



Subject:
Date:

FW: Webform submission from: Western Sydney Aerotropolis Planning Package
Monday, 9 March 2020 10:44:53 AM

[Redacted]
[Redacted]

Sent: Friday, 28 February 2020 7:16 AM

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

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

[Redacted]
[Redacted]

Sent: Thursday, 27 February 2020 12:46 PM

To: DPE PS ePlanning Exhibitions Mailbox [Redacted]

Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Thu, 27/02/2020 - 12:45

Submitted by: Anonymous

Submitted values are:

Submission Type: I am submitting on behalf of my organisation

First Name: [Redacted]

Last Name: [Redacted]

Name Withheld: Yes

Email: [Redacted]

Suburb/Town & Postcode: 2000

Submission file:

[Redacted]

Submission: Please see attached a submission on behalf of our client [Redacted].

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/western-sydney-aerotropolis-planning-package>

[Redacted]

26 February 2020

801 | 171 Clarence Street
SYDNEY NSW 2000
PO Box 1778
SYDNEY NSW 2001

Western Sydney Planning Partnership
engagement@ppo.nsw.gov.au

ATTENTION: ANDREW JACKSON

Dear Andrew

RE: WESTERN SYDNEY AEROTROPOLIS PLAN

1. Introduction

This submission has been prepared on behalf of [REDACTED] who own [REDACTED] Badgerys Creek Road ([REDACTED]) in Bringelly (refer Figure 1) and relates to the Draft Western Sydney Aerotropolis Plan released for public comment in December 2019.

The land owned by [REDACTED] is identified as being within the Aerotropolis Core Precinct and provides the opportunity for the delivery of a range of land use activities due to its location on Badgerys Creek road and its proximity adjacent to the Commonwealth land where it is understood that the Aerotropolis Core is to be established.

[REDACTED] want to congratulate the NSW Government for the preparation of the exhibition documentation which provides a comprehensive 'line-of-sight' to the relationship between the planning documentation that will guide the development of the aerotropolis. [REDACTED] also acknowledge and commend the timeframes outlined in the Aerotropolis documentation for the precinct planning for the first release areas and look forward to being actively involved with the Planning Partnership and the various parties (both government and private enterprise) in bringing together a meaningful Precinct Plan that enables delivery of development within the Aerotropolis Core to commence as soon as possible in 2020.

Figure 1: WSA Structure Plan



2. The Draft Western Sydney Aerotropolis Plan

The draft Western Sydney Aerotropolis Plan (the WSA Plan) is the second stage of the LUIIP process that was identified when the initial LUIIP for the WSA was released in 2018. The WSA Plan sets the planning framework for the delivery of the WSA and includes the following key elements:

- Vision for the WSA;
- The broad land use WSA Structure Plan;
- Sequence of precincts to be released, rezoned and Precinct Planned;
- Planning Principles that will lead the Precinct Planning process of the WSA;
- High level identification of the infrastructure that will be required to support the WSA;
- Key outcomes based on the themes of Productivity, Sustainability, Connectivity and Liveability; and
- A broad implementation plan.

The Aerotropolis is envisaged to become the location where global industries that will provide jobs of the future within a cool, green and connected Western Parkland City will be established. Importantly, the WSA Plan sets timeframes for the finalisation of the WSA Plan, rezoning and Precinct Planning for the initial Precincts. The key dates identified include:

- **WSA Plan, SEPP and DCP (Phase 1):**
 - Exhibition late 2019 – early 2020
 - Finalised mid 2020
- **State and local infrastructure contribution Plans, Individual Precinct Plans and DCP (Phase 2):**
 - Exhibition mid 2020
 - Finalised late 2020

With our understanding of the Precinct Planning Process, we have mapped out an indicative timeline for the finalisation of the WSA Plan, SEPP and DCP (Phase 1), including:

- Precinct Planning in mid-2020 – place-based infrastructure compact for the aerotropolis
- Rezone initial precincts by mid-2020
- Exhibit precinct plans by mid-2020 and finalised by late 2020
- Commence master planning of large sites, subject to statutory requirements.
- Retain existing zoning under Liverpool LEP 2008 or Penrith LEP 2010 until precincts are rezoned under Aerotropolis State Environmental Planning Policy.
- Sequence precinct planning and rezoning to match infrastructure provision and the rate and nature of development in initial precincts and adjoining areas.

While the above timeframes are ambitious, they must be met to ensure that the delivery of Aerotropolis meets the expectations of industry and the community. To this end, [REDACTED] supports the timeframes and wishes to provide ongoing input into the finalisation of the WSA Plan to ensure that the WSA Plan is finalised on time and facilitates the delivery of activity in the Aerotropolis.

