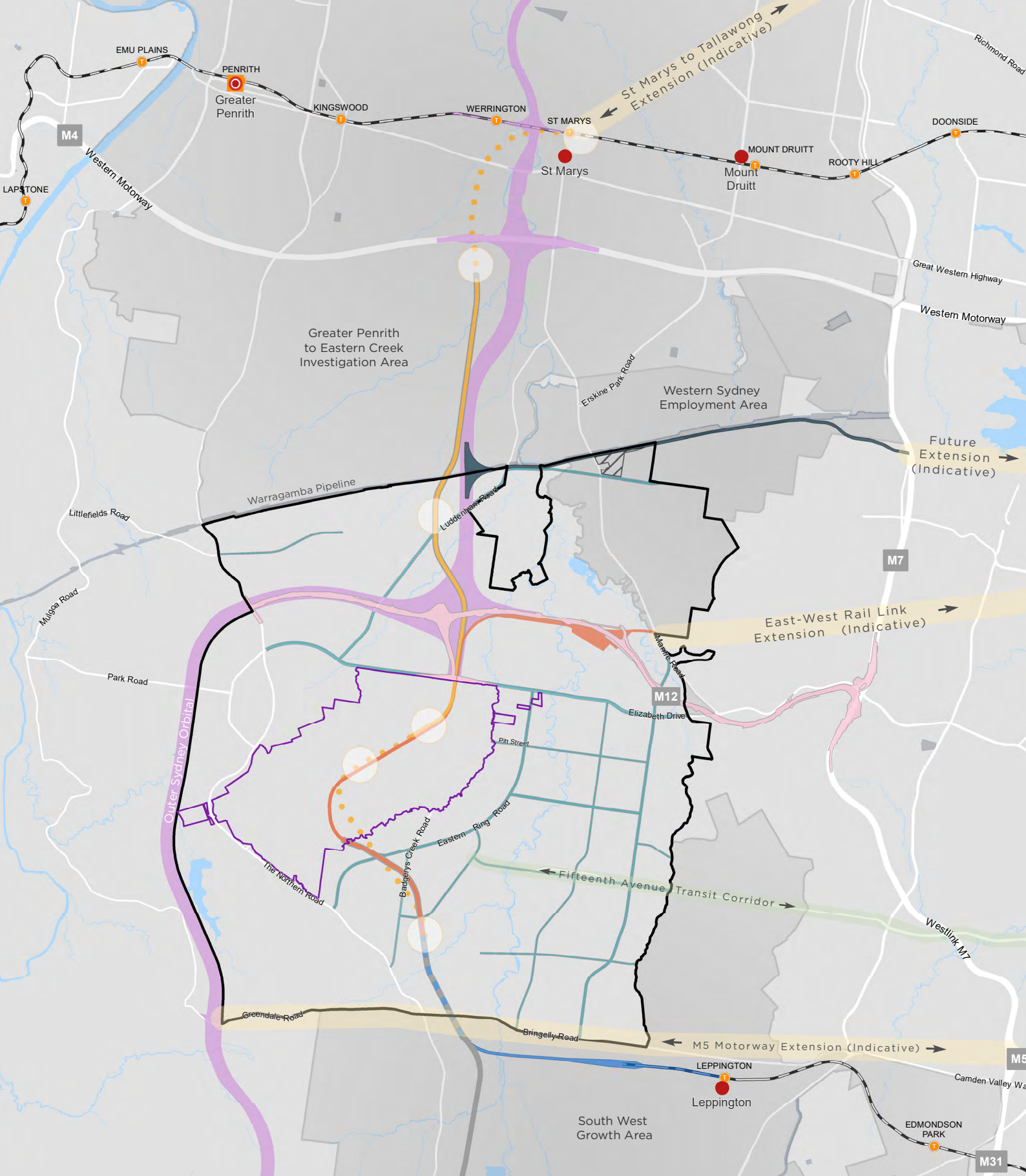
The Aerotropolis's transport network will reflect the service hierarchy adopted in *Future Transport 2056*:

- **city-shaping services** – mass transit public transport services of higher frequency, speed and volume linkages between cities and centres that shape locational decisions of residents and businesses
- **city-serving services** – high to medium capacity, high frequency services, with more frequent stopping patterns
- **centre-serving services** – medium to low capacity, high frequency or on-demand services that provide customers with access to their nearest centres and transport node.

Public transport services will be staged with development. Initial services on the Sydney Metro Western Sydney Airport and rapid bus services linking Liverpool, Penrith, Campbelltown, Blacktown and Parramatta with the Airport and Aerotropolis Core will be supported by local services delivered in line with demand.

Interconnected mass transit city-shaping services that support the evolving needs of the Aerotropolis include the Sydney Metro Western Sydney Airport as part of a broader North South Rail Link corridor, and other connections such as the proposed Outer Sydney Orbital.

The proposed network includes a number of major city and centre serving connections. City-serving networks such as Elizabeth Drive and The Northern Road will provide high capacity and frequency, while centre-serving networks such as Western Road and Ramsey Road offer lower capacity but more closely spaced stops connecting to centres. Local centre-serving bus services will be complemented by smaller on-demand vehicles and 'mobility as a service' offerings, such as ride sharing. Connected urban sensor networks and artificial intelligence will allow on-demand services to anticipate and respond to changes in demand. In conjunction with mass transit and a comprehensive cycle network, these 'last mile' services will enable limits to be placed on private parking supply, further reducing congestion.



Transport Corridors

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Metropolitan Cluster
- Strategic Centre
- Key Network Upgrade
- M12 Motorway Corridor

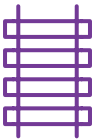
- Proposed Outer Sydney Orbital Corridor
- South West Rail Link Extension Corridor
- Western Sydney Freight Line Corridor
- Potential Intermodal Terminal

- Metro Station
- Sydney Metro - Western Sydney Airport
- Sydney Metro - Western Sydney Airport - Tunnel Alignment
- North South Rail Line Corridor
- Potential East-West Rail Link and Stabling

4.2.2 Network development

Transport network planning for the Aerotropolis and broader Western Parkland City will maximise the use of the existing roads. New connections will respond to proposed urban development through precinct planning.

The proposed network includes local and transit-focused streets that will connect to key centres including the Aerotropolis Core and the Airport. The Fifteenth Avenue corridor will provide a direct connection to these centres from Liverpool. Similarly, the Pitt Street Extension Corridor will provide an east-west connection for public transport, walking, cycling local traffic between Devonshire Road and the Airport Commercial Precinct via Pitt Street.



Planning for the Aerotropolis will accommodate a new freight infrastructure corridor between key freight centres and the Aerotropolis, as well as freight and logistics development in precincts identified for flexible employment and agribusiness.



The proposed transport network servicing the Aerotropolis will accommodate freight on connections that maximise effective and reliable movements while protecting local amenity.

Key freight links will serve the Airport and the Airport Commercial Precinct to support economic activities along Eastern (Airport) Ring Road. The upgrade of The Northern Road is designed to serve the Agribusiness Precinct and the Airport Freight and Logistics Precinct. The proposed M12 Motorway will be the major access route to the Airport and connect to Sydney's motorway network.

The proposed Outer Sydney Orbital Corridor will be the major north-south transport corridor between Richmond Road in the north and the Hume Motorway near Menangle in the south with a motorway interchange with the M4 Western Motorway. It will include dedicated freight rail infrastructure, providing a regional connection between Port Botany, Western Sydney and regional NSW.

The proposed Western Sydney Freight Line would link the Southern Sydney Freight Line with potential intermodal terminals in the Western Parkland City. It would serve freight, logistics and related industries, and consolidate WSEA as a key freight and logistics hub. This line would also divert freight from the Main West Rail Line, unlocking passenger capacity.

Following landowner and community input, a final transport network will be determined through precinct planning, based on detailed investigations and analysis that focus on integrating land use and transport. This work will be underpinned by investigations to identify infrastructure priorities for the Aerotropolis within the broader Western Parkland City.

This Plan identifies a high-level transport framework for the Aerotropolis with a finer transport network to be determined through precinct planning.

Figure 18: Artist's impression of the M12 linking the Aerotropolis to Greater Sydney. Source: Transport for NSW



4.3 Digital infrastructure – smart cities

Smart cities use technology to improve quality of life. Whilst the scale of initiatives can vary, most solutions use embedded, connected and interoperable technology tools and platforms that take advantage of smart devices working across infrastructure assets, services and sectors. A smart city:

- embeds sensors and communications technology in infrastructure as it is built or when it is being upgraded
- captures, exchanges and uses data securely from sensors
- communicates information, insights and actions, including through the infrastructure itself.

Investing in appropriately scalable and adaptable communications and digital infrastructure is fundamental to enabling a city that can respond to the sustainability objectives of the Aerotropolis, deliver a liveable city, and enable development of industry and jobs.

To create a smart city, the Aerotropolis will incorporate the following built infrastructure:

4.3.1 Connectivity infrastructure

- 4G and 5G (or other future technology) radio cells integrated into buildings, public transport, smart poles or other infrastructure
- Gateway devices for low power wide area networks that collect data from sensors
- Wi-Fi nodes and mesh networks for public access and sensor connection

- Fibre optic network to buildings and homes and data transfer from gateway devices
- Fibre network for high capacity links to commercial buildings, centres and management hubs
- Vehicle to Infrastructure (V2I) to communicate between road signs, traffic lights and connected autonomous vehicles (CAVs).

4.3.2 Sensor infrastructure

- Water, environmental, weather, soil or energy meters
- Traffic, transport and people movement sensors in road surfaces and buildings integrated with parking and traffic management infrastructure
- CCTV for smart transport, safety and law enforcement
- Smart lighting, remote controllable and event configurable
- Road marking for connected and autonomous vehicles.

4.3.3 Communications infrastructure

- Digital signage and interactive smart screens in public spaces and transport
- Smart poles that combine lighting, sensors, connectivity and signage
- Smart benches with many functions such as cooling or heating, device charging, lighting, sensors, connectivity and smart screens
- Coordinated and adaptive traffic signals
- Smart road marking to facilitate traffic management.

Figures 19-20:
Examples of
digital
infrastructure

4.4 Energy infrastructure

The Aerotropolis will be powered through sustainable, next-generation energy infrastructure consistent with the NSW Government's 2050 Net Zero Emissions commitment. Locally produced clean energy, energy storage solutions, smart grid and real time usage optimisation technology and innovative power purchasing options will be a focus for energy providers.

The NSW Government will work with energy infrastructure providers to deliver energy infrastructure that meets the objectives for a world's best practice energy system. This will seek to combine local generation, such as small and medium scale solar, and storage, with advanced electricity network management systems.



Figure 21: The Aerotropolis will be powered by sustainable, next-generation energy infrastructure

The development of energy supplies will draw on Australian and international experience to combine locally generated electricity with the existing large-scale electricity network. Using circular economy principles, this includes:

- installing solar rooftops and solar gardens models for new residences
- using smart grid technologies, with onsite battery storage
- considering electric vehicle charging stations during precinct planning
- if green infrastructure such as rooftop solar cannot be built upfront, incorporating the ability for future provision.

4.5 Integrated water, wastewater and recycled water services

Sydney Water's *Western Sydney Regional Master Plan 2020* sets out an integrated water management servicing direction to 2056. The Master Plan sets direction for doing water differently. It considers the total water cycle in Western Sydney and promotes a sustainable water future delivered via integrated water services. The Master Plan's principles will be incorporated into the Aerotropolis.

Sydney Water's adaptive, flexible planning approach for Western Sydney allows for a combination of actions to be assessed and taken immediately, if required, to support growth demands while preserving flexibility to meet future commitments and initiatives.

Sydney Water has identified a site and is finalising financing and delivery options of the Upper South Creek Advanced Water Recycling Centre with associated Resource Recovery Plant and corresponding network location requirements. Once development has reached an appropriate scale the plant will produce recycled water appropriate for agricultural, industrial, open space irrigation and residential dual reticulation. Whilst Sydney Water is planning to service the entire Aerotropolis, this does not prohibit private sector solutions.

4.5.1 Warragamba Pipeline

The Warragamba Pipeline along the northern boundary of the Aerotropolis transfers water from Warragamba Dam to the Prospect water filtration plant. The Pipeline's safety, integrity and operation is essential. Precinct planning will consider WaterNSW's *Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines* to ensure this important infrastructure is safeguarded.

4.6 Social and cultural infrastructure

4.6.1 Community

Planning for the Aerotropolis will ensure that employment and residential development is within 10 minutes' walk of public open space as per the Premier's Priority. People working or living in mixed use residential areas or higher intensity employment areas will have access to a range of open spaces. District-scale open space such as playing fields and regional parks will be provided towards the edge of centres to maximise catchment areas. Sporting fields will be shared with educational institutions wherever possible.

High quality facilities and services that are attractive, flexible and address the needs of the general community will be provided, including community centres, multi-purpose hubs, libraries and aquatic centres.

4.6.2 Health and education

The Aerotropolis will support internationally competitive health education, research and innovation jobs and services at a diverse range of scales, such as:

- an Integrated Health Hub within the Aerotropolis Core
- an internationally significant research/innovation, science, training and education area (including tertiary, Vocational Education and Training (VET) institutions and secondary school level) within the Aerotropolis Core
- a cluster of leading science-based businesses, tertiary institutions and research facilities at the Sydney Science Park within the Northern Gateway
- strategic centres that integrate primary and tertiary education, with health facilities and the landscape to create places of learning and wellbeing

- local centres where schools and community facilities are integrated into the parklands shared with the broader community
- nearby access to upgrades at Nepean Hospital, Liverpool Hospital and Campbelltown Hospital
- private sector healthcare, where feasible.

4.6.3 Arts and creativity

Cultural and creative spaces can build character and a unique sense of place, identity and belonging. Public art, public spaces such as art galleries, museums and libraries and the new cultural infrastructure will support the ambition for the Aerotropolis to be a home for science and education. Co-locating artistic and creative organisations in science and education precincts will encourage collaboration, drive enterprise and innovation, and support the development of creative industries.



Culture and creativity will drive social, environmental and educational cohesion and innovation. Jobs will be created and the Aerotropolis will be a place that offers a high amenity, high experience urban life.



Figure 22: Camden Fine Art Gallery in Sydney's south-west
Source: Destination NSW

Precinct planning for the Aerotropolis will investigate cultural infrastructure to support a tourism and leisure economy and a night-time economy around the Airport that attracts locals and visitors.

4.6.4 Aboriginal cultural strategy

Western Sydney is rich in Aboriginal history and heritage significance and is also home to the largest Aboriginal population in Australia. The Aerotropolis will embrace opportunities to connect with Country and include cultural infrastructure for Aboriginal people to practice and share culture and for the wider community to visit to interact with and understand the Aboriginal culture, history and heritage of Western Sydney.

Connecting with Country

Connecting with Country is more than a policy or an idea. First Peoples' connection with Country is related to the origins of the landscapes within which they/we inhabit and therefore their/our own origins. Connecting with Country occurs through every sense, movement and stories. It is related to knowledge, actions and experiences, so happens best through corporeal activities and being in spaces on Country. Several practices or methodologies can be engaged to build these connections. While guidance from knowledge holders is recommended, some of these methods are part of everyday life, such as walking Country, storytelling on Country, making on Country, listening to Country, dialogue with Country, singing up Country, and sensing Country.

Aboriginal people have always walked Country as both a means of knowing and caring for Country. Culture is a map across the landscape in which not only are the individual places important, but the routes between them, and the whole of the landscape is a cohesive narrative. Indigenous cultural knowledge is spatialised and placed, so in walking Country, a sort of mapping occurs that involves all the senses and does not simply rely upon sight.

4.6.5 Heritage

Key heritage sites, significant cultural landscapes and items will be preserved, and where appropriate, activated and integrated with new development. The history of the area will be embraced to contribute to a distinct identity.

Heritage forms part of the wider cultural infrastructure framework and specific heritage conservation strategies and controls will be considered in precinct planning and DCPs as part of a requirement to address the *Heritage Act 1977*. During precinct planning, detailed site investigations will occur to identify and protect Aboriginal and non-Aboriginal heritage. The outcomes of these investigations will then inform master planning and will be considered in development applications.

Planning, urban design and development will activate and integrate heritage items into new developments in a sensitive way in accordance with:

- *Australia ICOMOS Charter for Places of Cultural Significance*, The Burra Charter, 2013
- *Better Placed: Design Guide for Heritage* by Government Architect NSW
- *Design in Context: Guidelines for Infill Development in the Historic Environment* by NSW Heritage Office & Royal Australian Institute of Architects NSW Chapter
- *New Uses for Heritage Places: Guidelines for the adaption of Historic Buildings and Sites* by NSW Heritage Office & Royal Australian Institute of Architects NSW Chapter.

Aboriginal heritage

All landscapes have Aboriginal cultural heritage values, which includes both tangible and intangible elements containing places and values relating to traditional, historical and contemporary periods. There are points of significance for Aboriginal peoples within the Aerotropolis including scarred trees, carved trees, white clay, shell middens, camp sites, stone resources and scatterings of artefacts.



Figure 23: White clay being used in Aboriginal ceremonies
Source: Destination NSW

The floodplains of Ropes Creek and Wianamatta-South Creek were an important meeting place and source of nutrition for Aboriginal communities. South, Badgerys and Thompsons creeks provided food and recreation over thousands of generations. Local plant species including tea tree, paperbark trees, geebung, wattles and ferns, as well as fish and shellfish provided food for Aboriginal peoples.

Non-Aboriginal heritage

European settlement began in the area in the early 1800s with the first land grant given to James Badgerly in 1809. The next settlers established large rural estates and set up local agricultural and pastoral economies. Some large estates were subdivided from the 1850s and this attracted small-scale farmers and led to the formation of village centres, including Luddenham and Bringelly. While land continued to be subdivided and developed, the rural character and agricultural uses remained, as do some early buildings and structures.

The Aerotropolis contains 16 non-Aboriginal heritage items of local significance. Two items of State significance include Kelvin Park Homestead (Group) in the Aerotropolis Core Precinct and Church of the Holy Innocents (Group) in the Rossmore Precinct. These items will be mapped in the Aerotropolis SEPP and considered at the precinct planning stage.



Figure 24: Kelvin Park Homestead in the Aerotropolis Core Precinct
Source: Heritage NSW, Department of Premier & Cabinet

Women, white clay and Wianamatta

Aboriginal women in Greater Sydney are guardians of reserves of white clay. Prior to non-Indigenous appropriation, it was traded far and wide as an important resource and dietary supplement, particularly for pregnant women. These movements of trade and custodial care occurred throughout the cultural calendar, often involving travel for many days along songlines or trade routes. White clay, as found at Wianamatta, was so valued that women carried it with them in a djuguma, or net bag, slung around her neck or head along with other essential items such as kangaroo bone chisels, shells used as spear sharpeners, balls of red ochre, lumps of resin from the Xanthorrhoea, or grass tree and fishing implements. Clay is also valued for body adornments, which when used in ceremonies distinguishes groups through the differing designs in their body painting.

Safeguarding the 24-hour airport

The Airport represents a \$5.3 billion Commonwealth investment for Stage 1 alone. It will be a catalyst for economic growth and will operate without a curfew.

The Airport's 24/7 operations will be safeguarded in future precinct planning, and within the context of development (including ancillary commercial areas and business park) being subject to the planning and approval framework of the *Commonwealth Airports Act 1996*.

Planning to safeguard the 24/7 operations includes:

- preventing the intensification of noise-sensitive land uses into areas affected by aircraft noise
- locating buildings to avoid wind shear and turbulence
- managing wildlife attraction
- locating wind turbines appropriately
- ensuring lighting does not distract/confuse pilots
- maintaining an obstacle free protected operational airspace
- ensuring off-airport development does not impact the communication, navigation and surveillance (CNS) equipment
- managing land uses in public safety areas.

There are a number of airport safeguarding requirements which extend beyond the Aerotropolis boundary, including aircraft noise management, intrusion into protected operational airspace, wildlife strike management, managing lighting and reflectivity

distractions to pilots, public safety areas and CNS facilities. Noting that the Airport is a national aviation asset, the Aerotropolis SEPP will contain controls and matters for consideration to ensure that all development surrounding the Airport is compatible with and supports the Airport's 24/7 operation.

All levels of government will work together to integrate the planning for the Aerotropolis with the planning undertaken by Western Sydney Airport for the Airport site.

5.1 National Airports Safeguarding Framework

The National Airports Safeguarding Advisory Group (NASAG) developed the National Airports Safeguarding Framework (NASF) as a national land use planning framework at Australian airports. The Framework requires consideration of aircraft noise, protected operational airspace, wildlife strike, wind shear, public safety areas, lighting, wind turbines, communication, navigation and surveillance systems and helicopter landing sites.

