



Subject:
Date:



FW: Webform submission from: Western Sydney Aerotropolis Planning Package
Friday, 28 February 2020 11:40:58 AM



Sent: Tuesday, 25 February 2020 7:24 AM

To: PPO Engagement <engagement@ppo.nsw.gov.au>;



Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package



Sent: Thursday, 20 February 2020 4:57 PM

To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>

Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Thu, 20/02/2020 - 16:56

Submitted by: Anonymous

Submitted values are:

Submission Type: I am submitting on behalf of my organisation

First Name: Naomi

Last Name: Weber on behalf of Keneco Property

Name Withheld: No

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Suburb/Town & Postcode: Newcastle West

Submission file:



Submission: Submission on behalf of Keneco Property, refer to attached document.





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Our ref: 20017

20 February 2020

Western Sydney Planning Partnership
PO Box 257
PARRAMATTA NSW 2124

Dear Sir/Madam,

RE: Planning Submission – Western Sydney Aerotropolis Draft Planning Package

1 INTRODUCTION

This Planning Submission (Submission) has been prepared by KDC Pty Ltd (KDC) on behalf of our client, Keneco Property Pty Ltd (client), in support of the Western Sydney Aerotropolis Planning Package (Planning Package).

Keneco Property has appointed KDC to assist in developing a response to the draft Planning Package for the Western Sydney Aerotropolis. The following exhibited documents have been considered within this application:

- + Draft Western Sydney Aerotropolis Plan;
- + Draft Western Sydney Aerotropolis DCP;
- + Western Sydney Aerotropolis proposed SEPP Discussion Paper;
- + Aerotropolis SEPP Maps 1 and 2; and,
- + Western Sydney Aerotropolis Summary.

KDC has undertaken an analysis and review of these documents as they may impact the development of future Keneco Property sites and Kennards Hire operations (Keneco Property develop and deliver Kennards Hire operations) in the locality and have considered their opportunities from our appreciation of the strategic and statutory planning framework that has been prepared.

We understand that NSW Department of Planning and Environment prepared the draft planning package for the Western Sydney Aerotropolis and is now publicly notifying the planning package until 28 February 2020 so interested parties can make submissions.

We note that the intent is that the planning package will be adopted in late 2020, once all submissions are reviewed and the package is approved by the NSW Government. Keneco Property appreciates the opportunity to provide written input into this process.

2 BACKGROUND

The Western Sydney Aerotropolis Planning Package (WSAPP) was prepared by the Planning Partnership in collaboration with NSW Government and local councils and was put up for exhibition on the 6 December 2019 to facilitate the planning and development of this significant precinct area in Western Sydney. The WSAPP is being publicly notified until 28 February 2020, so interested parties may make submissions. The WSAPP includes the following documents:

- + Draft Western Sydney Aerotropolis Plan;
- + Draft Western Sydney Aerotropolis DCP;
- + Western Sydney Aerotropolis proposed SEPP Discussion Paper
- + Western Sydney Aerotropolis Summary;
- + Aerotropolis SEPP Maps (1 of 2); and,
- + Aerotropolis SEPP Maps (2 of 2).

The scope of this review is to:

- + Analyse the strategic planning to ensure the vision for the WSAPP is contemporary, appropriate and continues to align with the purpose of the Greater Sydney Region Plan, Western Sydney District Plan and draft Local Strategic Planning Statements; and
- + Examine the proposed rezoned precincts and planning controls to ensure its comprehensive identification of the permitted uses and operates effectively to regulate development through assessment processes.

The highlights of the proposed planning package are summarised as:

- + Support for the prioritisation of shaping the Aerotropolis core to facilitate investment and jobs that will benefit from the Airport.
- + Facilitate investment and jobs that will benefit from investments in transport infrastructure such as the proposed Sydney Metro Greater West Stage 1 in the Northern Gateway precinct.
- + Maintenance and conservation of a central green spine for the Aerotropolis in the Wianamatta-South Creek precinct.
- + Support for planning and investment in new industries close to the Airport in the Agribusiness Precinct.
- + Address the shortage of suitable employment lands via the Mamre Road Precinct (North of Wianamatta-South Creek).
- + Support the detailed planning and necessary road infrastructure for Badgerys Creek Precinct to support the Airport.

3 GENERAL VISION

An aerotropolis is a metropolitan area with infrastructure, land uses and the economy centred on an airport. It will be an accessible, innovative and connected city with a jobs dense environment to boost productivity and contribute to significant jobs growth in Western Sydney.

