

11 February 2020

Western Sydney Planning Partnership  
PO Box 257  
Parramatta NSW 2124

To Whom it May Concern

**Submission: Western Sydney Aerotropolis Planning Package**

This submission has been prepared by Elton Consulting on behalf of the [REDACTED] which owns land within the area to which the draft Western Sydney Aerotropolis Plan (WSAP) applies. [REDACTED] congratulates the Western Sydney Planning Partnership on the work undertaken to achieve the WSAP planning package and is generally supportive of the outcomes and controls prescribed within the planning package.

[REDACTED]. The site is proposed to be zoned [REDACTED] under *Draft State Environmental Planning Policy (Western Sydney Aerotropolis) 2019*.

In preparing this submission we have reviewed the following documents:

- » Draft Western Sydney Aerotropolis Plan (WSAP)
- » Draft Western Sydney Aerotropolis DCP (DCP)
- » Western Sydney Aerotropolis proposed SEPP Discussion Paper (SEPP)
- » Western Sydney Aerotropolis Summary (Summary)
- » Aerotropolis SEPP Maps (1 of 2) (SEPP Map 1)
- » Aerotropolis SEPP Maps (2 of 2) (SEPP Map 2)

[REDACTED] support the vision, objectives, precincts and zoning set out in the WSAP planning package. However, it is seeking additional information regarding the following:

- » the zoning for the site and flexibility of land uses
- » the extent to which the Aerotropolis has been mapped for environmental constraints
- » confirmation of height and FSR constraints throughout the Western Sydney Aerotropolis
- » timing and information for contribution plans associated with development in Aerotropolis.

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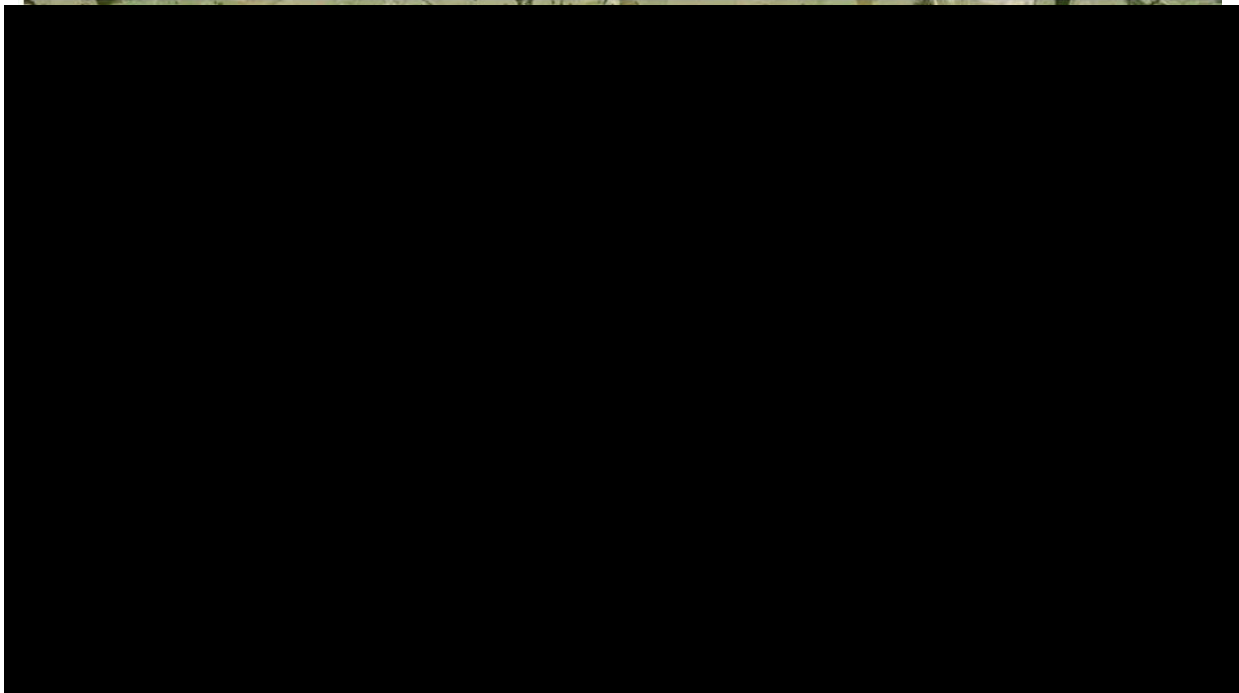
- » Confirmation of the approval pathways that may be available to proponents for development of sites in the Aerotropolis Core.

This submission is structured to provide the context of the site and surrounds, before further discussing the issues identified above.