5.1.1 Aircraft noise and development

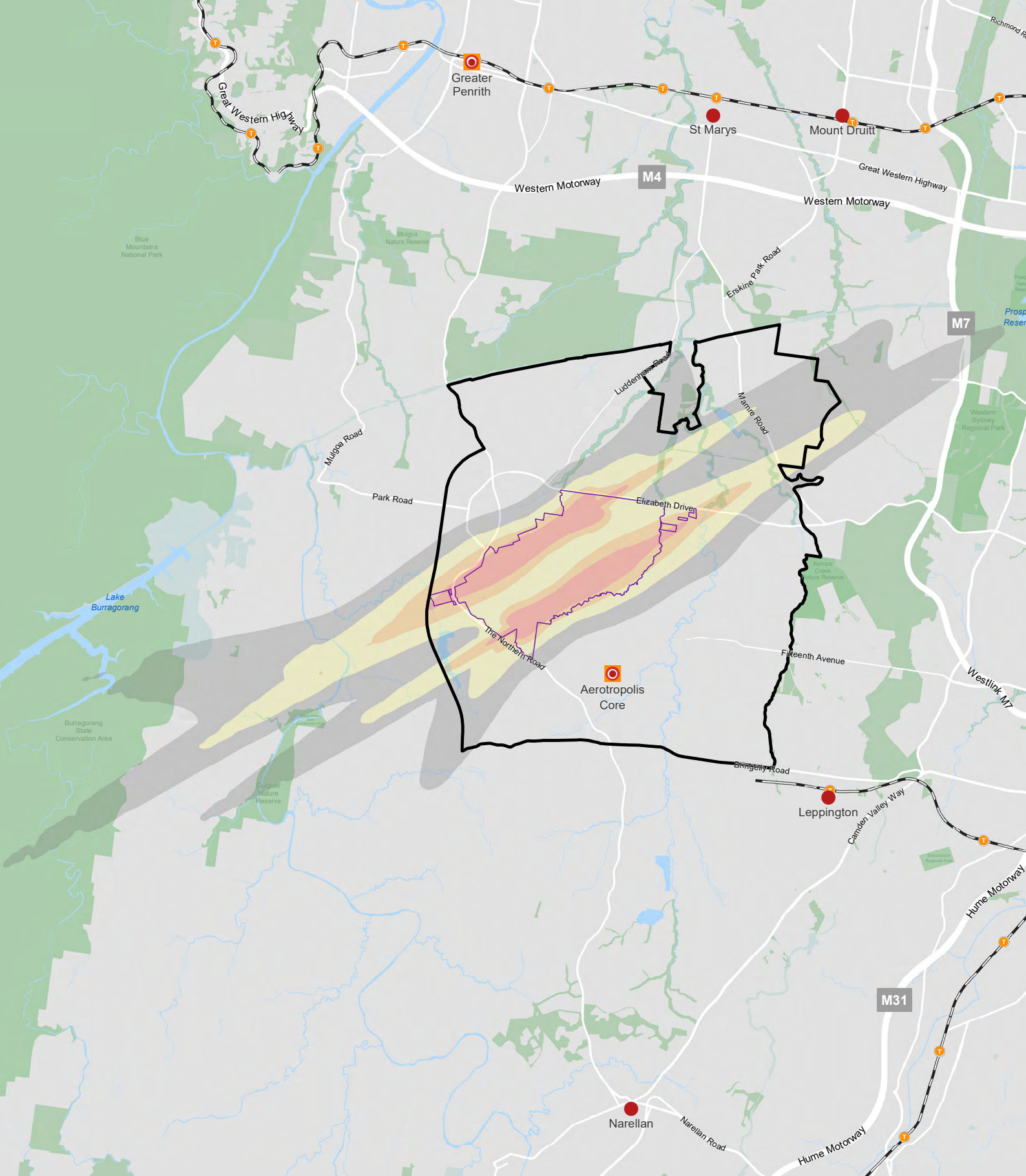
Development that will impact upon the aviation operations of the Airport will not be supported. New residential and other noise sensitive development will not be located within the ANEC/ANEF 20 and above contours (see page 45). Locating residential development in high amenity areas in proximity to the Wianamatta-South Creek corridor will create a buffer between residential development and the Airport. More noise tolerant land uses (such as industry) will be located closer to the Airport. New residential development will also only be permitted in areas with high amenity and should not front major roads or public transport routes. Additionally, for the Aerotropolis Core, new residential development will be focused within walking distance of public transport (800m or 10 minutes) and the creek system to create a compact,

Definition of Australian Noise Exposure Concept (ANEC)

Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport that constitute the contours.

Definition of Australian Noise Exposure Forecast (ANEF)

Approved forecasts of future noise exposure patterns around an airport that constitute the contours on which land use planning authorities base their controls.



ANEC Contours

Western Sydney Aerotropolis

Western Sydney Aerotropolis

Western Sydney International (Nancy-Bird Walton) Airport

Environmental Conservation

National Parks and Nature Reserves

ANEC = 20-25

ANEC = 25-30

ANEC = 30-35

ANEC = 35+

Metropolitan Cluster

Strategic Centre

Railway

Waterways

walkable and vibrant centre whilst achieving the vision for the Western Parkland City.

Development within the ANEC/ANEF 20 and above contour and within the Obstacle Limitation Surface boundary will adopt appropriate design and construction standards to reduce aircraft noise impacts.

In existing residential areas or land approved for development, the ability to construct dwellings will not be removed and renovations to existing houses or extensions will still be allowed, subject to appropriate noise mitigation management measures.



Over time, the noise exposure contours will be reviewed and recalibrated in accordance with the requirements of the Airports Act 1996.

As the contours may change in the future, or the ANEF chart developed during the airspace design process may differ from the current ANEC contours, a precautionary approach to residential development and other noise sensitive development within the 20 ANEC/ANEF and above contour will be taken.

The Australian Government is responsible for designing the flights paths and airspace management for Western Sydney International (Nancy-Bird Walton) Airport. The flight paths design process will cover four main phases: planning; preliminary design and environmental assessment; detailed design; implementation.

5.1.2 Protected operational airspace

An airport's protected operational airspace is the volume of airspace above a set of imaginary surfaces, established to protect aircraft from obstacles or activities. One of these, the Obstacle Limitation Surface (OLS), recognises that tall structures or obstructions such as cranes, plumes, lighting and glare could create air safety hazards. The Western Sydney Airport Plan identified an OLS for

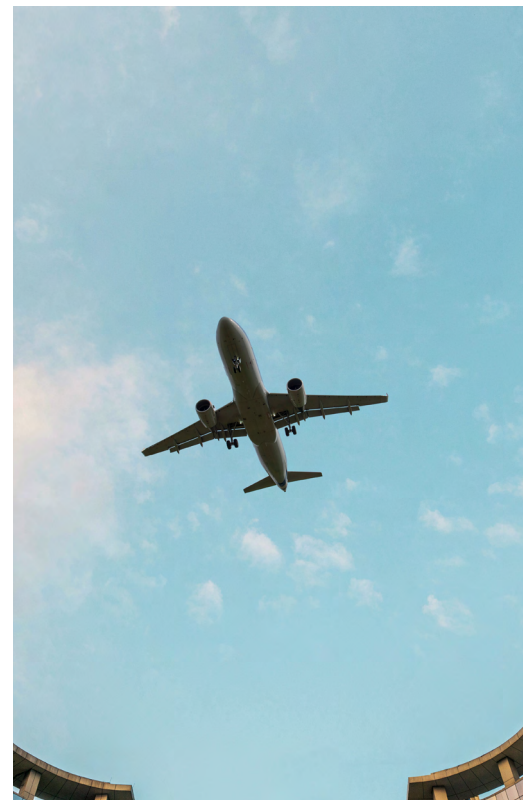
the Airport (see page 47). As the Airport gets closer to operations additional airspace surfaces such as Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) will be mapped.

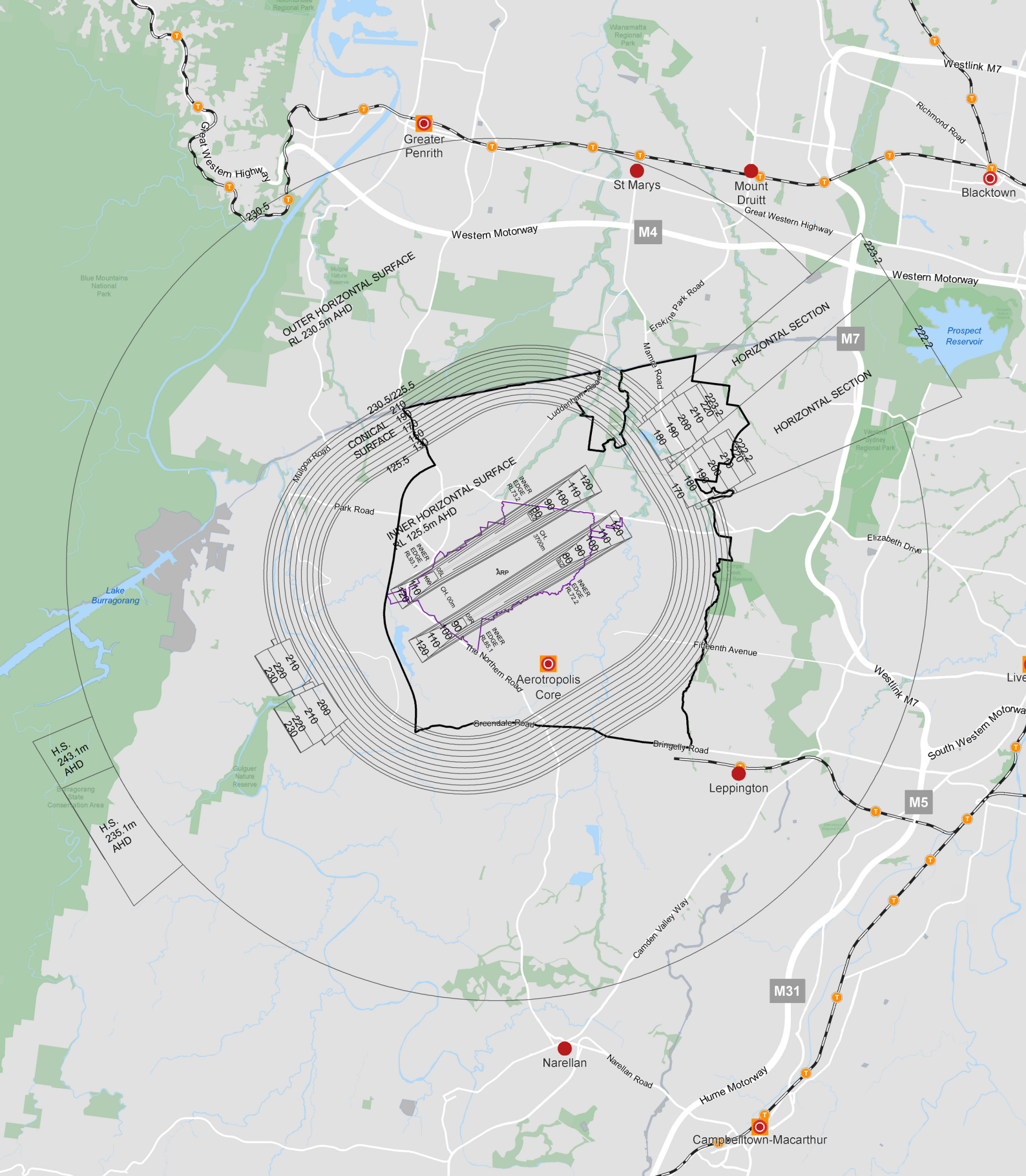
The Aerotropolis SEPP and Aerotropolis DCP will include controls relating to protected operational airspace. In addition, encroachments into protected operational airspace for the Airport may require approval under Part 12 of the *Airports Act 1996* and *Airports (Protection of Airspace) Regulations 1996*.

Definition of Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)

A PANS-OPS is the primary surface for protecting aircraft operating under non-visual (instrument guided) conditions generally located above the OLS.

Figure 25: Controls will ensure that airspace is protected from obstructions





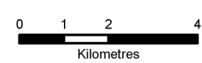
OLS Chart

Western Sydney Aerotropolis

- OLS Chart
- ▭ Western Sydney Aerotropolis
- ▭ Western Sydney International (Nancy-Bird Walton) Airport
- ▭ National Parks and Nature Reserves
- ▭ Environmental Conservation

- ⊠ Metropolitan Cluster
- ⊙ Health and Education Precinct
- Strategic Centre

- Railway
- Waterways



5.1.3 Wildlife strike

Birds and other wildlife can impact aircraft, particularly during take-off and landing. Land uses and landscaping species that could attract wildlife must be considered in the context of aircraft safety. Appropriate land use planning and landscape species selection and design will manage the risk of wildlife strike with aircrafts.

Planning for the Aerotropolis will ensure an appropriate balance is achieved between the need to safeguard the Airport from wildlife strike, and delivering the Western Parkland City vision.

5.1.4 Wind shear and turbulence

Building-generated windshear/turbulence becomes a critical safety issue when a building is in the path of a crosswind to an operational runway. The wind flow around and over buildings can vary crosswind speed along the runway.

Any building within the assessment trigger area that will penetrate the 1:35 surface must consider windshear and turbulence. This means that if a building exceeds 10 metres in height and is 350 metres from the runway, it will penetrate the 1:35 surface. Buildings fitting these criteria will be referred to Western Sydney Airport and the Commonwealth for development approval. Typically, only buildings within airport sites need to be designed to address windshear and turbulence. However, any other buildings within proximity to the airport that are located within the assessment trigger area and penetrate the 1:35 surface, will need to consider windshear and turbulence.

Precinct planning will address windshear and turbulence.

5.1.5 Public safety areas

The risk of aircraft incidents is highest at the ends of runways. Planning within these areas - public safety areas - will exclude land uses that attract large numbers of people or include the storage, use or manufacture of certain dangerous goods.

The *Western Sydney Airport Environmental Impact Statement*, released in 2016 applied a nominal trapezoid area to identify public safety areas at the Airport. *NASF Guideline I - Managing the Risk in Public Safety Areas* was subsequently released in November 2018. Guideline I provides an opportunity to apply a public safety area based on the UK Public Safety Area model, which models anticipated aviation activity at the airport. This approach will be applied to land use planning decisions around the Airport. A map showing the public safety areas can be seen on page 49.

Precinct plans will address public safety areas in greater detail.

5.1.6 Lighting and reflectivity

Lighting within six kilometres of the Airport will need to be installed and configured to avoid distraction or confusion for pilots who could mistake it for aeronautical ground lights that are used during inclement weather and outside of daylight hours.

Additionally, the design of buildings and structures should consider how their design could reduce distraction to pilots resulting from reflected sunlight.

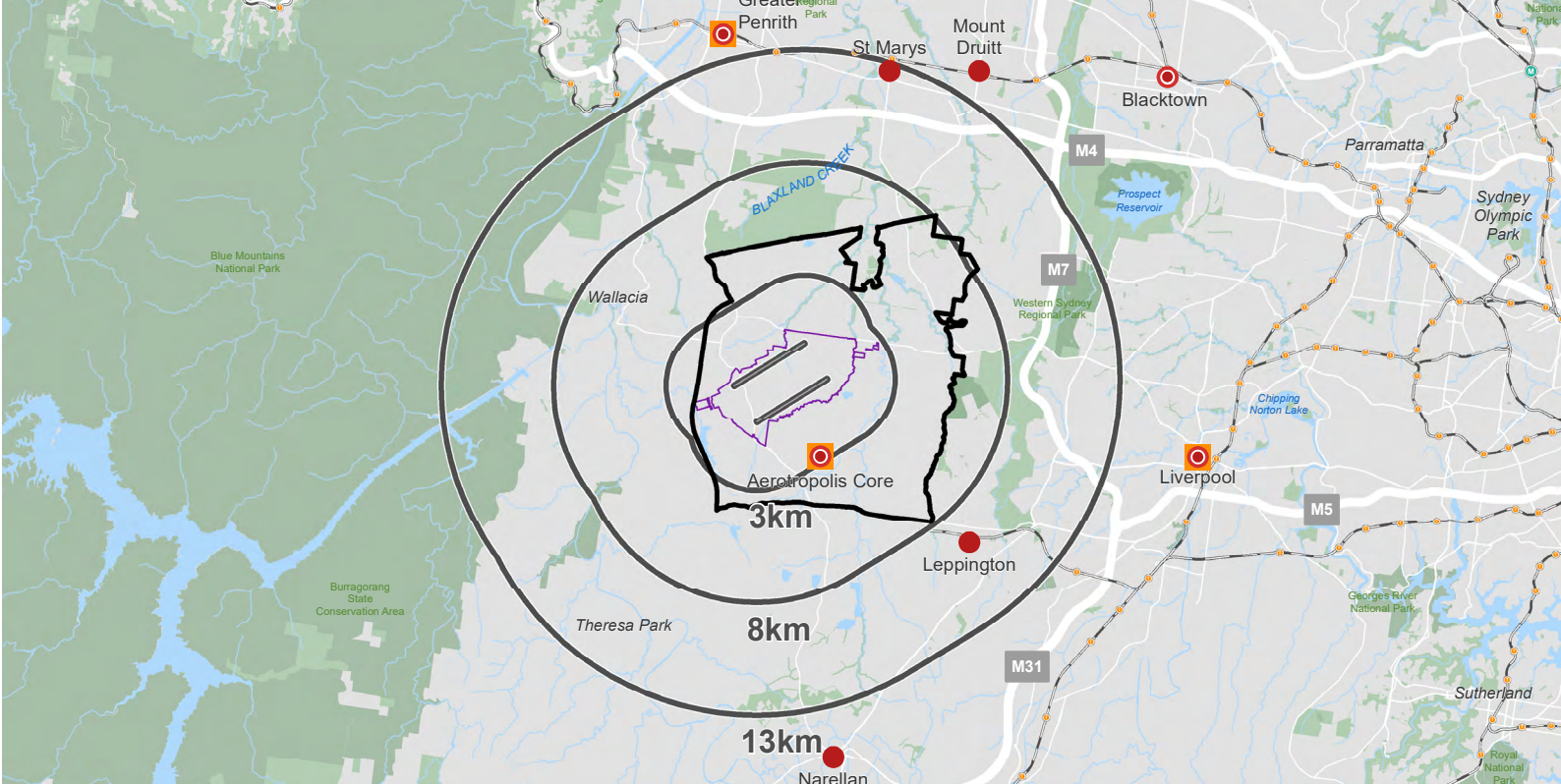
5.1.7 Wind turbines

Wind turbines can be hazardous to aviation as their height creates potential conflict with low flying aircraft. They can also create turbulence and affect the performance of CNS equipment. Wind turbines will be avoided in the vicinity of the Airport and between 3km and 30km will need to be carefully considered.