The Aerotropolis will be framed around a landscape-led approach, where Wianamatta–South Creek, large regional parks and an expansive network of green and blue corridors shape the city’s structure and building.

The Aerotropolis contains 10 precincts, six of which will be the focus of initial precinct planning. The Western Sydney Aerotropolis Development Control Plan 2019 (Phase 1) outlines a vision for each initial precinct, the detailed visions provide a comprehensive outline for the future of these precincts.

3.1 AEROTROPOLIS CORE PRECINCT

Keneco supports the vision of the ‘Aerotropolis Core’ to deliver the potential for 50,000 – 60,000 jobs and leverage the positive economic impact of appropriately zoned land adjacent to the Airport. Specifically, Keneco appreciates that the fact that it is recognised that commercial and retail uses will support the new Sydney Metro station and support a thriving, inclusive and safe daytime and night-time economy for workers, residents and visitors, both domestic and international. Keneco also applauds the objective to make the Aerotropolis a premier location of choice for advanced manufacturing and high technology industries in Australia.

3.2 NORTHERN GATEWAY PRECINCT

Keneco understands that the northern gateway will be a major airport interface and will be a key employment precinct with good accessibility and a supporting residential sub-precinct, providing skilled employment and business opportunities north of the Aerotropolis Core and Airport. We support the intent to focus on high technology incorporating health, education, knowledge and research within this precinct and in turn making high order employment uses such as freight and logistics, warehousing, technology, commercial enterprise, offices, industry predominant in the location.

3.3 WIANAMATTA-SOUTH CREEK PRECINCT

Keneco notes that the goal within this precinct is to rejuvenate Wianamatta-South Creek into a high-quality central green spine for amenity and recreation within the Aerotropolis in the Western Parkland City. We appreciate the intention to rehabilitate the creeks, including the replanting of appropriate vegetation to provide canopy cover that will encourage residents and visitors to use and enjoy the riparian lands.

3.4 BADGERYS CREEK PRECINCT

Keneco notes that land uses, buildings and structures in the Badgerys Creek Precinct may be temporal in nature in the short to medium term to transition to higher order technology, advanced manufacturing and industry uses in the longer term that complements the adjacent Airport. Keneco realises that this precinct is not suitable for noise sensitive land uses but will meet demand for a range of employment generating uses that do not require or benefit from direct access to public transport but would benefit from proximity to the Airport operations.

3.5 AGRIBUSINESS PRECINCT

Keneco supports the idea of creating a fresh food and value-added food production hub in the Agribusiness Precinct where goods can be rapidly delivered from farm gate to the national and international market. Keneco understands that the precinct will build on existing, successful agricultural operations on these lands and develop new agricultural and agribusiness opportunities whilst protecting and embracing important vegetation within the landscape. It is understood that an agriport will be established within the precinct southwest of the Airport, providing for the movement and storage

of agricultural commodities through an innovative multimodal supply chain solution for Greater Sydney, NSW and Australia, adjacent to the freight and logistics precinct on Airport land.

4 PROPOSED LAND ZONES

The Western Sydney Aerotropolis is a greenfield growth area that can take advantage of the urban development zone concept to provide flexibility and encourage investment. Keneco understands that this approach enables faster rezoning and reduces the need for subsequent amendments to zone boundaries as details precinct plans evolve and therefore notes the importance of creating a well-defined and comprehensive planning strategy within the Western Sydney Planning Package.

Unlike the standard instrument established zones, a new range of bespoke zones have been development to compliment the unique nature of the Western Sydney Aerotropolis. This results in a flexible framework, however Keneco seeks clarification on the following points relating to the permissible uses in these bespoke zones.

4.1 AGRIBUSINESS ZONE

Keneco notes that the Agribusiness Zone aims to encourage sustainable and high technology agribusiness and agricultural production with links to food production and processing and diversity in agricultural and agribusiness enterprises and systems appropriate for the area.

As stated previously Keneco deliveries a variety of uses, including Kennards Hire operations, various general hire and specialised equipment for various jobs, including agriculture and infrastructure, which will greatly facilitate the objectives of the zone. It is to be noted that under the standard instrument, Kennards Hire is identified as a *specialised retail premises*, which is a type of *retail premises*. Keneco understands that the focus of the Agribusiness zone focuses on agriculture and agribusiness opportunities, however, it would be valuable to consider the benefits of specialised retail businesses to promote the same.