## Site and Surrounds

The site is located at [REDACTED]. The site is roughly [REDACTED]  
[REDACTED]

### Figure 1 Context



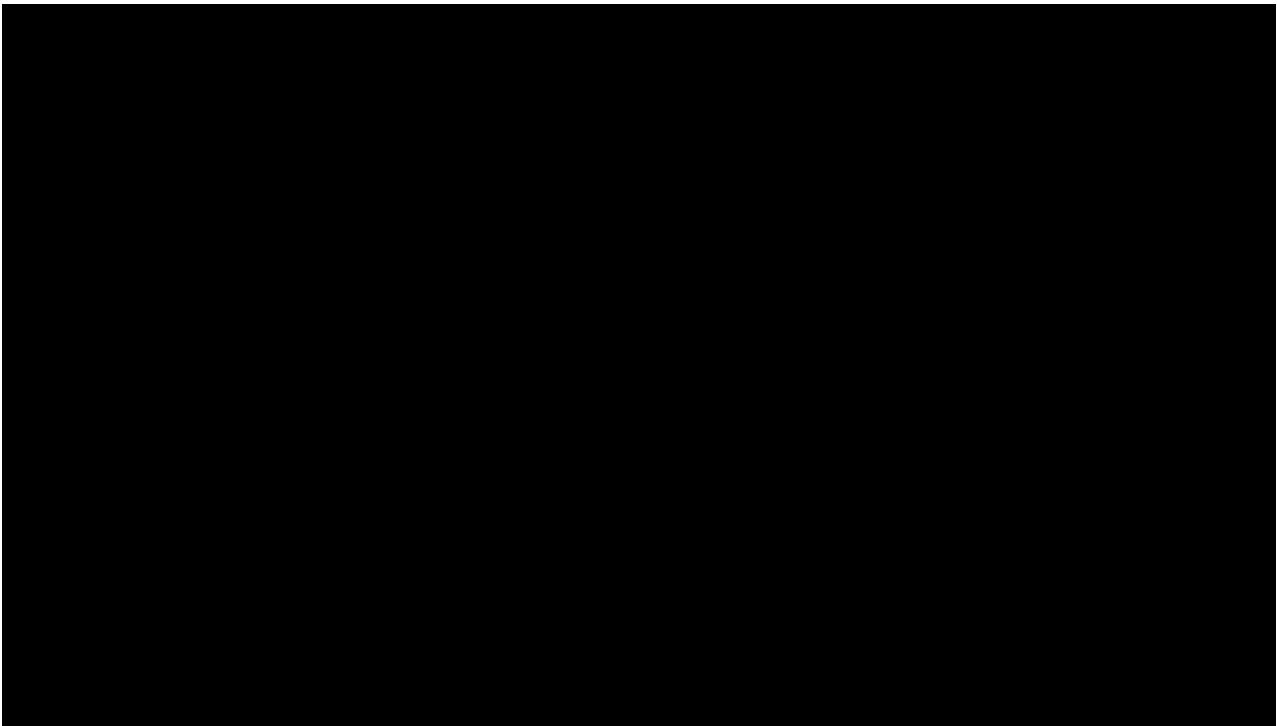
Source: Six maps

Legally described as [REDACTED], the site is [REDACTED]. The site is [REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED] is seeking information regarding environmental constraints that may impact development on the site. Although it is supportive of the current controls in WSAP, there is little information regarding the extent of developable land available. This is discussed below.



**Figure 2 Site**



Source: Nearmap

### Confirmation of environmental constraints

The site currently has [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Furthermore, the Draft Cumberland Plain Conservation Plan developed by the Department of Planning Industry and Environment (DPIE) identifies the site as being [REDACTED]. Mapping data from the NSW Governments SEED website identifies [REDACTED]

[REDACTED] Furthermore, it is understood the [REDACTED] has also mapped the site as [REDACTED] which would require reasonable [REDACTED] [REDACTED] to be provided around any new development.

It is understood that the above mapping from [REDACTED] has been undertaken to develop the WSAP. However, the current mapping does not provide sufficient detail to provide certainty for landowners regarding the development potential of individual sites.

[REDACTED] is committed to supporting the Planning Partnership's vision to attract investment and employment-generating activities to support the new airport. It is requested that detail regarding the environmental constraints that may impact the site (if any) be confirmed to ensure that appropriate development options can be prepared for the site.





However, it is currently unclear as to how the two infrastructure contributions will be costed, applied and affect the provision of development within the Aerotropolis. The development of appropriate infrastructure contribution rates for development within the WSAP area should be carefully balanced against the feasibility of delivering sustainable and appropriate development to support the operation of the new airport.

Early-stage development in the Aerotropolis should not be unnecessarily burdened with the upfront provision of infrastructure given that the initial demand will not sufficiently justify the cost.

## Confirmation of the approval pathways

It is currently unclear how the proposed developments that fall within the Aerotropolis will progress through the planning system and if there will be any possible fast-track planning pathway that will reduce the time and cost of initiating development within the area. This is particularly important to ensure that adequate facilities are available to support the airport operation when it opens in 2026.

## Conclusion

We would like to thank the Planning Partnership for the work undertaken in developing the WSAP planning package. [REDACTED] is supportive of the vision aims and objectives identified within the plans. However, we would like to request additional information regarding the environmental mapping of the Aerotropolis, how flexible land uses will be supported for the [REDACTED] zone, confirmation of maximum building heights, clear outlines of the timing and impacts of contribution plans, and possible planning pathways for the delivery of the WSAP.

On behalf of [REDACTED], we welcome the opportunity to work with Planning Partnership in delivering the new airport and supporting infrastructure consistent with the bold vision set out in the WSAP planning package. [REDACTED] requests that it be included in any landowner consultation for the proposed WSAP planning package and other documents that may impact its land. Should you have any queries, please contact James Gilchrist at Elton Consulting.

Yours sincerely

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