5.1.8 Communications, navigation and surveillance facilities

CNS facilities are crucial to the safety of aviation. CNS infrastructure and facilities enable:

- pilots to navigate while enroute between airports;
- pilots to utilise navigation aids to conduct instrument approach procedures;



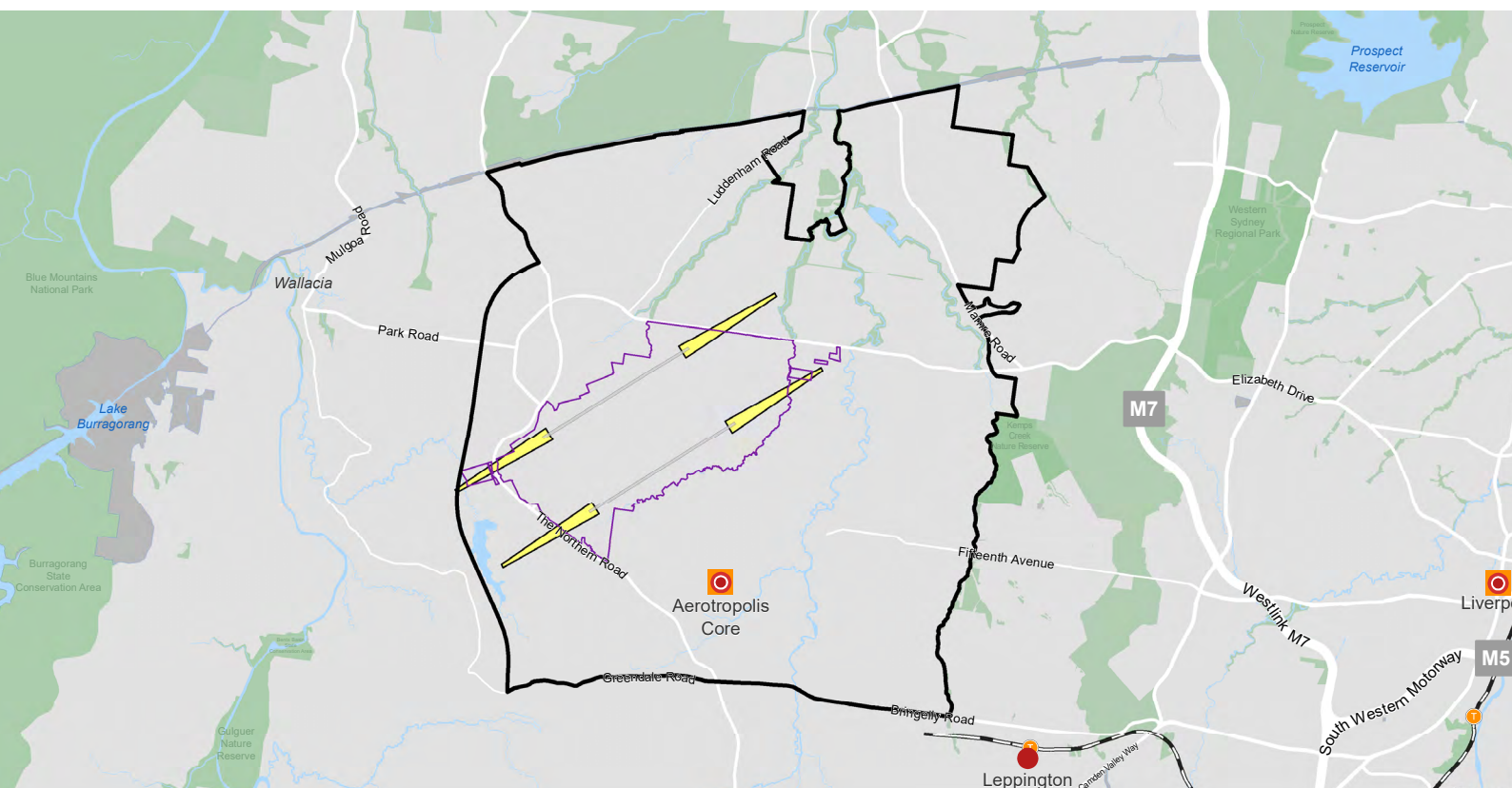
Wildlife Buffer Zones

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Wildlife Buffer Zones

- Metropolitan Cluster
- Health and Education Precinct
- Strategic Centre
- Railway

- Watercourse
- National Parks and Nature Reserves
- Environmental Conservation



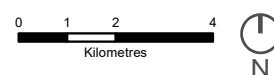
Public Safety Areas

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Public Safety Areas

- Metropolitan Cluster
- Strategic Centre
- Environmental Conservation
- National Parks and Nature Reserves

- Railway
- Waterways



- dialogue between pilots and air traffic control; and
- air traffic control to monitor and confirm an aircraft location.

If not properly assessed and managed, inappropriate development located in the vicinity of CNS facilities can compromise their effectiveness. The NSW Government will work with relevant agencies to ensure these facilities are adequately protected.

5.1.9 Helicopter landing sites associated with hospitals

To ensure continued operations of helicopter landing sites at hospitals, associated flight paths must be free from encroachments. Any proposed hospitals in or adjacent to the Aerotropolis must consider flight path protection.

5.2 Implementing the NASF

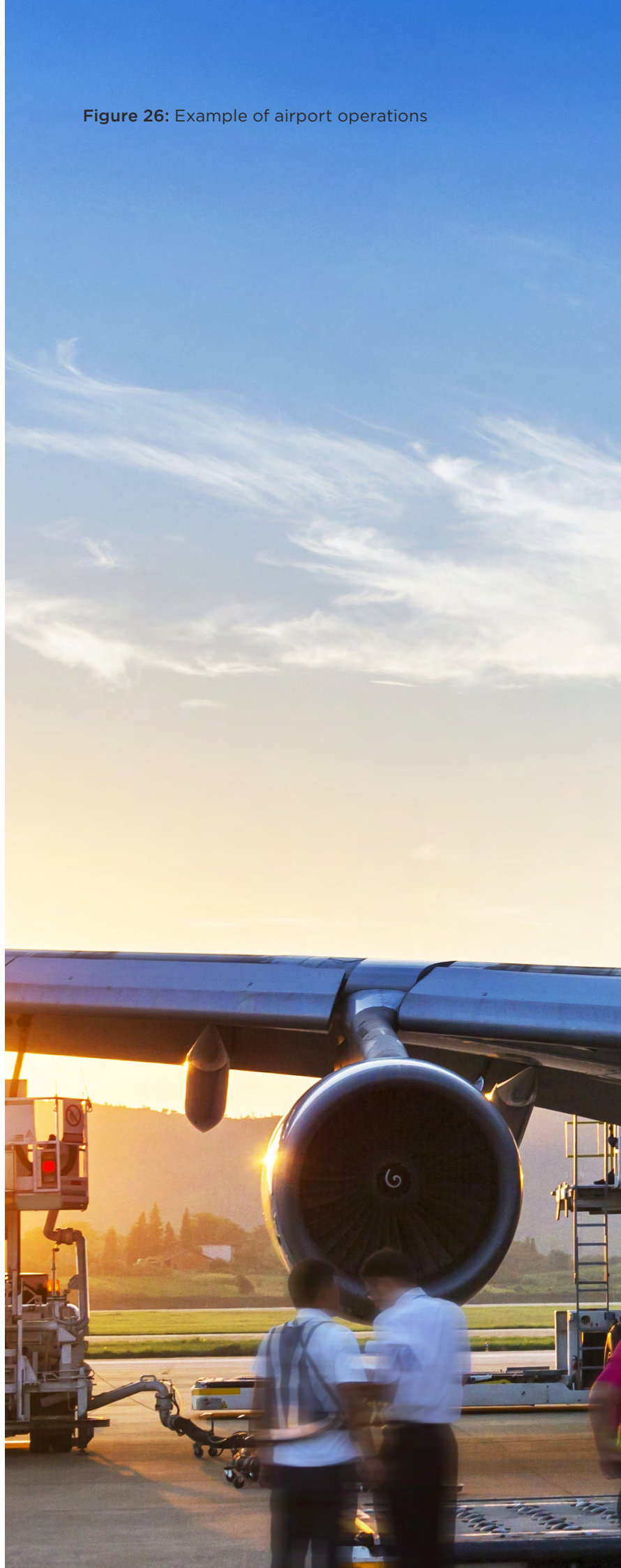
Principles to safeguard the aviation operations of Western Sydney Airport will be implemented through:

- the Aerotropolis SEPP
- the Aerotropolis DCP
- Section 9.1 directions 3.5 *Development Near Regulated Airports and Defence Airfields* and 7.8 *Western Sydney Aerotropolis Plan*
- precinct planning
- master planning.

Master plans will not be approved unless they satisfy all principles, including aviation safeguarding principles, identified in the Aerotropolis SEPP.

DAs must demonstrate how they satisfy performance outcomes of the DCP, either through identified benchmark solutions or proposed alternative solutions. Some development will trigger referral to Western Sydney Airport.

Figure 26: Example of airport operations





Resilience and adaptability

Planning for resilience addresses several economic and social issues. Adapting to climate change will build resilience to higher temperatures, higher evaporation, changes to intensity and distribution of rainfall, and more frequent heatwaves.

6.1 Circular economy

The circular economy gradually decouples economic activity from the consumption of finite resources. It is an approach that designs out waste and changes how goods are produced and sold to minimise waste and environmental impact. Circular economy is based on three key principles:

- design out waste and pollution
- keep products and materials in use
- regenerate natural systems.

The *NSW Circular Economy Policy Statement* and the Circular Economy Innovation Network (referred to as NSW Circular) guide NSW Government decision-making to transition to a circular economy. The Statement sets the ambition and approach for a circular economy in NSW and guides resource use and management. Decision-making and planning for the Aerotropolis will be governed by these principles.

Considering utility provision across all four domains of water, energy, waste and digital networks allows for new business models and technology solutions to be delivered in the Aerotropolis and the Western Parkland City more broadly.



The NSW Government, with councils, will look to innovative utilities solutions and technologies to drive a circular economy, build resilience and optimise the sustainable management of resources.

6.1.1 Waste and resource recovery and management

The NSW Environment Protection Authority's latest *Waste Avoidance and Resource Recovery (WARR) Strategy* establishes priorities for the next seven years. Drawing from this, planning for the

Aerotropolis will integrate sustainable energy, waste and circular economy design principles into development and operations. Requirements will be determined at the precinct planning and master planning stages.

6.1.2 Low carbon precincts

The Low Carbon Precincts Program, developed by the CRC for Low Carbon Living, aims to reduce the carbon footprint of urban systems. It will develop new knowledge and tools to enable the design of, and a market for, low-carbon, precinct-scale infrastructure.

Development requirements to ensure low carbon living and to meet the NSW Government target of net zero carbon emissions by 2050 will be established for the Aerotropolis at the precinct planning and master planning stages.

As part of working towards a low carbon precinct, energy efficient measures to implement energy infrastructure will be explored during precinct planning. This would include both local solutions such as encouraging use of solar power, and regional solutions in regards to the implementation of power infrastructure through the Aerotropolis.

A review of BASIX targets in the context of Sydney will also be explored during precinct planning to ensure that residential buildings in the Aerotropolis are contributing towards the creation of a low carbon precinct.

6.2 Urban cooling

Western Sydney is hotter and drier than other parts of Greater Sydney. To cool the Aerotropolis, planning will need to consider that:

- Water retained in the landscape requires a high level of pervious surfaces and better means to absorb rain and use water efficiently to increase transpiration.
- When water and the tree canopy are combined, the benefit is higher than if each is provided in isolation.
- In growing areas like the Aerotropolis, building mass can create significant urban heat island effects. Building



Figure 27:
Number of
days over 35°C
in Greater
Sydney in
2018-19
Source: Greater
Sydney
Commission

reflectivity may provide a higher degree of urban cooling than canopy and water alone.

The optimum solution is to integrate tree canopy cover, water retention, permeable surfaces and high solar reflecting building materials into urban design. These requirements will be enforced at the precinct planning stage and controls included in the DCP. Issues such as managing soil salinity will be addressed as part of this work.

6.3 Waterway health and management

Most of the small creeks that join Wianamatta-South Creek are characterised by ephemeral creeks with little flow between rainstorms. These pools and larger creek sections have deep pools of water year-round that water-based animals rely on.

Urban development could increase the volume and duration of flows entering waterways and increase pollution. Impacts could include erosion of creek banks and reduced aquatic and terrestrial ecosystems.

The *Western City District Plan* requires the application of a risk-based approach to manage the cumulative effects of development on the health of catchments. The NSW Government is using this approach to determine waterway health values for the Wianamatta-South Creek corridor in consultation with the catchment community. The values will be translated into appropriate water quality and flow

targets. Further, an effective regulatory and policy framework will be developed to protect the waterway's community environmental values. This will be detailed in precinct planning. Waterway health objectives controls are also contained in the Aerotropolis SEPP.

6.4 Hazard management and recovery

6.4.1 Climate change resilience

The effects of climate change pose challenges to ecosystems, communities and economy. All three levels of government have adopted mitigation and adaptation policies that acknowledge the need to plan for climate change.

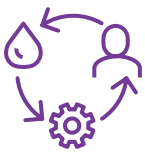
The extent and severity of impacts will vary and includes more days of extreme heat, longer bushfire seasons, more regular drought, increases to flood events, depths and extent, sea level rise (inundation, storm surge and erosion) and more intense storms and cyclones. These are likely to impact biodiversity, food security, human settlements, wellbeing and economies.

Adaptation minimises vulnerability to climate and other hazards. Adaptation responses can vary depending on the type and severity of the hazard and the capacity of the community to adapt.

The Aerotropolis DCP, precinct planning, master planning and the ongoing review of these documents will guide the planning for a resilient and adaptable Aerotropolis.

6.4.2 Floodplain management

The NSW Government's Flood Prone Land Policy aims to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone land. The *NSW Floodplain Development Manual* (2005) guides the process of floodplain risk management. Floodplain risk management studies and plans identify and prioritise ways to reduce risk from flooding to life and property damage through appropriate mitigation and management measures.



Flood management should be integrated with urban and water system planning to leverage efficiencies and maximise community benefit.

The Blue-Green Infrastructure Framework provides an ideal opportunity to accommodate and manage overland flow through innovative stormwater retention strategies without unnecessarily sterilising land.

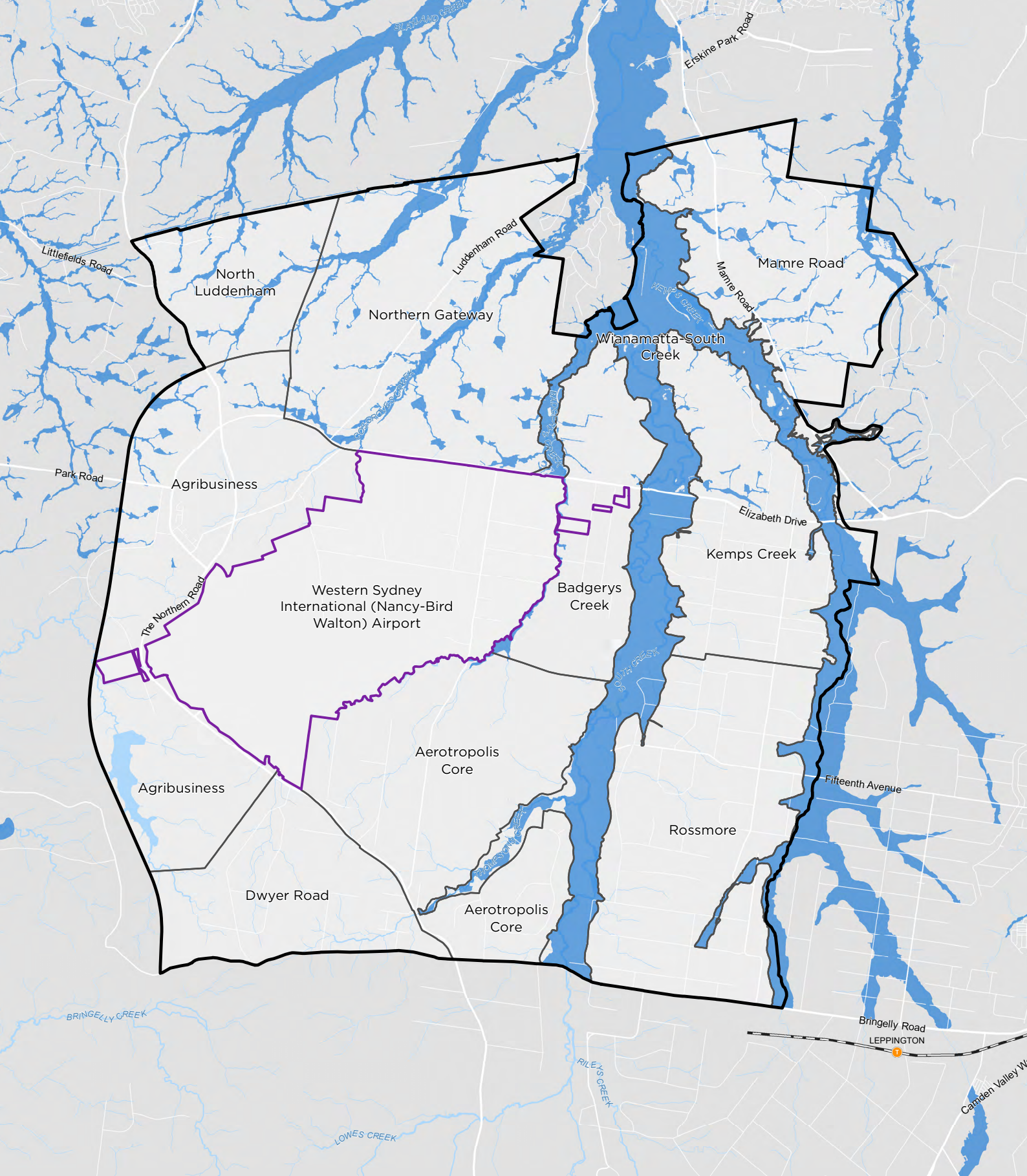
Flood mitigation infrastructure and planning should account for climate change and the reforestation of the Blue-Green Infrastructure Framework as part of the landscape-led approach. Reforestation will be planned so as to not impede flood management.

Precinct planning will need to consider floodplain risk management measures such as safe evacuation routes, cut and fill and development issues for the entire floodplain. Development controls will apply to land impacted by flooding in line with each Council's relevant policy.

The map on page 55 shows the flood extents for the Aerotropolis based on the 1 in 100 chance per year flood area. The flood extents are based on data from Liverpool and Penrith councils.

Figure 28: Example of naturalised creek edge
Source: Sydney Water





Flood Extent

Western Sydney Aerotropolis

Western Sydney Aerotropolis

Western Sydney International (Nancy-Bird Walton) Airport

Precinct Boundary

1:100 chance per year flood extent

**Flood extents are subject to detailed precinct planning*

Precinct planning

This Plan identifies 10 precincts based on opportunities and constraints as well as likely future character and connectivity.

Initial precincts

- Aerotropolis Core
- Northern Gateway
- Wianamatta-South Creek
- Badgerys Creek
- Agribusiness
- Mamre Road

Remaining precincts

- Dwyer Road
- Kemps Creek
- North Luddenham
- Rossmore

Prohibit intensification of residential and other noise sensitive development within the ANEC/ ANEF 20 and above contours.

Embrace new and emerging technologies and support innovation in sustainable and resilient precincts.

Support the transition of existing agricultural industries.

Create places that support the right ecosystem for technology and innovation.

Appropriately stage and sequence development to align with infrastructure.

7.1 Common strategic outcomes and implementation strategies

7.1.1 Common strategic outcomes

While the Plan identifies expected planning outcomes and infrastructure strategies for each precinct, several strategic outcomes generally apply to all precincts.



Productivity

Provide well-designed employment precincts with active street frontages and a well-considered landscape and built form.

Create buildings and landscaping of exemplary design and world-class energy efficiency.

Plan for building heights to meet airport operation requirements.

Adopt appropriate design and construction standards to reduce aircraft noise impacts in development within the ANEC/ ANEF 20 and above contours and within the boundary of the Obstacle Limitation Surface.



Sustainability

Provide an urban tree canopy along open space corridors, major roads and streets to contribute to the 5 million trees for Greater Sydney by 2030 program.

Provide blue and green corridors of public open space with active and passive recreation and community facilities.

Maximise connections to the Wianamatta-South Creek corridor, biodiversity corridors, Green Grid and regional parks.

Enable innovative approaches to resource recovery and waste management, including appropriate urban design for collection facilities.

Protect and restore and health of the Western Parkland City's waterways.

Integrate natural water retention processes into development.

Leverage underlying topography and scenic values in development.

Enhance the efficient use of energy, water and other resources, and renewable energy generation to achieve net zero emissions for the Aerotropolis.

Improve the condition of native vegetation to support long-term viability and ecological connectivity.



Infrastructure and collaboration

Design that encourages engagement and collaboration.

Adopt a finer grain layout to support movement and place outcomes for public transport, cycling, walking, local traffic and freight.

Identify and protect transport corridors and adjacent areas.

Provide well-integrated and accessible public transport hubs, interchanges and stops.

Meet broader transport network outcomes for the Western Parkland City (refer to 3.2).

Investigate how to achieve a high active and public transport mode share that balances car uses with public transport and amenity for cyclists and pedestrians.

Avoid encroachment of urban development so that future infrastructure does not limit development opportunities or incorporate upfront measures to mitigate noise and visual impacts.

Create active transport networks wherever possible to move away from private vehicle dependence.

Place 4G and 5G (or other future technology) radio cells on buildings, smart poles or other infrastructure, including public transport infrastructure.

Consider and facilitate connections across Wianamatta–South Creek from initial precincts to future precincts to ensure connectivity.



Liveability

Create compact residential development that takes advantage of creek lines and other selected high amenity locations outside the 1 in 100 chance per year flood planning levels.

Provide affordable housing consistent with the Region Plan.

Integrate residential development with local services, public open and green space, retail and compatible commercial development to create great places.

Provide safe, activated, stimulating and healthy, green landscaped and shaded streets and prioritise pedestrian, cycle and public transport movements.

Create vibrant and liveable communities with public art and civic, community and cultural facilities that leverage high frequency public transport connections to the Airport and other centres in Greater Sydney.

Position local centres to maximise exposure to riparian lands, encouraging green public open space, human activity with passive surveillance and public safety.

Plan for flexible employment hubs with supporting uses that create and enhance a sense of place.

Ensure exemplary design quality and energy efficiency in all buildings, including requirements for articulation, visual interest and street interaction.

Celebrate Aboriginal culture and heritage, providing opportunities to connect to Country.



The Aerotropolis Core will be a diverse, dynamic and sustainable global airport city.

7.1.2 Common implementation strategies

In addition to these common objectives, common implementation strategies will be undertaken.