4.2 ENVIRONMENT AND RECREATION ZONE

Keneco applauds the initiative to protect key landscape features and high value areas suitable for achieving amenity, recreation and liveability outcomes is essential to achieving the NSW Government's vision for the Western Parkland City being set on a 'Blue-Green Grid'. Keneco also understands that land that is of high biodiversity value and intended to be preserved for environmental conservation will benefit from additional planning controls in the proposed SEPP which are intended to prevent the clearing of vegetation or broader uses and activities that are not consistent with this objective.

4.3 ENTERPRISE ZONE

Keneco understands that the intent of this zone is to permit land uses complementing the functions of the city and the Airport as a 24-hour transport hub and notes that it typically enables uses associated with employment lands and support a range of commercial and industrial sectors that have synergies with the Airport. It is understood that a mix of retail activities including shops, large format retail (with active street frontages), educational facilities, advanced manufacturing, commercial and industrial land use are permitted in this zone. It is recommended that the enterprise zone provide greater opportunities for supporting retail premises including *specialised retail premises*.

4.4 MIXED USE ZONE

Keneco understands that the Mixed-Use Zone will apply to areas where there is a focus on the delivery of both employment and higher density residential uses. Keneco applauds the initiative to create highly connected areas with legible street network to provide direct safe, cool and convenient pedestrian, cycle and transport access. Keneco also understands that the land uses in the Mixed-Use Zone will contain a mix of commercial uses, including retail, such as restaurants, cafes, offices, medical and social services, and places of entertainment, along with residential (as appropriate).

4.5 SP1 SPECIAL ACTIVITIES ZONE

Keneco acknowledges that the SP1 Special Actives Zone provides for special land activities, such as established public infrastructure not provided for in other zones and to minimise any adverse impacts of the development on surrounding lands. This will support the long-term protection of the land to facilitate the future and continued operation of an international airport in Western Sydney.

4.6 SP2 INFRASTRUCTURE ZONE

Keneco understands that the SP2 Infrastructure Zone identifies land required for infrastructure purposes and aims to ensure compatible adjacent development. Keneco supports the strategy to co-locate the public infrastructure such as transport corridors and utilities to reduce impact on land requirements and to efficiently utilise land acquired by the government.

4.7 ADDITIONAL PERMITTED USES

Keneco understands that future precinct planning will enable the inclusion of additional permitted uses for particular precincts if required. The proposed SEPP aims to ensure additional uses can be included as they are identified through an amendment to the SEPP.

5 PRECINCT ACCELERATION

Keneco notes that the draft Planning Package has resulted in the release of three additional precincts, each with its own individual characteristics that stems from the landscape led approach that has been identified within the WSAP Package. Almost all the large, unfragmented land holding are now owned by institutional investors and the draft Planning Package outlines a clear process for landowners to follow if they wish to move ahead of the precinct planning process and therefore hastening the growth of the precincts. The recognition of the critical shortage of accessible employment land for warehousing and distribution facilities and emphasis that has been placed on the creation of jobs is also appreciated. The precinct acceleration strategy is applauded by Keneco as it shows an emphasis on delivering a well round Western Sydney Airport with complementary uses.

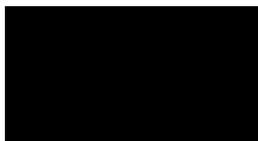
6 CONCLUSION

This planning submission is lodged in general support of the Draft WSA Plan, Draft WSA DCP, WSA Summary and the WSA proposed SEPP Discussion Paper. The visions shared in each of the drafts of a thriving economic hub for the emerging Western Parkland City, delivering new jobs, homes, infrastructure and services for people in the region are shared by Keneco. However, the following comments are made for consideration:

- + Keneco would like to be notified of changes to the draft WSA SEPP Discussion Paper, Plan and DCP;
- + Keneco recommends that the important role of retail premises in servicing the needs of the future population and the for the specific land use to be identified and highlighted throughout the collective documents within the draft Planning Package;
- + Keneco notes the permitting the use of retail premises/specialised retail premises within a broad range of appropriate land use zones; and
- + Keneco would like to be included in any further discussion regarding economic development planning in the region.

The Planning Partnership and commended for a well-developed and thought out Draft WSA Plan, DCP, Summary, Proposed SEPP Discussion Paper and Maps. Keneco would welcome being involved or consulted further if the opportunity arose. If you have any questions about this submission to the three drafts, please do not hesitate to contact Naomi Weber on (02) 4940 0442.

Yours sincerely



Naomi Weber
Senior Planner
KDC Pty Ltd