Planning Partnership

- prepare detailed precinct plans (with relevant agencies)
- prepare a DCP to guide the public domain and built form, servicing strategies and the Wianamatta–South Creek corridor interfaces (with relevant agencies)
- collaborate with utility providers and industry on best practice circular economy possibilities including energy generation, water recycling and liquid and solid waste solutions (with WPCA and relevant agencies)
- plan for an increase in the proportion of homes within a 10-minute walk of quality public green and open space (with Department of Planning, Industry and Environment, WPCA and relevant agencies)
- establish appropriate interfaces to the Wianamatta–South Creek corridor and maintain access to promote green open space and recreation uses (with Department of Planning, Industry and Environment, WPCA, local government and relevant agencies).

Department of Planning, Industry and Environment

- manage the 5 Million Trees program to increase urban canopy cover
- create development and conservation areas and linkages to be consistent with strategic biodiversity certification approvals and the commitments and actions of the relevant approval including the Cumberland Plain Conservation Plan (with Planning Partnership, WPCA and Penrith and Liverpool councils).

7.2 Vision and land uses – initial precincts

7.2.1 Aerotropolis Core Precinct

The Aerotropolis Core will be a diverse, dynamic and sustainable global airport city with attractive places for workers, residents and visitors. It will be a place of choice to do business, a new employment-focused metropolitan centre with an industry focus on advanced manufacturing, research and development and industry led educational facilities. The Aerotropolis Core will also take advantage of its proximity to the airside and facilitate development of a cutting-edge aerospace and defence industries.

The Precinct will be centred around a new Sydney Metro station and supported by retail, creative industries, civil and cultural facilities, and world-class public open spaces. Residential communities and other noise sensitive land uses will be located outside the ANEC/ANEF 20 and above contours and within 800 metres or a 10-minute walk of the Metro station. The Wianamatta–South Creek corridor will be a shaded, central lifestyle feature. Housing will be integrated with local services, retail and compatible commercial development that activates the ground plane.

Desirable land uses

Advanced manufacturing, defence and aerospace, research and development activity, high technology industry and infrastructure, education (including vocational and tertiary education); professional services, business incubator hubs, creative industries including ‘pop-up installations’ and festivals/events, commercial offices, food and beverage, indoor and outdoor recreation and sports facilities, medium to high density residential near the Metro station; retail, community; civic, entertainment, cultural facilities; green open and public space on public and private lands; public and private medical services, visitor accommodation, integrated health hub.*

Refer to page 62 for more detail.

7.2.2 Northern Gateway Precinct

The Northern Gateway will be a major airport interface, serving as a key strategic centre within the Western Economic Corridor – linking the Airport with the Western Parkland City Metropolitan Cluster through high frequency public transport, freight, road and rail connections. The Northern Gateway will harness existing and emerging economic opportunities catalysed by the Airport and build on the approved Sydney Science Park development to provide a variety of employment generating uses. Residential development will be located close to public transport and outside ANEC/ANEF 20 and above contours to ensure that airport operations are safeguarded, and residents have the opportunity to live in a 30-minute city. The Precinct will complement the Aerotropolis Core and will evolve as a centre focused on high technology incorporating health, education, knowledge and research.

Desirable land uses

High technology commercial enterprise/industry, warehousing and logistics, education, offices, retail, residential, health services, entertainment, tourism facilities, cultural and creative industries, green public and private open spaces, recreation and visitor accommodation.*

Refer to page 64 for more detail.

7.2.3 Wianamatta-South Creek Precinct

The Wianamatta-South Creek Precinct is the heart of the Western Parkland City, a culturally rich environment providing critical landscape and ecology systems that help sustain Country. An ephemeral place, its water holes and pools provide important habitat for native wildlife. Part of the broader metropolitan water system, Wianamatta-South Creek will be an important local connector, ecological and community space. This precinct is generally defined by the 1 in 100 chance per year flood. In some areas, the

precinct boundary has been expanded to ensure there is sufficient useable open space areas.

The Precinct is an important part of the broader Wianamatta-South Creek corridor of creeks, tributaries, parks, walking trails and areas of conservation, defined in the Region Plan vision for the corridor as the defining spatial element of the Western Parkland City.



Protection of the Wianamatta-South Creek Precinct and adjoining tributaries allows planning for the Aerotropolis to be structured around the landscape.

The retention of water in the landscape, protection of significant remnant vegetation, and other Blue-Green Infrastructure Framework elements such as regional parks will enable the greening of the Aerotropolis. This will provide multiple opportunities for residents, workers and visitors to the area to benefit from improved amenity and liveability outcomes. Connectivity from Wianamatta-South Creek and its tributaries into the adjacent precincts will be landscaped to create extended green corridors, whilst noting the need to limit wildlife attraction within the vicinity of the Airport.

Desirable land uses

Water management, open space, recreation facilities, pedestrian and cycle connectivity, community and cultural facilities, environment protection and restaurants or cafes.*

Refer to page 66 for more detail.

*Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.

7.2.4 Badgerys Creek Precinct

Directly adjoining the Airport to the east, the Badgerys Creek Precinct will support airport operations, the new urban centre in the Aerotropolis Core to the south and the Northern Gateway to the west. The precinct will meet demand for a range of employment generating uses that benefit from its proximity to airport operations and the new urban centre, but do not require direct access to high capacity public transport. The precinct is not suitable for noise sensitive land uses such as residential, schools and hospitals. Defence and aerospace and technology-based industry which complements and supports the Aerotropolis Core may also locate here.

This precinct may initially support the infrastructure that enables the construction of the Airport and Aerotropolis, boosting the local economy and creating employment opportunities. Some land uses, buildings and structures may be temporary in the short to medium term and transition to higher order uses in the longer term. New enabling industries to facilitate construction of the Aerotropolis may be permitted subject to interface treatments and an ability for the site to transition to higher order uses. Interface treatments may be required between existing rural industries and new land uses until they either transition to other uses or are modernised to co-exist with adjoining land uses. The precinct will be in a green setting with new green linkages and active transport opportunities between Badgerys Creek to the west and Wianamatta-South Creek to the east. Development should take advantages of views to these creek lines surrounding the precinct.

Desirable land uses

Defence and aerospace, advanced manufacturing activity, high technology industry, airport supporting development, local retail, Aerotropolis enabling industries, modernised resource recovery industries, light industrial, social infrastructure.*

Refer to page 68 for more detail.

7.2.5 Mamre Road Precinct

The Mamre Road Precinct is part of the WSEA and will be connected to the proposed Western Sydney Freight Line. Its proximity to the M4 Motorway and Elizabeth Drive as well as its generally flat terrain makes it suitable for large floor plate employment and logistics uses. The Mamre Road Precinct is largely affected by aircraft noise and those parts within the ANEC/ANEF 20 and above contours are not suitable for noise sensitive land uses. Therefore, the precinct will be an industrial warehousing and logistics precinct. The precinct also includes land for an intermodal terminal serviced by the proposed Western Sydney Freight Line.

The Mamre Road precinct has been rezoned under the WSEA SEPP and has its own Development Control Plan but remains within the boundaries of the Aerotropolis.

Desirable land uses

Warehousing and logistics, high technology industry, manufacturing, intermodal facilities, circular economy uses.*

Refer to page 70 for more detail.

7.2.6 Agribusiness Precinct

The Agribusiness Precinct will skirt the western edge of the Airport and support the long-term retention and growth of agribusiness in the Aerotropolis. The Precinct will build high value agricultural operations retaining the precinct's natural landscape character, acting as a catalyst for agricultural export from the region. The Precinct will transition significant peri-urban agricultural lands for production enabling connections to a 24/7 international airport that will service an increasing demand nationally and internationally for high-quality fresh food, value-added pre-prepared meals and flowers. This high-technology precinct will drive opportunities for education and tourism. Being located within the Sydney basin and close to an international airport will also enable visitors locally,

**Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.*



Figure 29: An example of what the agribusiness could look like

domestically and globally to come and learn some of the cutting-edge processes occurring in the agribusiness industry across Western Sydney. Design-led place-based planning at the precinct planning stage will help support existing rural landscapes and ensure biodiversity protection for remnant bushland vegetation. Part of the Agribusiness Precinct to the north of Elizabeth Drive and to the east of The Northern Road will provide opportunities for flexible employment uses given its proximity to the Northern Gateway Precinct. The agricultural history, heritage and character of Luddenham Village will be celebrated and be a destination in its own right close to the fresh food markets.

Development within the Agribusiness Precinct will include uses that will benefit from opportunities for national and international trade. These uses may include:

- A world-leading integrated intensive production hub enabling the intensive production and value-adding of sustainable, high-quality fresh produce and pre-prepared meals
- A fresh food hub bringing a diversified and expanded fresh food marketplace to the Aerotropolis, becoming a major distribution centre for fresh produce to domestic and export markets
- A state-of-the-art integrated logistics hub creating land/air side linkages and a fully digital supply chain solution that will provide safe, secure and seamless connectivity for freight movements
- A value-added food and pharma hub to enable processing and manufacturing businesses to uplift value by shifting from a commodity-focused to a value-added sector approach
- A proposed Australian Centre of Excellence in food innovation creating an industry-led national powerhouse in food science, technology, engineering and mathematics (Food-STEM)
- Commercial and retail development ancillary to agriculture and agribusiness.

Desirable land uses

Agribusiness, Intensive fresh and value-added food production, food innovation technology and research, food production and processing, fresh food produce markets, warehousing and logistics, high technology industry, ancillary rural residential, complementary offices and retail, education, circular economy enabling infrastructure, biosecurity enabling infrastructure, integrated logistics hub.*

Refer to page 71 for more detail.

7.3 Expected planning outcomes – initial precincts

Key considerations, strategic outcomes and implementation strategies for the initial precincts are detailed on pages 62-73.

**Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.*

7.3.1 Aerotropolis Core Precinct

Liverpool LGA



Total area
1,382
hectares



Potential jobs
50,000
to
60,000



Potential residents
20,000
to
24,000

Key considerations

- Aircraft noise and its impact on land uses.
- Connections across Thompsons and Wianamatta-South Creek.
- Safeguarding Airport operations.
- Gradual residential development to support the vibrancy, social cohesion and night-time economy of the centre.
- Transition from initial development types to higher order commercial development.
- Infrastructure servicing and phasing to optimise investment and delivery.
- Early activation.
- Opportunities to protect and create urban tree canopy.
- Business attraction and ecosystems.
- Higher mode share of public and active transport.
- Innovative and adaptable housing stock.
- Integrated land use and transport planning, as well as movement and place outcomes that activate the ground plane.

Strategic outcomes

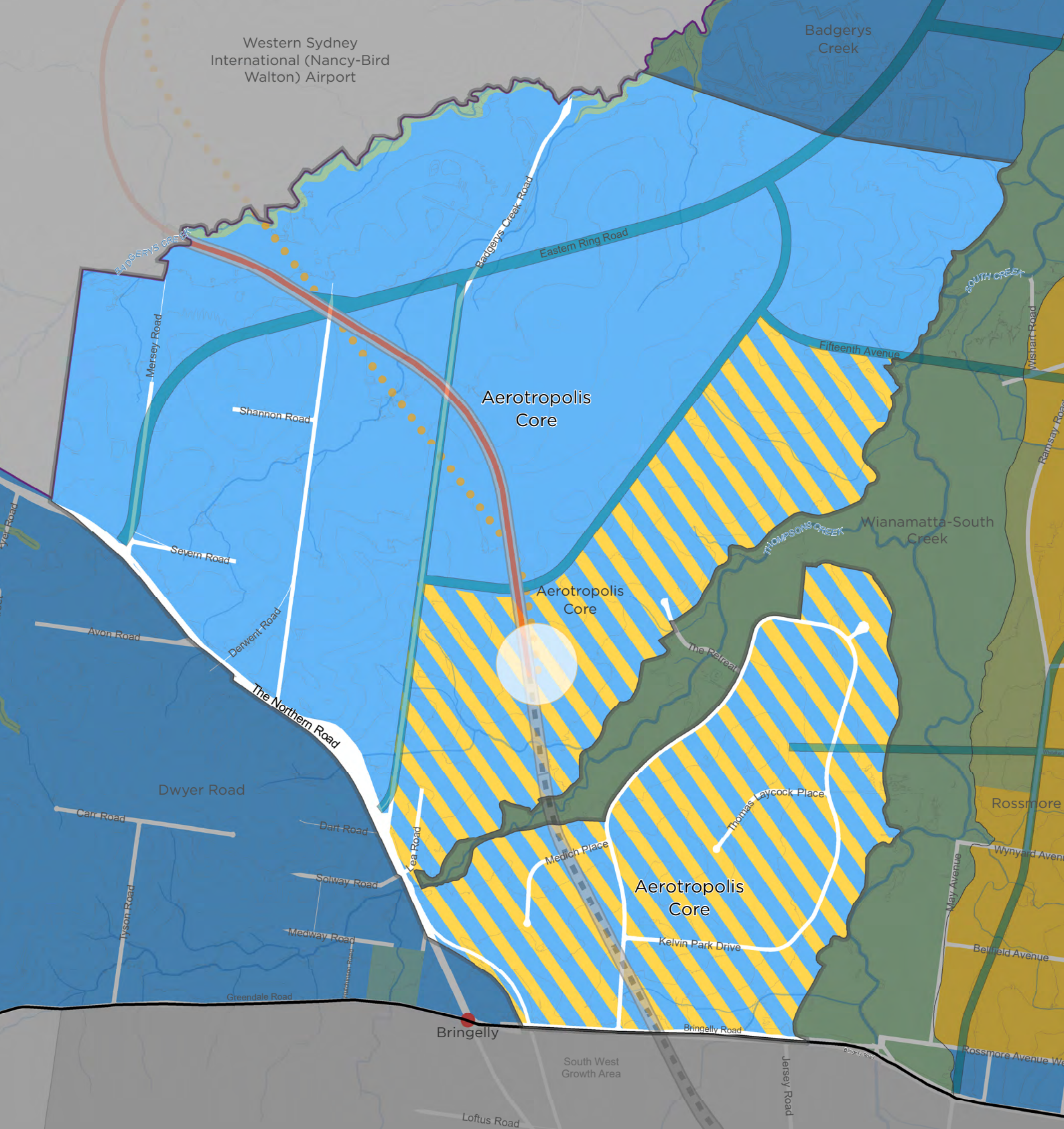
- Create a major metropolitan 24-hour, vibrant, global centre and robust local economy built around professional services, high technology advanced manufacturing, research, training, education and creative industries.
- Provide a centrally located integrated health hub (after 2030).
- Contribute to urban canopy and maximise connections to the Wianamatta-South Creek corridor and Green Grid.
- Weave digital technologies into all facets of the working, social and residential environment.
- Create an aerospace and defence research and development industry cluster in the fringe of the Airport.
- Provide high frequency public transport and efficient movement corridors to other centres in Greater Sydney.
- Plan for a centre for excellence in STEM-based education including secondary, vocational (VET) and tertiary education facilities.
- Include aviation industries supporting the Airport.
- Provide an entertainment quarter with opportunities to interface with the Wianamatta-South Creek corridor.
- Create opportunities for tourism and conference uses and facilities.
- Protect transport corridors early to minimise possible land use conflicts and

allow the orderly and timely provision of infrastructure.

- Create public spaces with civic, community and cultural facilities, public art, pop-up installations and creative placemaking.
- Activate the station precincts and respond to and leverage the high frequency public transport connections (including Sydney Metro) to the Airport and other centres in Greater Sydney.

Implementation strategies

- Prepare detailed city centre master plan and transport corridor protection (Planning Partnership and Western Parkland City Authority).
- Plan and deliver Metro station to service the centre (Sydney Metro, Transport for NSW).
- Continued investigations to confirm transport networks servicing the Aerotropolis (Sydney Metro, Transport for NSW).
- Investigate transport networks servicing the Airport and Aerotropolis Core including rapid bus connections to Liverpool, Greater Penrith, Blacktown, Parramatta and Campbelltown-Macarthur as well as rail connections to St Marys, Parramatta, Leppington and Macarthur (Transport for NSW).
- Investigate incentives for business investment (Western Parkland City Authority and Department of Planning, Industry and Environment).
- Use flexible land use zoning to maximise diversity and attract investment (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).
- Develop and prepare a public art strategy and public domain strategy (Western Parkland City Authority and Department of Planning, Industry and Environment).
- Coordinated infrastructure and services plan (Department of Planning, Infrastructure and Environment and Western Parkland City Authority).
- Investigate best practice housing stock suitable for innovation and commercial districts (Planning Partnership, Western Parkland City Authority and Transport for NSW).
- Develop affordable housing strategy to deliver affordable housing as part of all residential development (Councils).
- Acquire land along Thompsons Creek to deliver regional open space and environmental outcomes (NSW Government).



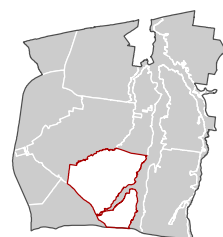
Structure Plan - Aerotropolis Core

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Key Network Upgrade
- Proposed Transport Corridor
- Metro Station
- Sydney Metro - Western Sydney Airport
- Sydney Metro - Western Sydney Airport Tunnel Alignment
- Proposed Future Rail Links

- North South Rail Line Corridor
- Potential East-West Rail Link and Stabling
- Agribusiness
- Environment and Recreation
- Enterprise
- Urban Land
- Mixed Use

0 0.2 0.4 0.8
Kilometres



7.3.2 Northern Gateway Precinct

Penrith LGA



Total area
1,616
hectares



Potential jobs
19,000
to
21,000



Potential residents
8,000
to
10,000

Key considerations

- Creation of a permeable network of connected spaces.
- Early identification and protection of transport corridors.
- Treatment of major infrastructure corridors to complement the landscape and topography.
- Aircraft Noise – ANEC/ANEF restrictions
- Safeguarding for Airport operations
- Flood management
- Interface with creeks and riparian corridors.
- Supporting Metro investment with station focused developments and public places.
- Address the interface with Twin Creeks.
- Wildlife attraction.

Strategic outcomes

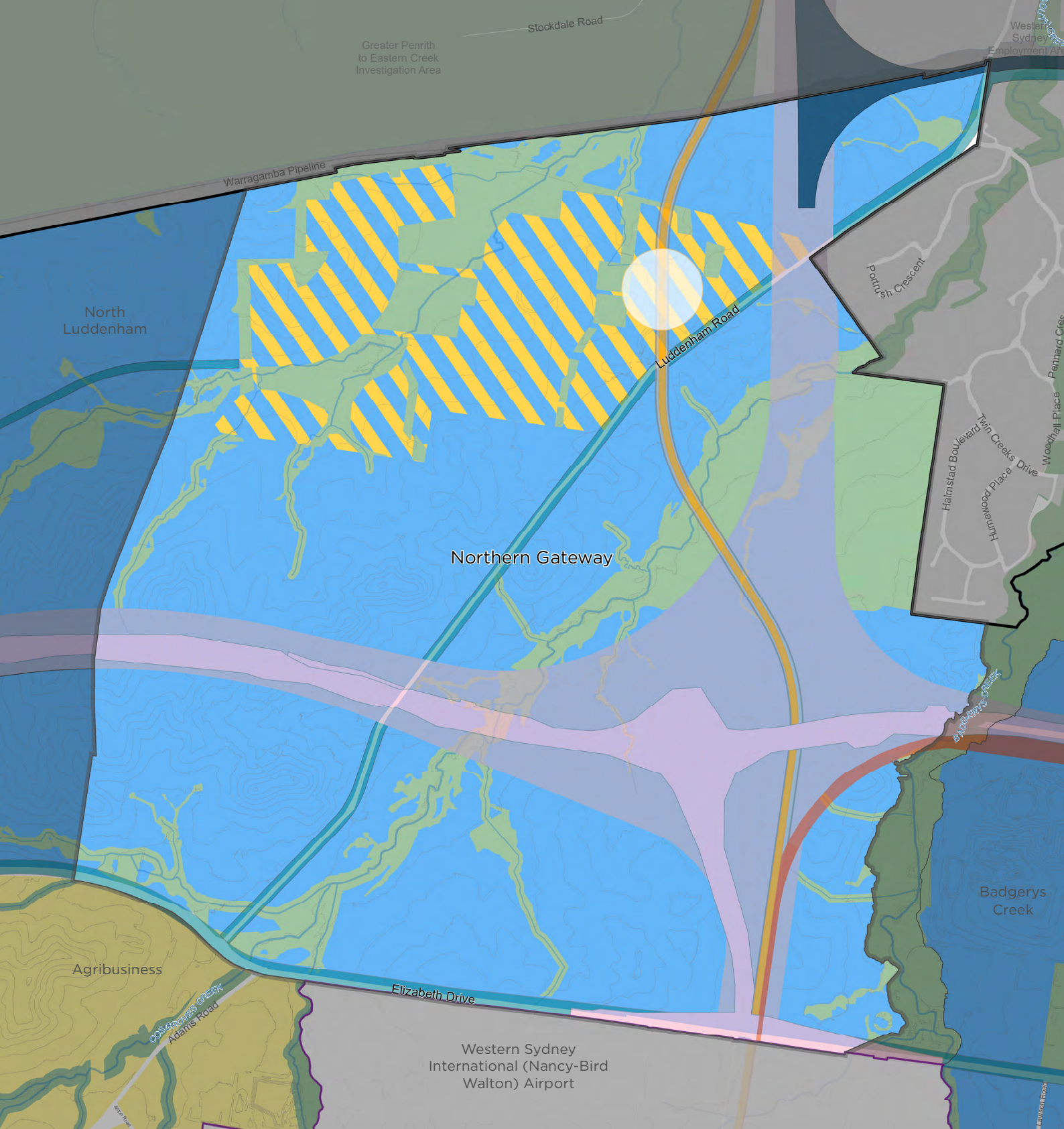
- Plan for and develop a major airport interface with attractive entry points to reflect the gateway to the Airport, and the first presentation to those leaving the Airport's main entrance/exit point.
- Support the Western Economic Corridor linking St Marys, the Airport and Aerotropolis Core.
- A higher order centre established around a future Metro station that focusses on education research and development and high technology.
- Minimise conflict between airport operations and land use/development outcomes.
- Limit private access points from Elizabeth Drive, The Northern Road and Luddenham Road.
- Configure road layout and subdivision pattern to support Elizabeth Drive and as an east-west city-serving corridor for moving people and goods. Transport for NSW to lead and collaborate on Elizabeth Drive upgrade, function and configuration.
- Limit residential development to the centre and locate near public transport in locations outside ANEC/ANEF 20 and above contours.
- Provide for medium density housing in walking distance to public transport with appropriate amenity to support the centre and integrate with commercial and employment opportunities.
- Locate educational establishments in close proximity to public transport and having regard to noise considerations.

Where possible, educational establishments should be located away from major movement corridors and arterial connections.

- Provide safe, activated, stimulating and healthy, landscaped and shaded streets and urban canopy.

Implementation strategies

- Use flexible land use zoning to maximise diversity and attract investment (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).
- Protection of transport corridors and prevent possible conflict with adjoining land use, including, but not limited to, Sydney Metro Western Sydney Airport, proposed M12 Motorway, Elizabeth Drive and potential East-West rail link (Transport for NSW and Department of Planning, Industry and Environment).
- All stages of development and sub-precincts are set in a grid layout to support public transport, cycling and pedestrians (Planning Partnership and Transport for NSW).
- Plan and deliver Metro station to service the precinct (Sydney Metro, Transport for NSW)
- Develop a public domain strategy along Elizabeth Drive (Department of Planning, Industry and Environment and Transport for NSW).
- Landscaping along major transport corridors, contributing to urban tree canopy and amenity, including mature trees retained along Elizabeth Drive, subject to road safety considerations and aviation/airport safeguarding (Planning Partnership and Department of Planning, Industry and Environment).
- Access points rationalised to connect via the new local street network to service private development. Minimise direct development site access from Elizabeth Drive, The Northern Road and Luddenham Road (Planning Partnership).
- Road layout and subdivision pattern supports Elizabeth Drive as an east-west city-serving corridor for moving people and goods (Planning Partnership).
- Collaborate with Transport for NSW (lead) on the Elizabeth Drive upgrade, function and configuration (Planning Partnership).

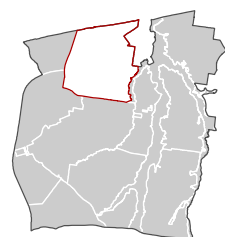


Structure Plan - Northern Gateway

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Key Network Upgrade
- M12 Motorway Corridor
- Proposed Transport Corridor
- Metro Station
- Sydney Metro - Western Sydney Airport

- North South Rail Line Corridor
- Potential East-West Rail Link and Stabling
- Western Sydney Freight Line Corridor
- Agribusiness
- Environment and Recreation
- Enterprise
- Mixed Use



7.3.3 Wianamatta-South Creek Precinct

Liverpool and Penrith LGA



Total area
1,330
hectares



Potential jobs
Minimal



Potential residents
No additional dwellings – lawfully commenced uses (e.g. approved dwellings) are protected under existing use rights in the *EP&A Act 1979*.

Key considerations

- Connecting to Country and Caring for Country.
- Aircraft noise.
- Flood management.
- Wildlife attraction.
- Interface with proposed M12 Motorway, Sydney Metro Western Sydney Airport, the proposed Outer Sydney Orbital and proposed Western Sydney Freight Line.
- Opportunity for public acquisition to support the open space needs of the Aerotropolis.
- Providing amenity whilst in private ownership.
- Viable management regime.
- Safeguarding Airport operations.
- Infrastructure operation and maintenance access requirements.
- Aboriginal cultural heritage values.

Strategic outcomes

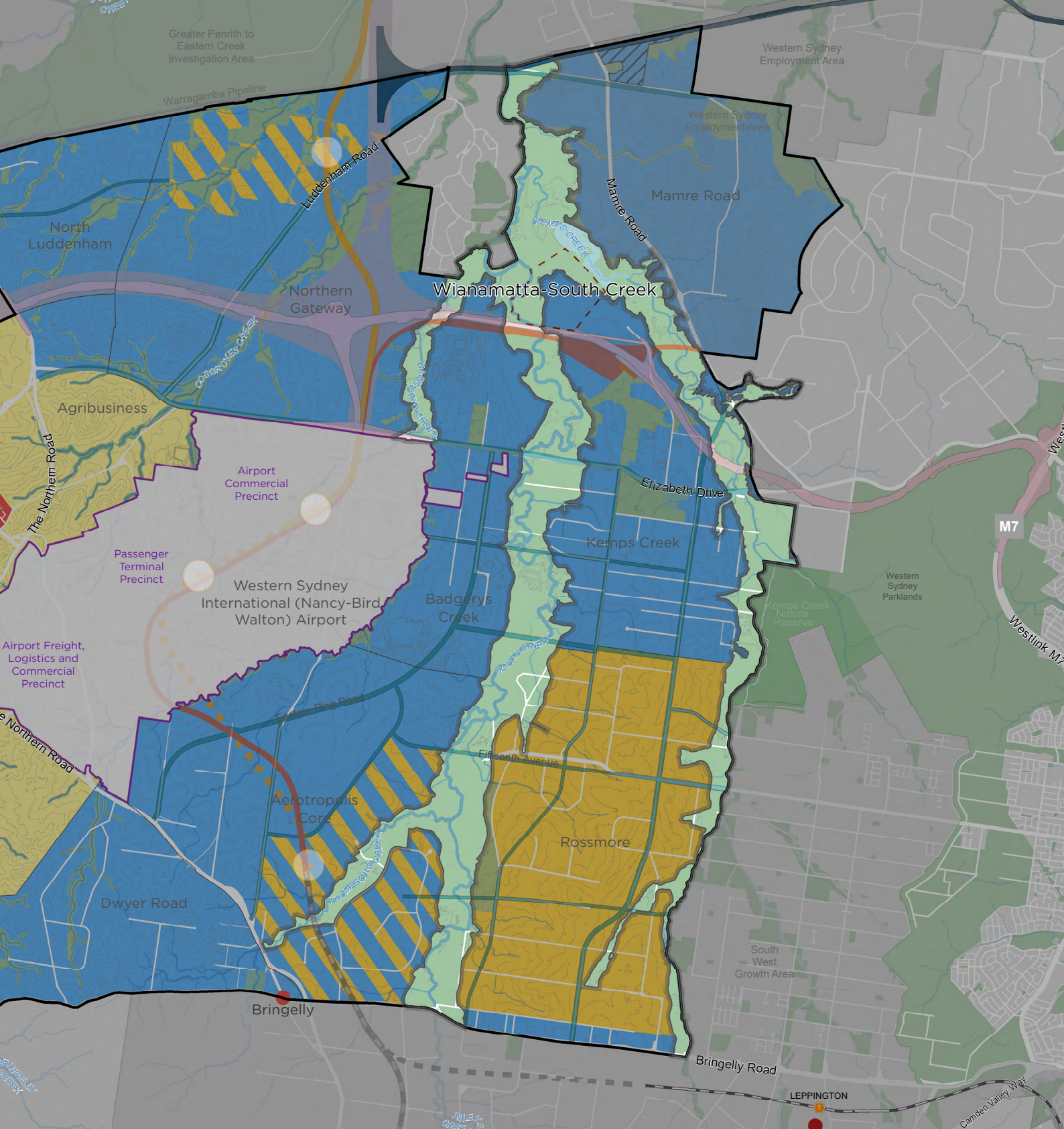
- Establish the Wianamatta-South Creek corridor as the structuring blue and green infrastructure spine of the Aerotropolis and broader Western Parkland City.
- Establish a landscape buffer on the western boundary utilising the Badgerys Creek corridor.
- Manage the health of the waterway to gain iconic ecological outcomes as detailed by the risk-based framework.
- Protect existing mature trees and enhance urban tree canopy.
- Improve waterway health.
- Provide high quality public green and open space with a particular focus on Elizabeth Drive to reflect the main approach to the Airport and Fifteenth Avenue to be upgraded to an attractive landscaped boulevard.
- Reforestation of riparian lands.
- Protect Aboriginal and non-Aboriginal heritage and appropriately manage care and conservation.

Implementation strategies

- Prepare a Wianamatta-South Creek Corridor Delivery Strategy (Department of Planning, Industry and Environment).
- Implement the *Cumberland Plain Conservation Plan* (Department of Planning, Industry and Environment).
- Address interface with and activate Wianamatta-South Creek open space corridor through precinct planning (Planning Partnership).
- Identify appropriate east-west crossings of Wianamatta-South Creek, particularly active and public transport connections (Planning Partnership and Transport for NSW).
- Prepare a public domain strategy for Elizabeth Drive (Department of Planning, Industry and Environment and Transport for NSW).
- Retain appropriate landscaping along existing streets (Transport for NSW).
- Develop stormwater management strategy which considers water in the landscape, waterway health, biodiversity conservation and stormwater retention strategies. A flood management strategy which considers new crossings, additional riparian corridor vegetation and climate change should also be developed (Planning Partnership).
- Acquisition of land along Thompson's Creek to deliver regional parkland and open space (NSW Government).

Moving forward

The NSW Government is preparing the Wianamatta-South Creek Delivery Strategy. The Strategy will confirm how the vision and strategic outcomes for the area will be delivered. Options for this include consideration of land uses, access, ownership and management arrangements for the corridor. The NSW Government will consult as the Strategy is developed later this year.

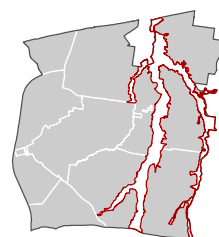


Structure Plan - Wianamatta-South Creek

Western Sydney Aerotropolis

- | | |
|--|--|
| Western Sydney Aerotropolis | Sydney Metro - Western Sydney Airport Tunnel Alignment |
| Western Sydney International (Nancy-Bird Walton) Airport | Proposed Future Rail Links |
| Topographic Contour 5m | North South Rail Line Corridor |
| Upper South Creek Advanced Water Recycling Centre | Potential East-West Rail Link and Stabling |
| Key Network Upgrade | Western Sydney Freight Line Corridor |
| M12 Motorway Corridor | Luddenham Village |
| Proposed Transport Corridor | Agribusiness |
| Potential Intermodal Terminal | Environment and Recreation |
| Metro Station | Enterprise |
| Sydney Metro - Western Sydney Airport | Urban Land |
| | Mixed Use |

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Kilometres



7.3.4 Badgerys Creek Precinct

Liverpool and Penrith LGA



Total area
634
hectares



Potential jobs
9,000
to
11,000



Potential
residents
No additional
dwellings

Key considerations

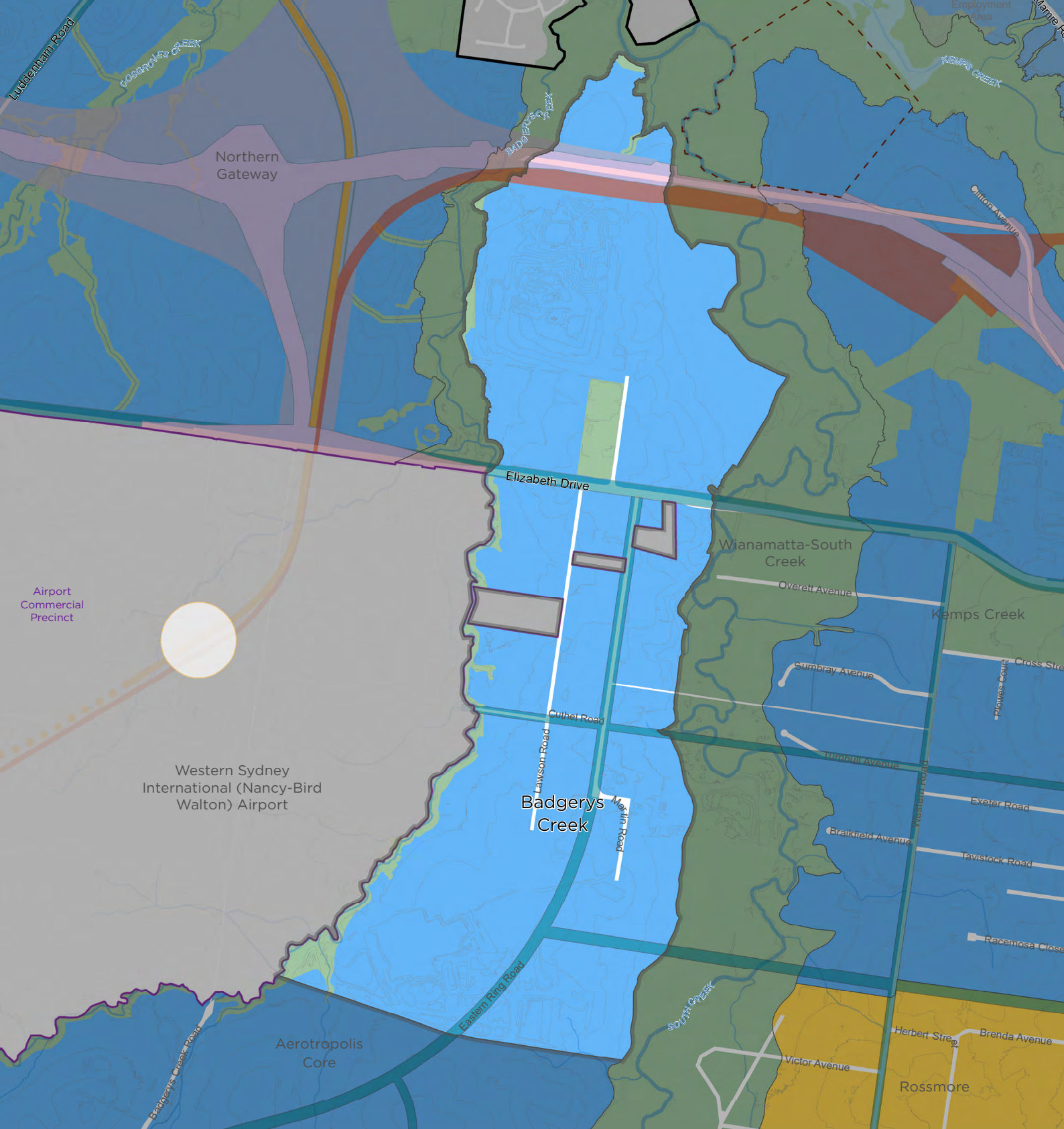
- Aircraft noise
- Interface with Badgerys Creek and Wianamatta-South Creek.
- Aboriginal cultural significance of the convergence of the creek and tributary.
- Supporting existing rural industry during the gradual transition to other employment uses.
- Safeguarding Airport operations.
- Opportunity for heavier industries that require larger buffers and to more sensitive uses.
- Wildlife attraction

Strategic outcomes

- Provide an appropriate and activated interface with Wianamatta-South Creek.
- Airport Ring Road(s) and access to Airport Commercial Precinct.
- Consider interface treatments between existing quarrying operations and adjoining development.
- Allow enabling industries to facilitate construction of Aerotropolis to locate here with appropriate interface treatments to adjoining development.
- Provide a mix of commercial and light industrial activities to support the Airport which can adapt to higher order uses over time
- Facilitate high technology industrial development which may include defence and aerospace to support the operations in the Aerotropolis Core.
- Provide appropriate landscaping along Elizabeth Drive to reflect a major entry to the Aerotropolis, subject to Aviation/Airport safeguarding requirements.
- Rationalise access points on Elizabeth Drive and connect to the local road network to service private development
- Support Elizabeth Drive as a city serving road corridor through an appropriate road layout and subdivision pattern.

Implementation strategies

- Deliver development and conservation areas in accordance with the approved strategic biocertification and strategic assessment consistent with the biodiversity conservation measures and commitments identified in the Strategic Biodiversity approvals (Department of Planning, Industry and Environment).
- Protect transport corridors and prevent possible conflict with adjoining land uses, including the proposed M12 Motorway and potential East-West rail link (Planning Partnership, Department of Planning, Industry and Environment and Transport for NSW).
- Investigate economic incentives for business investment (Department of Planning, Industry and Environment and Western Parkland City Authority).
- Use flexible land use zoning to maximise diversity and attract investment (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).



Structure Plan - Badgerys Creek

Western Sydney Aerotropolis

- | | |
|--|--|
| Western Sydney Aerotropolis | Sydney Metro - Western Sydney Airport Tunnel Alignment |
| Western Sydney International (Nancy-Bird Walton) Airport | North South Rail Line Corridor |
| Topographic Contour 5m | Potential East-West Rail Link and Stabling |
| Upper South Creek Advanced Water Recycling Centre | Environment and Recreation |
| Key Network Upgrade | Enterprise |
| M12 Motorway Corridor | Urban Land |
| Proposed Transport Corridor | |
| Metro Station | |
| Sydney Metro - Western Sydney Airport | |

0 0.2 0.4 0.8
Kilometres



7.3.5 Mamre Road Precinct

Penrith LGA



Total area
1,021
hectares



Potential jobs
17,000



Potential residents
No additional dwellings

Key considerations

- Aircraft noise.
- Safeguarding for Airport operations
- Interface with sensitive land uses to north, east and west.
- Interface with rural residential development in Mount Vernon.
- Interface with Wianamatta–South Creek.
- Appropriate staging of development to align with infrastructure provision.
- Implementation of WSEA uses.
- Management of vehicle movements.

Strategic outcomes

- Opportunities for logistics and distribution, connecting Western Sydney to the broader freight network.
- Support the future operations of the Airport through enabling export freight and logistics.
- Protect the 24-hour operation of the airport by enabling industrial uses and prohibiting noise sensitive uses only to locations outside the ANEC/ANEF 20 and above contours.
- Zoning to prioritise warehousing and distribution to support freight and logistics movements.
- Provide for the possible future provision of a new Western Sydney Intermodal Terminal, with direct connections to proposed Western Sydney Freight Line and quality connections to the motorway network.
- Protect a Western Sydney Freight Line corridor to preserve freight and distribution opportunities.
- Protect the future operations of the proposed intermodal terminal from encroachment by incompatible land uses.
- Promote connectivity between the WSEA and other precincts in the Aerotropolis.

Implementation strategies

- Development to occur in line with zoning of precinct in WSEA SEPP and guided by Development Control Plan for Mamre Road Precinct.
- Minimise potential for land use conflict by restricting incompatible land uses (Department of Planning, Industry and Environment).
- Establish a buffer on eastern boundary with rural-residential development to ensure an appropriate interface (Department of Planning, Industry and Environment).
- Ensure delivery of warehouse development to support the proposed intermodal terminal through timely rezoning (Department of Planning, Industry and Environment).
- Make provision for a possible for Intermodal Terminal to operate within the precinct in the future (Department of Planning, Industry and Environment).
- Maximise flexibility in operating conditions for future development. (Department of Planning, Industry and Environment).
- Continue planning for the Southern Link Road Network (Department of Planning, Industry and Environment).

The Department of Planning, Industry and Environment was responsible for planning the Mamre Road Precinct, which was rezoned under the WSEA SEPP in June 2020.

7.3.6 Agribusiness Precinct

Liverpool and Penrith LGA



Total area
1,560
hectares



Potential jobs
8,000
to
10,000



Potential residents
Minimal,
subject to
detailed
precinct
planning

Key considerations

- Aircraft noise
- Safeguarding for Airport operations
- Supporting existing rural industry to minimise land use conflicts
- Incorporating existing rural landscape, sustainability and biodiversity values
- Recognition of existing communities, such as Luddenham
- Wildlife attraction
- Biosecurity
- Heritage values

Strategic outcomes

- Provide a world-class agriculture and agribusiness precinct that will deliver fresh and value-added Australian food production from farm gate to the global market.
- Provide an integrated intensive production hub and state of the art integrated logistics hub to deliver a multi-modal supply chain solution for agricultural products to Greater Sydney, NSW and Australia.
- Enable smart city and digital integration into research, education and logistics.
- Protect and celebrate the character and history of the Luddenham Village.
- Accommodate agricultural value-added industries and freight and logistics facilities that benefit from access to the proposed Outer Sydney Orbital and air-side access to the Airport.
- Integrate sustainable energy, waste and water as well as circular economy design principles into development and operations.
- Support and add value to the effective ongoing agricultural industry operations and viability across the Western Parkland City and beyond (across NSW).
- Provide for the movement and storage of agricultural commodities that should be connected to the commercial entrance of the Airport.
- Allow for the development of integrated food supply chain related industries particularly those that rely on the skills of and proximity to a growing population in the Western Parkland City.
- Facilitate education, research and development and high technology land uses associated with food production and processing.
- Capitalise on the increasing domestic and international demand for high-quality fresh food and value-added pre-prepared meals.
- Enable a road layout and subdivision pattern that supports the movement, storage and processing of agricultural goods and produce into and out of the Western Parkland City.
- Allow for limited residential development that is ancillary to Agricultural and Agribusiness operations outside of the ANEC/ ANEF 20 and above contours.
- Address any potential for land use conflict between adjoining land uses as a result of future development, including airport operations.
- Deliver an urban tree canopy along important corridors to contribute to the amenity of the area.
- Enable innovative approaches to sustainability outcomes including water sensitive design, resource and liquid and solid waste management and adaptable and durable credentials as a key driver for the design and function of the precinct.
- Allow for the sustainable and holistic development of agritourism product and experiences within the precinct.
- Early protection of transport corridors to minimise possible land use conflict with adjacent areas and ensure the orderly and timely provision of infrastructure.
- Produce food for the Greater Sydney area.

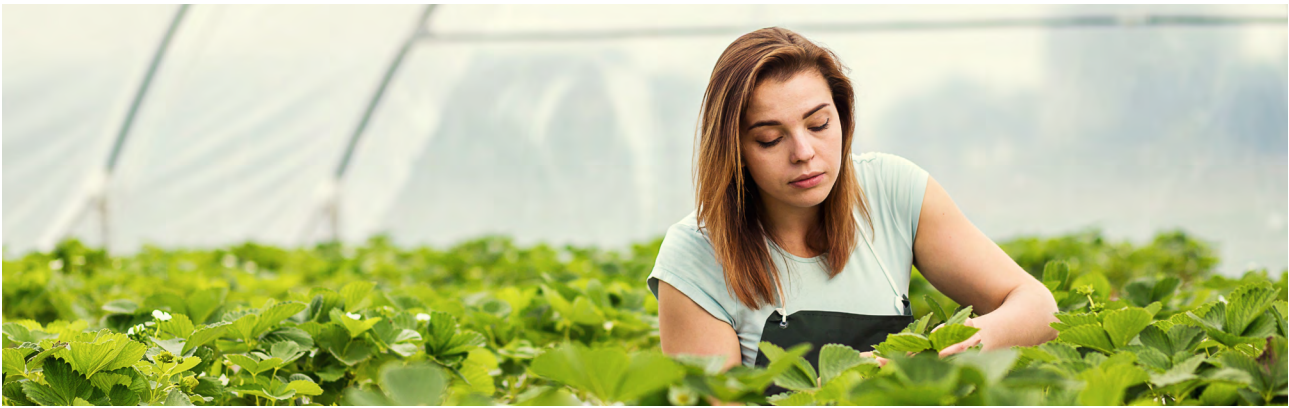


Figure 30:

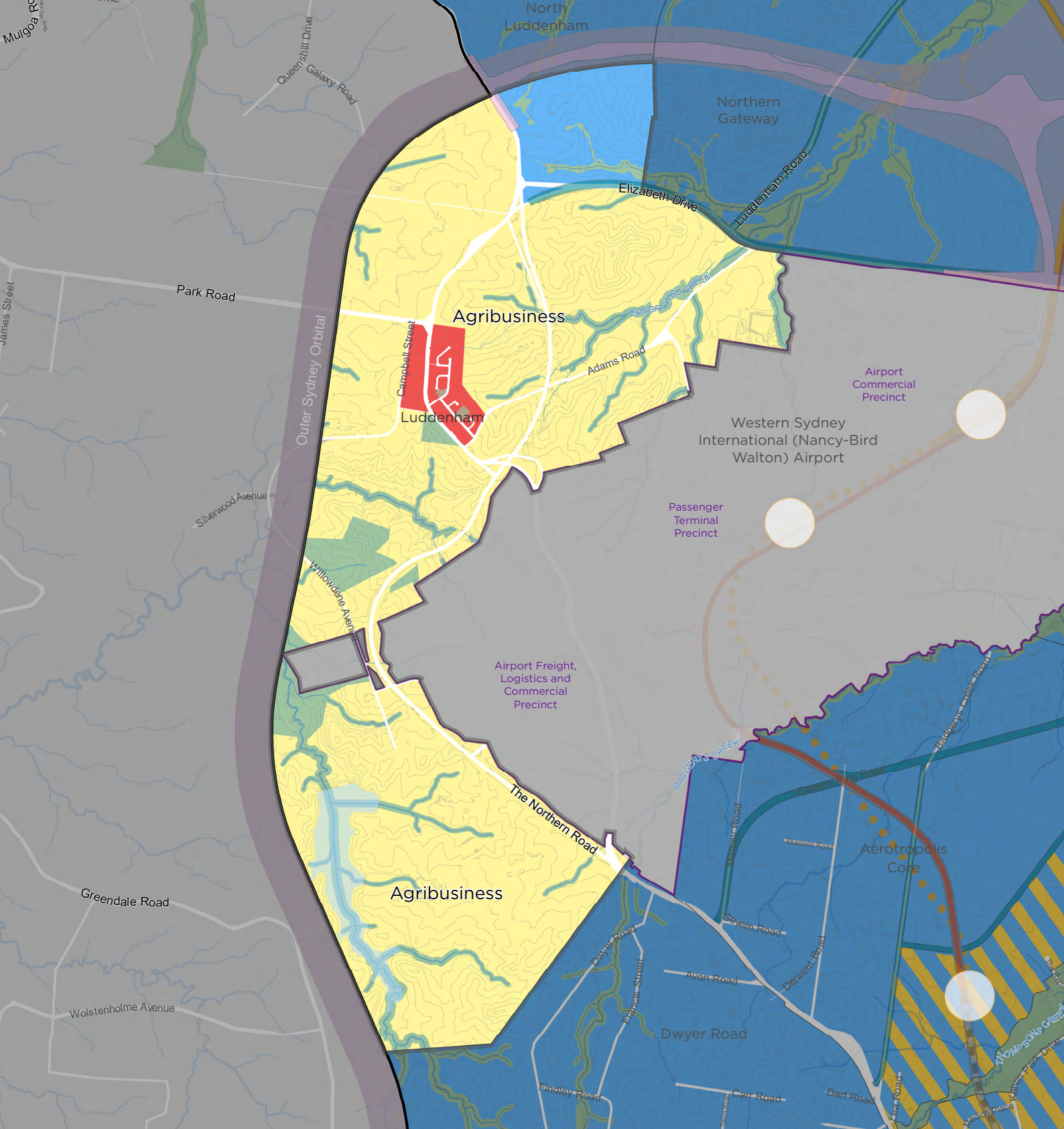
The Agribusiness precinct will service an increasing demand nationally and internationally for high-quality fresh food

Implementation strategies

- Consult with the Luddenham Village community as part of precinct planning to understand and manage expectations of village character and the rate/extent of change (Planning Partnership).
- Use flexible zoning to maximise diversity and attract investment (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).
- Encourage fresh food markets in appropriate locations with direct access to the Airport and associated tourism opportunities. (Planning Partnership and Western Parkland City Authority).
- Establish a transport network layout that facilitates the timely movement and processing of goods and produce, as well as supporting public transport, cycling and pedestrians with appropriate amenity (Planning Partnership, Western Parkland City Authority and Transport for NSW).
- Address the interface between the proposed Outer Sydney Orbital and The Northern Road through precinct planning to ensure the Agribusiness Precinct retains connection with the rural land and Biostrategic Agricultural Land to the west (Planning Partnership and Transport for NSW).
- Address the interface and relationship with the Western Sydney Airport freight services and airport logistics through precinct planning (Planning Partnership and Western Parkland City Authority).
- Enable an interconnected relationship between the Agribusiness Precinct and MRA and their planning requirements (Planning Partnership, Western Parkland City Authority and Department of Planning, Industry and Environment).
- Provide a public domain strategy for the entire precinct (Planning Partnership and Western Parkland City Authority).
- Put in place measures to prevent conflict with adjoining land uses as a result of future development, including aircraft noise and airport operations, by restricting incompatible land uses (Planning Partnership and Department of Planning, Industry and Environment).
- Investigate the development of an agritourism strategy for the precinct (Planning Partnership and Western Parkland City Authority).

Why is Luddenham Village shown differently?

The future vision, role and function of Luddenham Village will be explored further during precinct planning, including detailed investigation of certain land uses (in appropriate locations outside of the ANEC/ANEF 20 and above contour) that are sympathetic to the character, history and heritage values of the village. In the interim, the Aerotropolis SEPP will include provisions allowing development that would otherwise be prohibited to be carried out if it would have been permitted with consent in the former LEP that applied to the land.

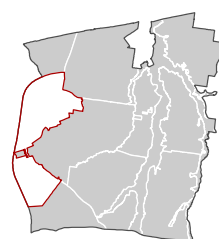
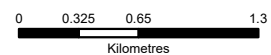


Structure Plan - Agribusiness

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Key Network Upgrade
- M12 Motorway Corridor
- Proposed Transport Corridor
- Metro Station
- Sydney Metro - Western Sydney Airport
- Sydney Metro - Western Sydney Airport Tunnel Alignment

- Proposed Future Rail Links
- North South Rail Line Corridor
- Potential East-West Rail Link and Stabling
- Luddenham Village
- Agribusiness
- Environment and Recreation
- Enterprise
- Mixed Use



7.4 Vision and land uses – remaining precincts

Although not initial precincts, planning for the remaining precincts will continue to be informed based on development uptake in the initial precincts, sequencing and availability of infrastructure, as well as market and industry studies supporting their geographic and locational characteristics.



The timing of precinct planning for the remaining precincts will be determined by the timing of infrastructure provision and the amount and nature of development in adjoining areas.

Existing land use zones will be retained until precincts are rezoned but will remain subject to Ministerial Directions 3.5 (Development Near Regulated Airports and Defence Airfields) and 7.8 (Implementation of the *Western Sydney Aerotropolis Plan*) (as amended from time to time). The vision and desirable land uses for the remaining precincts is provided below.

7.4.1 Dwyer Road Precinct

The Dwyer Road Precinct is located south of the Agribusiness Precinct, west of the Aerotropolis Core and north of the South West Growth Area. It is anticipated that the Dwyer Road Precinct will be a flexible employment precinct adjacent to the major economic centre of the Aerotropolis Core and the Airport. Precinct Planning will acknowledge the existing rural village character of Bringelly and support current agricultural operations with a plan for a sustainable transition to employment uses over time. A pedestrian and cycle network will be provided to the Aerotropolis Core and upgrades to The Northern Road, Bringelly Road and the proposed Outer Sydney Orbital will provide improved vehicle access.

Desirable land uses

High technology Industry, Commercial offices, Small and medium enterprises, Urban services, Warehousing and logistics, Food technology and research, Food production and processing, Agribusiness and Fresh food produce markets.*

Refer to page 76 for more detail.

7.4.2 Kemps Creek Precinct

The Kemps Creek Precinct will create opportunities for flexible employment development connected to residential communities in the south, Aerotropolis Core, the Airport and other centres such as Liverpool CBD. It is anticipated that the precinct will be appropriate for mixed commercial development such as smaller innovative and creative industries that seek more affordable, out of centre accommodation with accessibility and amenity. The precinct will also be home to the Upper South Creek Advanced Water Recycling Centre and encourage new circular economy opportunities. The adjoining Wianamatta–South Creek corridor will provide opportunities for recreation and amenity and link to the broader Western Sydney Parklands.

Desirable land uses

Small and medium enterprises, Creative industries, High technology industries, Urban services.*

Refer to page 78 for more detail.

7.4.3 North Luddenham Precinct

The North Luddenham Precinct will leverage from its proximity to the proposed Outer Sydney Orbital the Agribusiness and Northern Gateway precincts and the Airport to be an area focused on uses such as high technology, research and development associated with food production and processing.

*Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.

Desirable land uses

High technology Industry, Commercial offices, Small and medium enterprises, Urban services, Warehousing and logistics, Food technology and research, Food production and processing, Agribusiness and Fresh food produce markets.*

Refer to page 80 for more detail.

7.4.4 Rossmore Precinct

The Rossmore Precinct is located close to the Aerotropolis Core and the expansive open space network of Wianamatta-South Creek. Rossmore will be home to mixed living communities, nestled within a productive peri-urban landscape, with a diversity of housing provided to meet changing needs. Housing and jobs will be provided around key compact mixed-use centres served by high-frequency public transport and open space, creating walkable and amenity-rich communities. There is significant residential development capacity in residential areas adjoining the precinct outside of the Aerotropolis meaning that development in this precinct is unlikely to occur in the short to medium term. There will be a focus on providing smart and sustainable housing with connectivity and green design at the forefront of new developments. Affordable housing will be provided to meet the needs of key workers and those on low-incomes. A generous open space and creek network will create opportunities for walkability and amenity.

Desirable land uses

Residential, Small and medium enterprises, Creative industries, High technology industries, Urban services, Community and cultural facilities, Market gardens, Local health and education, retail, open space, schools*

Refer to page 82 for more detail.

7.5 Expected planning outcomes – remaining precincts

Key considerations, strategic outcomes and implementation strategies for the remaining precincts are detailed on pages 76-83.

Figure 31: The open space and creek network will create opportunities for walkability and amenity.
Source: Sydney Water



**Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.*

7.5.1 Dwyer Road Precinct

Liverpool LGA



Total area
748
hectares

Key considerations

- Interface with the proposed Outer Sydney Orbital and Metropolitan Rural Area.
- Fragmented land ownership.
- Supporting existing agricultural operations and transition to flexible employment over time.
- Aircraft noise.
- Safeguarding airport operations
- Interface with Aerotropolis Core and Agribusiness precincts.
- Interface with creeks.
- Community vision and aspirations for the precinct.
- Interface with the South West Growth Area.

Strategic outcomes

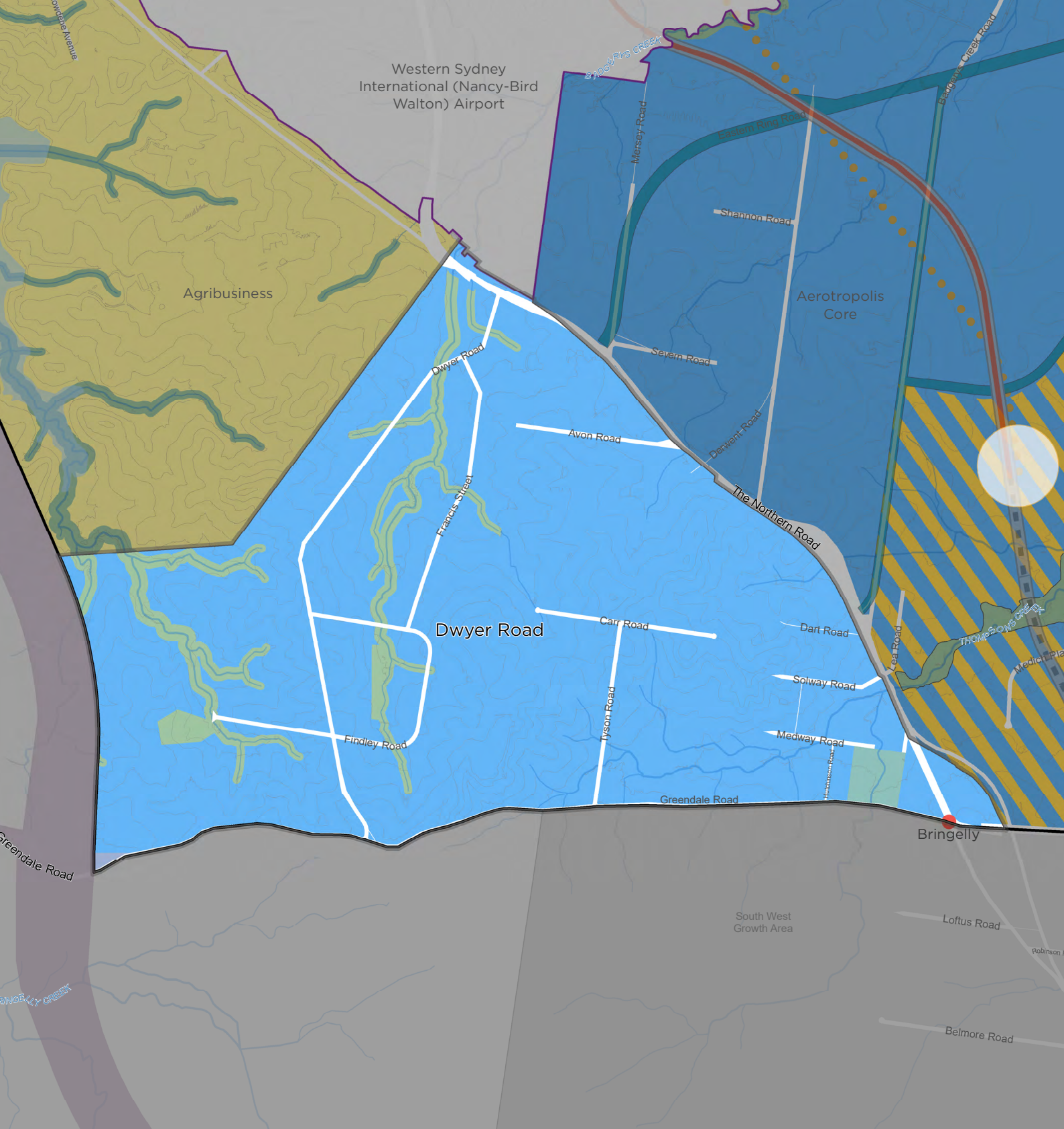
- Provide employment opportunities close to Aerotropolis Core Precinct.
- Encourage opportunities linking to Agribusiness Precinct.
- Acknowledge the existing rural village character of Bringelly.
- Utilise and expand the existing social and cultural infrastructure.
- Manage the interface and relationship with South West Growth Area.
- Provide public transport and active transport connections to the Aerotropolis Core.

Implementation strategies

- Consult with landowners and the local community to develop the precinct plan (Planning Partnership, Department of Planning, Industry and Environment, Liverpool City Council)
- Consider alternative names for the precinct during the precinct planning stage (Planning Partnership, Department of Planning, Industry and Environment, Liverpool City Council).
- Use flexible zoning to maximise diversity (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).
- Put in place measures to prevent conflict with adjoining land uses as a result of future development, including aircraft noise and airport operations, by restricting incompatible land uses (Planning Partnership, Department of Planning, Industry and Environment).

Moving forward

Detailed precinct planning for the Dwyer Road Precinct will consider alternative precinct names and a range of appropriate employment-focused landuses taking into consideration airport operations and aircraft noise. Landowners and the local community will be consulted through the process. The timing for the rezoning of non-initial precincts will depend on infrastructure provision and the amount and nature of development in adjoining areas.

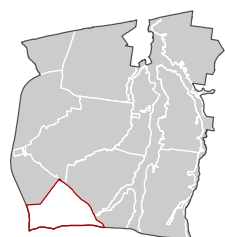
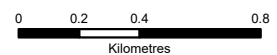


Structure Plan - Dwyer Road

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Key Network Upgrade
- Proposed Transport Corridor
- Metro Station
- Sydney Metro - Western Sydney Airport
- Sydney Metro - Western Sydney Airport Tunnel Alignment
- Proposed Future Rail Links

- North South Rail Line Corridor
- Potential East-West Rail Link and Stabling
- Agribusiness
- Environment and Recreation
- Enterprise
- Mixed Use



7.5.2 Kemps Creek Precinct

Liverpool and Penrith LGA



Total area
935
hectares

Key considerations

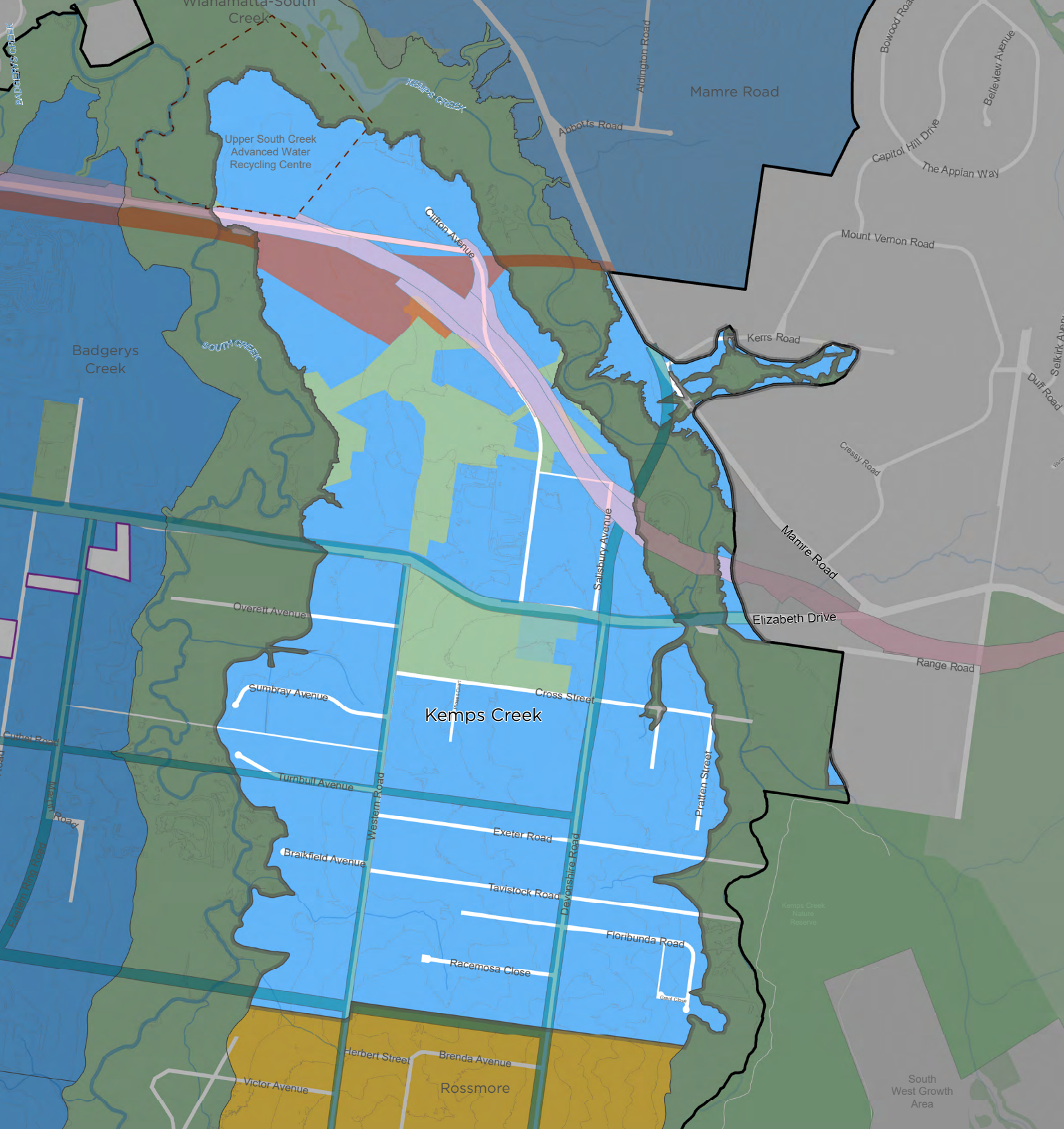
- Interface with Wianamatta–South Creek corridor
- Aircraft noise
- Safeguarding airport operations
- Upgrade of Elizabeth Drive.
- Connection to proposed M12 Motorway.
- Potential upgrade of Western Road and Devonshire Road.
- Potential road connection to Airport via extension of Pitt Street.
- Cycle networks to the Airport and rest of the Aerotropolis.
- Potential east-west rail link including potential stabling and maintenance facility.
- Water and wastewater infrastructure
- Resource Recovery Facility.

Strategic outcomes

- Focus on employment generating uses.
- Connect across Wianamatta–South Creek to employment precincts further west.
- Locate noise sensitive uses in appropriate locations.
- Manage an appropriate and activated interface to Wianamatta–South Creek, Kemps Creek and Western Sydney Parklands.
- Plan for high-quality development and public domain with Elizabeth Drive appropriately set back to reflect the main approach to the Airport.
- Rationalise access points on Elizabeth Drive and connect to the local road network to service private development.
- Protect transport corridors to prevent possible conflict with adjoining land and ensure the orderly and timely provision of infrastructure.

Implementation strategies

- Reserve road corridors for the Western Road and Devonshire Road upgrades. (Planning Partnership, Transport for NSW and Department of Planning, Industry and Environment).
- Protection of transport corridors and prevent possible conflict with adjoining land use, including the proposed M12 Motorway and potential East-West rail link (Planning Partnership and Department of Planning, Industry and Environment).
- Address interface with and activation of Wianamatta–South Creek and Kemps Creek. (Planning Partnership).
- Identify east-west crossings of Wianamatta–South Creek, particularly active transport connections. (Planning Partnership).
- Explore connections to Western Sydney Parklands. (Planning Partnership and Department of Planning, Industry and Environment).
- Avoid direct access to development from Elizabeth Drive. (Planning Partnership).
- Prepare a public domain strategy for Elizabeth Drive (Department of Planning, Industry and Environment and Transport for NSW).
- Use flexible zoning to maximise diversity (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).
- Provide the Upper South Creek Advanced Water Recycling Centre (Sydney Water).

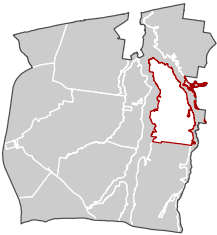
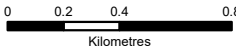


Structure Plan - Kems Creek

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Upper South Creek Advanced Water Recycling Centre
- Key Network Upgrade
- M12 Motorway Corridor
- Proposed Transport Corridor

- North South Rail Line Corridor
- Potential East-West Rail Link and Stabling
- Environment and Recreation
- Enterprise
- Urban Land



7.5.3 North Luddenham Precinct

Penrith LGA



Total area
490
hectares

Key considerations

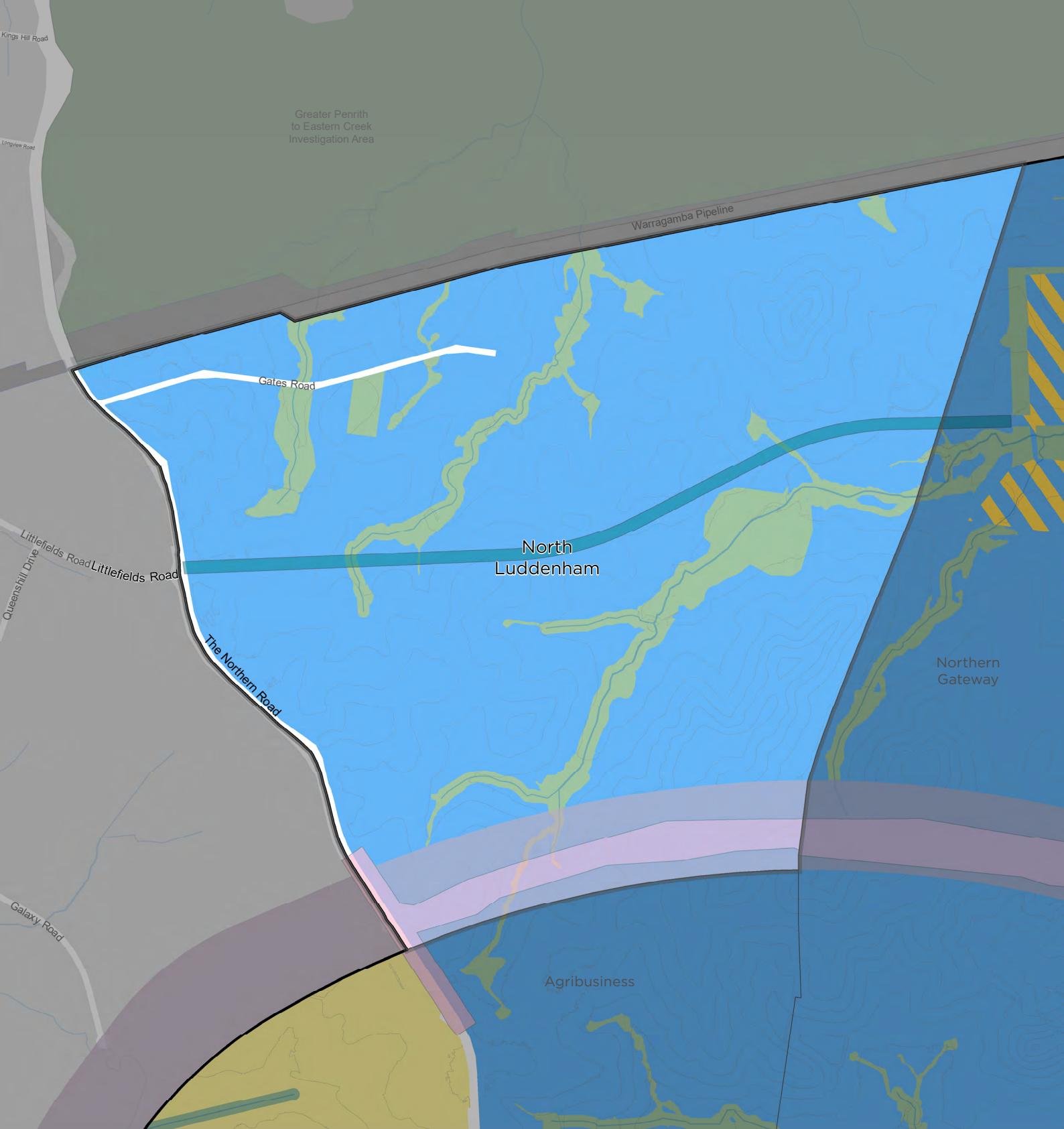
- Interface with creeks
- Proposed M12 Motorway
- Interface with Warragamba Pipeline
- Potential circular economy hub
- Aircraft noise
- Safeguarding airport operations
- Interface with sensitive land uses to north and east.

Strategic outcomes

- Connect to the Sydney Science Park and proposed Metro station within the Northern Gateway precinct.
- Focus on research, development and high technology with links to food production and processing.
- Access the Airport via the Agribusiness Precinct.
- Plan for a fine grain street network to support public transport, cycling and pedestrians.
- Take advantage of underlying topography and scenic values.
- Protect transport corridors to prevent possible conflict with adjoining land and ensure the orderly and timely provision of infrastructure.

Implementation strategies

- Encourage fresh food markets in appropriate locations. (Planning Partnership, Western Parkland City Authority).
- Encourage permeability and connectivity to the adjoining Agribusiness Precinct, Northern Gateway Precinct and land to the north and west (Planning Partnership).
- Infrastructure funding – State and Local (Planning Partnership, Department of Planning, Industry and Environment, Penrith and Liverpool Councils).
- Protection of transport corridors and prevent possible conflict with adjoining land use, including the proposed M12 Motorway (Planning Partnership, Department of Planning, Industry and Environment and Transport for NSW).
- Address interface with riparian areas. (Planning Partnership).
- Use flexible zoning to maximise diversity (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).

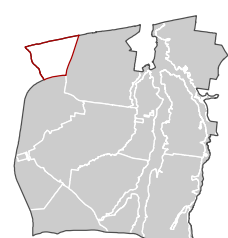


Structure Plan - North Luddenham

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Key Network Upgrade
- M12 Motorway Corridor
- Proposed Transport Corridor

- Potential East-West Rail Link and Stabling
- Agribusiness
- Environment and Recreation
- Enterprise
- Mixed Use



7.5.4 Rossmore Precinct

Liverpool LGA



Total area
1,361
hectares

Key considerations

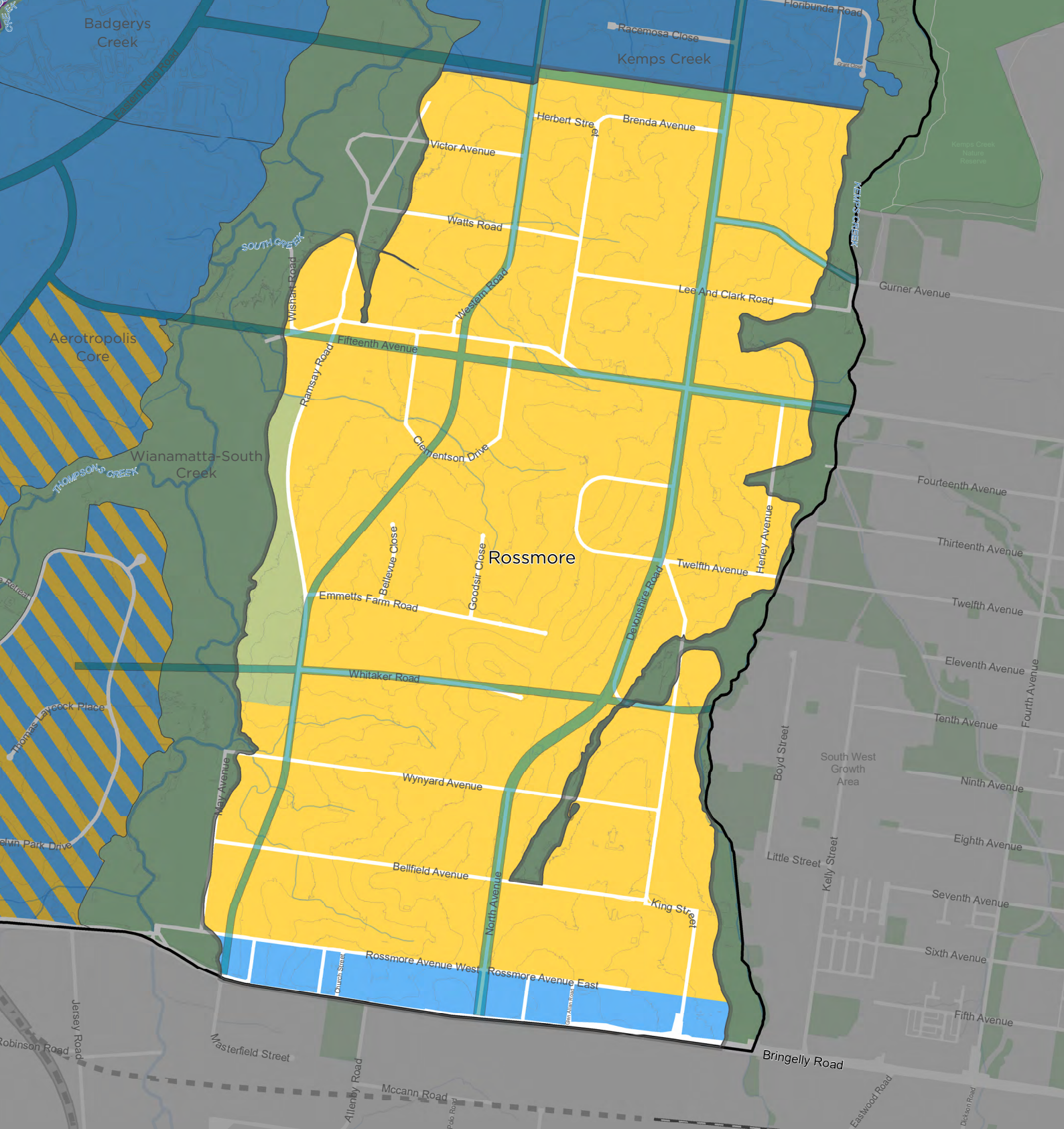
- Interface with South West Growth Area
- Interface with Wianamatta–South Creek corridor
- Aircraft noise
- Safeguarding airport operations
- Land fragmentation
- Supporting existing agricultural operations as interim uses
- Ensuring development density supports transport infrastructure investment.

Strategic outcomes

- Provide for mixed-use communities with a diversity of housing and maximising access to retail, cultural and community services.
- Connect communities via frequent public transport to the new Airport and surrounding centres including Aerotropolis Core, Leppington and Liverpool.
- Maintain productive rural and peri-urban activities alongside compact urban centres.
- Plan for an appropriate and activated interface to Wianamatta–South Creek, Kemps Creek and Western Sydney Parklands.
- Connect the Precinct to the Aerotropolis Core via active transport.
- Locate local employment and live/work opportunities in local centres and along key corridors such as Fifteenth Avenue.
- Develop Fifteenth Ave as a shaded landscaped transport boulevard with public transport priority.
- Locate higher-density development along Fifteenth Avenue transport nodes, recognising its role as a centre serving corridor.

Implementation strategies

- Use flexible zoning to maximise diversity (Planning Partnership, Western Parkland City Authority and the Department of Planning, Industry and Environment).
- Link staging of rezoning and development to the market viability of medium density housing types and infrastructure provision. (Planning Partnership).
- Stage the delivery of frequent public transport services along key corridors including Fifteenth Avenue (Transport for NSW).
- Deliver retail and community/cultural facilities upfront to service residential development early. (Planning Partnership, Transport for NSW and Department of Planning, Industry and Environment).
- Reserve road corridors for Ramsay Road and Devonshire Road upgrades and potential Tenth Avenue link (Planning Partnership, Transport for NSW and Department of Planning, Industry and Environment).
- Address interface with and activation of Kemps Creek and Wianamatta–South Creek (Planning Partnership).
- Investigate connections to Western Sydney Parklands (Planning Partnership and Department of Planning, Industry and Environment).
- Prepare a public domain strategy for the entire precinct (Planning Partnership and Department of Planning, Industry and Environment).
- Investigate the viability of an affordable housing scheme to deliver affordable housing (Planning Partnership, councils)
- Develop an affordable housing strategy to deliver affordable housing as part of all residential development (Councils).

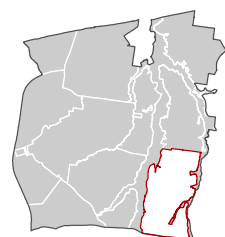


Structure Plan - Rossmore

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Key Network Upgrade
- Proposed Transport Corridor
- Proposed Future Rail Links
- North South Rail Line Corridor

- Potential East-West Rail Link and Stabling
- Environment and Recreation
- Enterprise
- Urban Land
- Mixed Use



Infrastructure funding and provision

8.1 Place-based Infrastructure Compact

Beyond the infrastructure already identified in this Plan, more detailed infrastructure needs will be identified during precinct planning. This will be informed by the Western Sydney Place-based Infrastructure Compact (PIC) process led by the Greater Sydney Commission.

The process will strategically identify and estimate the cost of infrastructure and services that will be required to support growth in the Aerotropolis over time. This will increase understanding of the relative costs and benefits of development across the initial precincts to then inform how to most effectively stage and sequence development.

The process will consider funding sources for the infrastructure and services identified, including from the NSW and Australian Government, State infrastructure and local developer contributions, the customer base of utility providers and other sources.

The Place-based Infrastructure Compact process will inform precinct plans and a Special Infrastructure Contribution (SIC) for the Aerotropolis and combined with local infrastructure needs identified by Liverpool City Council and Penrith City Council to inform staged servicing and development in each precinct. Sequencing will also consider wider planning work outside the Aerotropolis, in consultation with councils and the PIC process.

The NSW Government is committed to ensuring affordability and value for money when considering infrastructure investments in the Aerotropolis. Identified priority projects would be subject to NSW Government's Infrastructure Investor Assurance Framework prior to investment decisions being made.

8.2 Infrastructure funding

The system of development contributions allows for the levying of contributions towards state and local infrastructure under the *EP&A Act*. Broadly, the means for securing development contributions through the planning process are:

- Special infrastructure contributions
- Local infrastructure contributions

When setting development contributions, all levels of government must ensure the cumulative amount of contributions payable does not make development unfeasible.

8.2.1 Special Infrastructure Contributions

A SIC is a financial contribution paid by developers to help fund some key State and regional infrastructure.

A SIC considers the cost of infrastructure generated by a development and balances this with development feasibility and the need to achieve desired development outcomes.

The Department of Planning, Industry and Environment is preparing a SIC for the Aerotropolis to create a State infrastructure contributions framework to deliver critical State infrastructure which will support the proposed new growth. The SIC seeks to fund and deliver State and regional infrastructure projects through developer contributions such as state and regional roads, active and public transport, open and public spaces, biodiversity, blue and green infrastructure and social infrastructure within or immediately outside the nominated Special Contributions Area.

The preparation of the Aerotropolis SIC is aligned with the Western Sydney City Deal and government priorities and objectives. The Aerotropolis SIC will create opportunities to support the delivery of the Sydney Metro Western Sydney Airport. A contribution catchment around the metro stations will be

established which will incorporate a charge mechanism with differential contribution rates which supports the infrastructure and place shaping outcomes delivered by the Metro.

The Department is responsible for the preparation and management of the SIC program including designing the plan, revenue collection, funding prioritisation and disbursement of contributions revenue towards project delivery. Delivery agencies are responsible for nominating projects for SIC funding and all aspects of project delivery including planning, design, construction, operation and asset management.

8.2.2 Local infrastructure contributions

Local infrastructure contribution plans will fund local infrastructure such as local parks, local roads and community facilities. The Planning Partnership, including Penrith and Liverpool councils, will guide each council's local infrastructure contribution plans for the Aerotropolis as precinct plans are finalised. This will likely lead to a consistent approach to the preparation of local infrastructure contributions for both councils.

8.3 Sydney Metro Western Sydney Airport alignment

The Aerotropolis SEPP and precinct planning will appropriately reflect the alignment of Sydney Metro Western Sydney Airport and the location of stations. Two stations will be located on the Airport site with one station in the Aerotropolis Core precinct and another station in the Northern Gateway precinct.

8.4 Utilities and services

With limited trunk infrastructure in the Aerotropolis, significant planning and investment is required to unlock development and activate precincts. Investigations must consider how utilities and services will be funded, the timing and impacts of any infrastructure maintenance on road corridors, and infrastructure sequencing, optimisation and adaptability.

A flexible servicing strategy will ensure certainty of utility supply and allow for alternative servicing solutions as technologies and hybrid servicing methodologies evolve. Precinct planning and master planning will build in low-carbon ambitions and recognise how urban design and smart infrastructure will manage energy, water and liquid and solid waste.

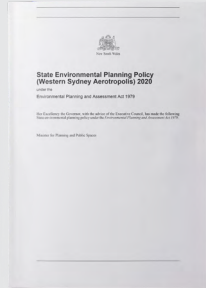
Whilst Sydney Water is planning to service the entire Aerotropolis, this does not prohibit private sector solutions.

The Aerotropolis presents a unique opportunity to efficiently and collaboratively plan for and explore alternative and innovative servicing solutions including integrated and co-located utility approaches. The NSW Government will continue to work with utility providers to develop an innovative and sustainable servicing strategy that commits to circular economy principles such as smart and net zero carbon cities and smart grid systems.

The following documents work together in planning for the Aerotropolis:



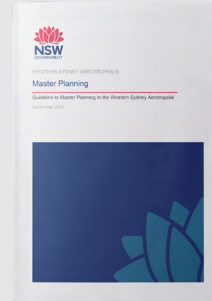
Western Sydney
Aerotropolis Plan
(this Plan)



Western Sydney
Aerotropolis SEPP
2020



Western Sydney
Aerotropolis
Development Control
Plan - Phase 1



Western Sydney
Aerotropolis Master
Planning Guidelines

9.1 Monitoring

To provide a valuable evidence base to inform service and infrastructure delivery as precincts redevelop over time, the Department of Planning, Industry and Environment will monitor and report annually on the rate of development activity such as:

- housing approvals, construction commencements and completions
- pipeline for additional housing
- jobs created in the Aerotropolis
- contribution towards 5 million trees for Greater Sydney by 2030.

The Greater Sydney Commission has a statutory requirement to report on the implementation of the Region Plan. This will be implemented through the annual review of performance indicators drawn from the 10 Directions of the Region Plan and include the areas within the Aerotropolis.

The community will also be able to track progress on the Aerotropolis and Western Parkland City through annual reports on Western Sydney City Deal implementation.

9.2 Next steps

9.2.1 Precinct plans for initial precincts

The Planning Partnership will undertake detailed precinct planning, including sequencing within the initial precincts, responding to the timing of infrastructure delivery. Precinct Plans for the initial precincts and development contributions will be released for community consultation well before the end of the 2020.

Following exhibition, the Planning Partnership will make any required amendments from the public exhibition process prior to finalisation and prepare a Submissions Report that summarises the feedback received. Amendments to the Aerotropolis SEPP and release of the Phase 2 DCP will occur once the initial precinct plans are finalised.

Figure 32: Process for next steps

Released
August 2018



Stage 1 Land Use and
Infrastructure
Implementation Plan

Released
September
2019



What We Heard
Community
Consultation
Report

Released
December
2019



Draft Western
Sydney
Aerotropolis
Plan



Draft State
Environmental
Planning Policy
Discussion
Paper



Draft
Aerotropolis
Development
Control Plan
- Phase 1

Early 2020

Community consultation

September
2020

Finalisation of Western Sydney Aerotropolis Plan, Phase 1 DCP and
Aerotropolis SEPP (including rezoning of initial precincts) & release of
Finalisation Report and Master Planning Guidelines

*We are
here*

Quarter 4
2020



Initial Precinct Plans and Special Infrastructure
Contributions released for community consultation

Community consultation



Final Precinct
Plans - initial
precincts



State and local
infrastructure
contribution



Updated Aerotropolis SEPP and
Development Control Plan finalised
(following consultation)

Following
finalisation of
Precinct
Plans

9.2.2 Development

Development will align with this Plan, the SEPP, precinct plans, master planning and the Aerotropolis DCP together with ministerial directions 3.5 Development Near Regulated Airports and Defence Airfields and 7.8 Implementation of the Western Sydney Aerotropolis Plan as amended. The speed of development will depend on market forces and the staging of infrastructure provision.

9.3 Review of Plan

This Plan will be reviewed every five years to ensure that it remains relevant and aligns with Government policy, development trends and infrastructure provision.

9.4 More information



Contact us at
engagement@ppo.nsw.gov.au and
engagement@planning.nsw.gov.au



Visit
[www.wscd.sydney/
planning-partnership](http://www.wscd.sydney/planning-partnership)
and
www.planning.nsw.gov.au



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- Speak and Listen (speech to speech relay users), call 1300 555 727 and ask for 1300 305 695.
- Internet relay users, connect to the NRS (relayservice.com.au) and ask for 1300 305 695.



Please telephone 131 450 and ask for an interpreter in your language to connect you to 1300 305 695.



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Glossary

Term	Definition
1 in 100-year flood	A flood that has a 1% chance of occurring in any given year within a 100-year cycle.
5G	Fifth-generation cellular network technology.
Aerospace	The branch of technology and industry concerned with the research, design, manufacture, operation and maintenance of aircraft, space craft, and their components and supporting services.
Aerotropolis	A metropolitan area where infrastructure, land uses and economy are centred on an airport and includes the outlying corridors, and aviation orientated business and residential development that benefit from each other and their accessibility to the airport.
Aerotropolis Core	This is the central city at the core of the Aerotropolis activity associated with the Airport. The combination of uses, activities, development and places are reliant on and complementary to the operation of a global airport.
Agribusiness	Businesses associated with the production, processing, marketing and distribution of agricultural products, especially at a large and integrated scale.
Airside	All parts of an airport around aircraft and buildings only accessible to authorised personnel.
Australian Noise Exposure Concept (ANEC)	Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport that constitute the contours.

Term	Definition
Australian Noise Exposure Forecast (ANEF)	Approved forecasts of future noise exposure patterns around an airport that constitute the contours on which land use planning authorities base their controls.
Biodiversity offsets	Measures that compensate elsewhere for the adverse impacts of an action, such as clearing for development. Biodiversity offsets protect and manage biodiversity values in one area in exchange for impacts on biodiversity values in another.
Blue-Green Infrastructure Framework	An interconnected network of natural and semi-natural landscape elements (sometimes referred to as blue or green infrastructure), including water bodies, urban canopy and open spaces.
Circular economy	A whole-of-system approach that accounts for the full cost and lifecycle of materials and retains the value of materials in the economy for as long as possible, reducing the unsustainable depletion of natural resources and impacts on the environment.
Climate change	A change of climate attributed directly or indirectly to human activity that alters the composition of the global atmosphere in addition to natural climate variability.
Country	For Aboriginal peoples, Country relates not only to the cultural group and land to which they belong, it is also their place of origin in cultural, spiritual and literal terms. Country includes not only the land but also waters and skies, and incorporates the tangible and intangible, knowledges and cultural practices, identity and reciprocal relationships, belonging and wellbeing.

Term	Definition
Cumberland Plain Conservation Plan (CPCP)	Will address impacts on biodiversity from urban growth through a conservation program that includes commitments and actions designed to improve ecological resilience and function over the long-term. The CPCP will enable land to be certified for development and areas avoided from development conserved. The CPCP will enhance a network of green spaces, natural and semi-natural systems in Western Sydney.
Defence	The branch of industry concerned with the research, design, manufacture, operation and maintenance of military equipment, supplies and services.
Development	As per the <i>EP&A Act</i> , development includes any of the following: the use of land; the subdivision of land; the erection of a building; the carrying out of a work; the demolition of a building or work; or any other act, matter or thing that may be controlled by an environmental planning instrument.
Development application	An application for consent under Part 4 of the <i>EP&A Act</i> to carry out development (not including an application for complying development) such as change of use of land, subdivide land, or building, landscaping and other work.
Development Control Plan	Provides detailed planning and design guidelines to support established planning controls.
Floodplain	An area of land which is subject to inundation by floods up to and including the probable maximum flood event, that is, flood prone land.
Greater Sydney	The local government areas within the boundary shown on the map in the <i>Greater Sydney Region Plan</i> and Schedule 1 of the <i>Greater Sydney Commission Act 2015</i> .

Term	Definition
Green Grid	The network of high quality green spaces and tree lined streets that supports walking, cycling and community access to open spaces. It will provide cool, green links throughout the Aerotropolis and connect more broadly to the Western City District and Greater Sydney.
Growth Area	Identified by the NSW Government as major greenfield development or urban renewal areas.
Local Centre	Smaller-scale places that vary from a few shops on a corner to a vibrant main street and generally serve a local population.
Local Environmental Plan	Defined in the <i>EP&A Act</i> . Guides planning decisions in local government areas through zoning and development controls.
Master Plan	An optional plan created under the Aerotropolis SEPP for large sites or landholdings of 100 hectares or more.
National Airports Safeguarding Framework	National land use planning framework to improve community amenity by minimising aircraft noise-sensitive developments near airports and improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions on various safety related issues.
Obstacle Limitation Surface (OLS)	Designed to protect aircraft flying in visual conditions close to an airport by defining a volume of airspace to be protected from development, primarily modelled on the layout and configuration of proposed runways.
Peri-urban lands	Land for agriculture undertaken in places on the fringes of urban areas.
Permeable surface	A surface that permits or facilitates the infiltration or penetration of water such as grass, landscaping or porous paving.

Term	Definition
Precinct planning	Identifies the development intent and development capacity across a precinct by allocating land uses, densities, housing types, built form, infrastructure and environmental and open space.
Procedures for Air Navigation Services – Aircraft Operations Surfaces (PANS-OPS)	The primary surface for protecting aircraft operating under non-visual (instrument guided) conditions generally located above the OLS. Separate procedures for each runway and for the type of navigation system being used and the multiple surfaces are combined to form the PANS OPS.
Public domain	Any publicly or privately owned space that can be accessed and used by the public and/or is publicly visible.
Public space	Includes parks, green spaces, plazas, libraries, streets, landscapes, museums, and public transport.
Riparian corridor	The channel which comprises the bed and banks of a watercourse (to the highest bank) and the vegetated riparian zone adjoining the channel.
State Environmental Planning Policy (SEPP)	Environmental planning instruments that address planning issues of State significance.
Strategic centre	Characterised by a high proportion of knowledge-intensive jobs, existing or proposed major transport gateways and increased economic activity.
Upper South Creek Advanced Water Recycling Centre	A new Sydney Water facility that will collect and treat wastewater from the Aerotropolis and South West Growth Area. It will produce advanced quality treated water and provide for a wide range of re-use and substitution opportunities including supplying water for agriculture and environmental flows. It will also support the Circular Economy via the production of renewable energy and bioresources.

Term	Definition
Urban typologies	Precinct-scale snapshots of various forms of urban development incorporating built form, roads and subdivision pattern and open space.
Western Economic Corridor	New economic agglomerations around the Airport, including the Aerotropolis.
Western Parkland City	Broadly, Penrith, Liverpool, Campbelltown, Hawkesbury, Wollondilly, Camden, Fairfield and Blue Mountains LGAs, anchored around Liverpool, Greater Penrith and Campbelltown–Macarthur, with the new Airport and Aerotropolis geographically at its centre.
Western Parkland City Authority (WPCA)	A NSW Government body (formerly the Western City & Aerotropolis Authority) established to facilitate the delivery of the Western Parkland City. The WPCA works across all three levels of Government to jointly plan, design and deliver the best possible outcomes in infrastructure, liveability, investment attraction, job growth and sustainability.
Western Parkland City Metropolitan Cluster	Aerotropolis, Liverpool, Greater Penrith and Campbelltown–Macarthur.
Western Sydney Airport	A Commonwealth business enterprise established in August 2017 to build the new Airport.
Western Sydney Planning Partnership	A local government-led initiative comprising of representatives of all eight Western Parkland City councils as well as Blacktown Council, and representatives from the NSW Department of Planning, Industry and Environment, Transport for NSW, Sydney Water and the Greater Sydney Commission.

Appendix – Planning Principles

These principles apply to all planning for the Aerotropolis.

Overarching objective

Recognise Country

Acknowledge Traditional Custodians and provide opportunities for Connecting with Country, Designing for Country and Caring for Country in all stages of planning for the Aerotropolis.

Productivity

Objective 1

An accessible and well-connected Aerotropolis

- PR1 | Ensure walking or cycling is the most convenient option for short trips around centres and local areas.
- PR2 | Prioritise public and active transport in centres with general through traffic and freight directed outside of these centres.
- PR3 | Match car parking with the level of public transport access.
- PR4 | Limit direct property access to classified roads and rationalise or orient to the local street network.

Objective 2

High-value jobs growth is enabled, and existing employment enhanced

- PR5 | Develop vibrant centres with high quality public domain, a rich urban tree canopy, and well designed buildings and places that attract workers and investment.
- PR6 | Establish a centres hierarchy, including future centres, in line with the Region Plan (Strategy 22.2).

Objective 3

Safeguard airport operations

- PR7 | Appropriately design, construct and locate development to safeguard 24/7 airport operations.

PR8

Require development up to the 20 ANEC/ANEF contour to adopt appropriate design and construction standards to reduce aircraft noise impacts and prohibit intensification of residential development within the ANEC/ANEF 20 and above contours.

Sustainability

Objective 4

A landscape-led approach to urban design and planning

- SU1 | Retain and enhance natural features such as waterways, vegetation, landform and culturally significant landscapes.
- SU2 | Integrate Blue Green Infrastructure links with public open spaces and the Green Grid, maximising opportunities for connections, an urban tree canopy and active use of the floodplain.
- SU3 | Retain water in the landscape by maximising appropriate permeable surfaces, reusing water and developing appropriate urban typologies.
- SU4 | Orient urban development towards creeks and integrate into the landscape through quality open space, a high degree of solar access and tree canopy.
- SU5 | Develop a connected parkland network linking with the Wianamatta-South Creek corridor that shapes the Aerotropolis and provides amenity and ecological value and create a high quality ridgeline and linear parks adjacent to, and integrated with, riparian corridors that retain water.

SU6	Retain and increase the urban tree canopy and green cover across the Aerotropolis consistent with the Region Plan target of 40% and the Premier's Priority for Greening our city.
SU7	Retain, enhance and co-locate vegetation on ridgelines with active open space and use it to guide building heights.
SU8	Identify and protect scenic and cultural landscapes and develop a street grid based on landforms, with long north-south blocks in urban areas to attain good solar performance, and east-west streets to capture long views to the Blue Mountains.
SU9	Meet the requirements of the biodiversity conservation program in the <i>Cumberland Plain Conservation Plan</i> and approved strategic biodiversity certification and strategic assessment protecting land with biodiversity value, and provide a sensitive urban interface that supports and enhances corridors and reserves.
SU10	<p>Avoid, minimise and mitigate impacts on threatened species and endangered ecological communities, habitat corridors, and riparian and aquatic habitats to prioritise length, connectivity and representativeness to maintain ecological function. Protect the integrity and continuity of wildlife by:</p> <ul style="list-style-type: none"> • protecting priority habitat corridors to support migrating species, birds and arboreal mammals • using public land for biodiversity conservation with an appropriate management regime • expanding vegetation corridors if impacted by utility installations.
SU11	Retain and protect wetland environments to support plant animal communities and to mitigate wildlife attraction or wildlife strike.
SU12	Provide open space buffers and asset protection zones to conservation areas wholly within urban capable footprints.
SU13	Plan stormwater and wastewater in the Wianamatta-South Creek Catchment to minimise potential hydrologic and hydraulic impacts on ecology, creek structure, infrastructure, water quality and the natural water cycle. Integrate water sensitive urban design and use stormwater or recycled water to irrigate

streets and public open space to support public amenity and urban cooling. Co-locate industrial water users, where appropriate.

Objective 5

A sustainable, low carbon Aerotropolis that embeds the circular economy

SU14	Use low carbon, high efficiency strategies to reduce emissions and energy use in line with NSW net zero emissions target and mitigate urban heat through urban development and building design. Use innovative and integrated approaches to achieve higher standards of resource recovery, waste management, water management and renewable energy.
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Objective 6

A resilient and adaptable Aerotropolis

SU15	Plan for compatible land uses within the floodplain, provide safe evacuation and egress from flood events and consider climate change, culvert blockage and floodplain revegetation.
SU16	Prohibit cut and fill to alter the 1% AEP flood extent.
SU17	Design, build and manage flood mitigation assets to provide where feasible native habitat, aesthetics, public recreation and amenity, whilst not impacting on flood behaviour.
SU18	Protect, maintain and improve the water quality and flow to meet the NSW Government waterway health targets.
SU19	Protect high value terrestrial and aquatic ecosystems to enhance biodiversity and protect environmental values.

Infrastructure and collaboration

Objective 7

Infrastructure that connects and services the Western Parkland City as it grows

IC1	Integrate passenger and freight transport with urban design at the Aerotropolis-wide, precinct and local scale, connected more broadly to the Western Parkland City, to achieve quality movement and place outcomes.
IC2	Locate and stage high quality active and public transport, utility and digital networks to align with projected land uses and secure corridors and sites early.

IC3	Develop the Aerotropolis as a Smart City supported by fast and reliable and adaptable digital connectivity.
IC4	Ensure the interoperability of systems align with NSW Government connected infrastructure and Internet of Things policies.
IC5	Dimension local and town centre networks to allow tree planting, lower vehicle speeds and intuitive and safe walking and cycling infrastructure.
IC6	Plan for car parking, setbacks and intersections to allow easy crossing of streets and maintain compact, consistent built form edges.
IC7	Adopt an integrated water management approach that considers urban form and streetscape, trunk drainage land and assets, waterway health, stormwater, wastewater and recycled water.

Objective 8

A collaborative approach to planning and delivery

IC8	Adopt a collaborative approach to precinct planning and master planning with all three levels of government, the community, industry, utilities and landowners.
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Liveability

Objective 9

Diverse, affordable, healthy, resilient and well-located housing

LV1	Create a compact urban form in areas of high accessibility with a rich urban tree canopy and along creeks so that residents live within a 10-minute walk of quality green, open and public space consistent with the Premier's Priority for Greener Public Spaces.
LV2	Provide affordable rental housing in line with the <i>Western City District Plan</i> targets.
LV3	Provide for a diverse range of housing types and price points.
LV4	Avoid residential development on major roads, freight or public transport corridors.

Objective 10

Social and cultural infrastructure that strengthens communities

LV5	Provide multi-purpose and intergenerational community and cultural facilities and services which meet the needs of the community and bring people together.
LV6	Integrate health and education infrastructure into local centres with supporting public transport services.
LV7	Locate health, education, residential and other sensitive land uses away from major road, rail and freight movement corridors.

Objective 11

Great places that celebrate local character and bring people together

LV8	Plan for a mix of high quality, fine grain places that engage and connect people and attract residents, workers, visitors, enterprise and investment.
LV9	Create a strong sense of place through a well-designed built environment, a fine grain urban form, a diverse and flexible land use mix, high levels of amenity and legibility of movement through the place.
LV10	Integrate development with precinct-wide place and public domain outcomes.
LV11	Design streets, neighbourhoods, centres and employment areas to be people friendly and promote local connection.
LV12	Create valued public and private places that demonstrate a high degree of design excellence and activate open spaces in line with Better Placed, Greener Places and the Premier's Priority for Greener Public Spaces.
LV13	Celebrate open space areas as places of shared importance to Aboriginal and non-Aboriginal people and maintain important landscapes and views. Provide opportunities for connection to Country.
LV14	Acknowledge and celebrate Aboriginal culture, history and heritage, alongside non-Aboriginal heritage.
LV15	Design major streets as green active parkways and places supporting new technology.

Figure 32: Artist's impression of manufacturing and research uses
Source: Cox