3. Infrastructure

The WSA Plan places significant focus on the establishment of the blue and green grid across the WSA Precinct. We recognise that this will be achieved primarily through the application of appropriate zones that will identify key strategic recreation and conservation spaces. The network of open space links will be focused along key riparian corridors, particularly South Creek. This will form an integral part of the pedestrian and cycle network across the precinct. While this is a sound planning principle, only the appropriate riparian corridors should be retained that support a pragmatic balance between efficient and well-designed development outcomes, particular in the Aerotropolis Core where it will be essential to achieve a cohesive and compact centre.

Transport infrastructure is also considered in the WSA Plan, with major transport infrastructure and corridors identified. Figure 2 illustrates the major transport infrastructure that has been identified to support the WSA.

Figure 2: Proposed Transport Infrastructure

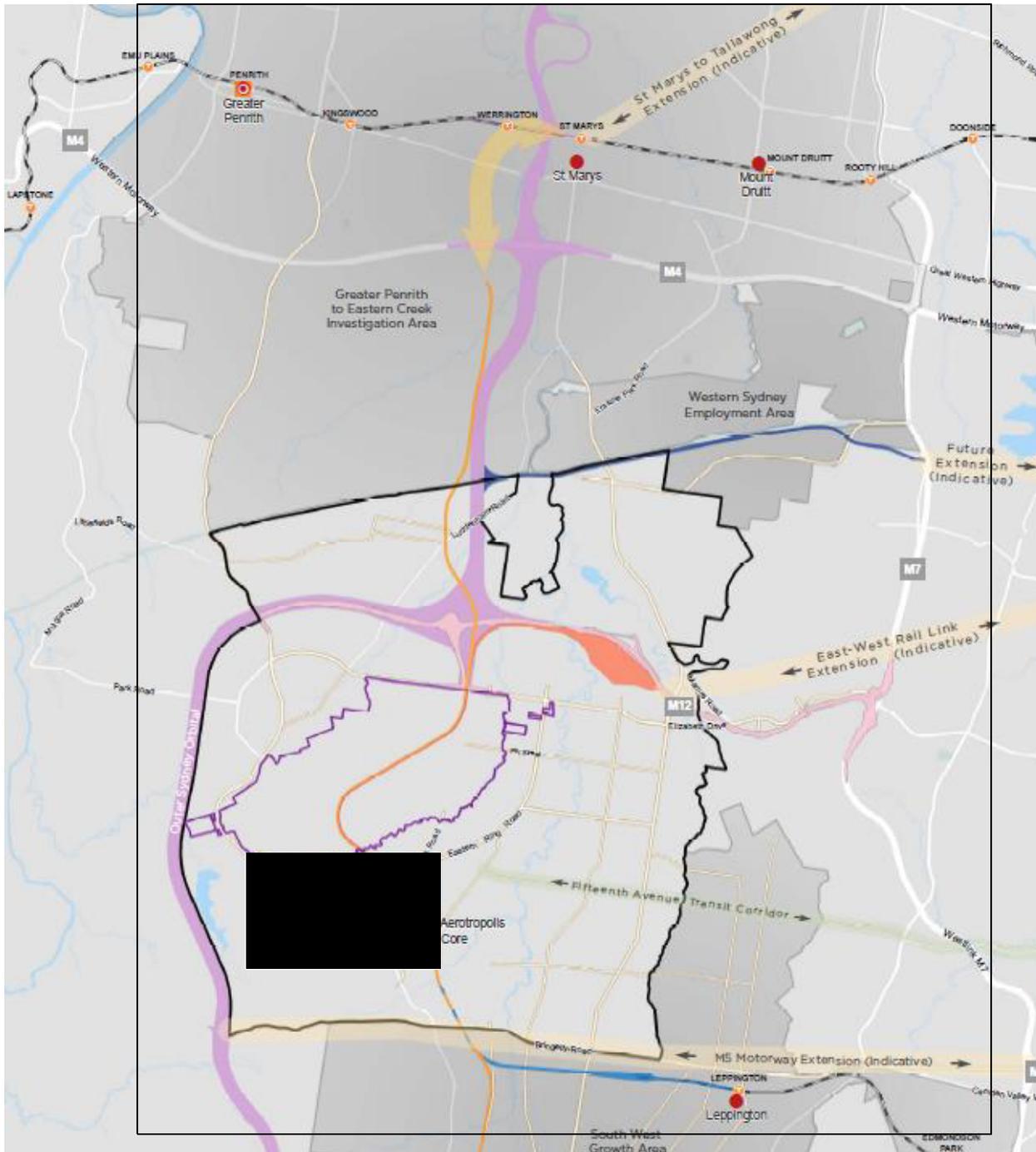


Figure 2 shows that a rail corridor is proposed in proximity to the site, with the location of the rail station also anticipated to be in the vicinity of the site. This places [redacted] landholding in a position to take advantage of the close transport links and deliver transit-oriented development.

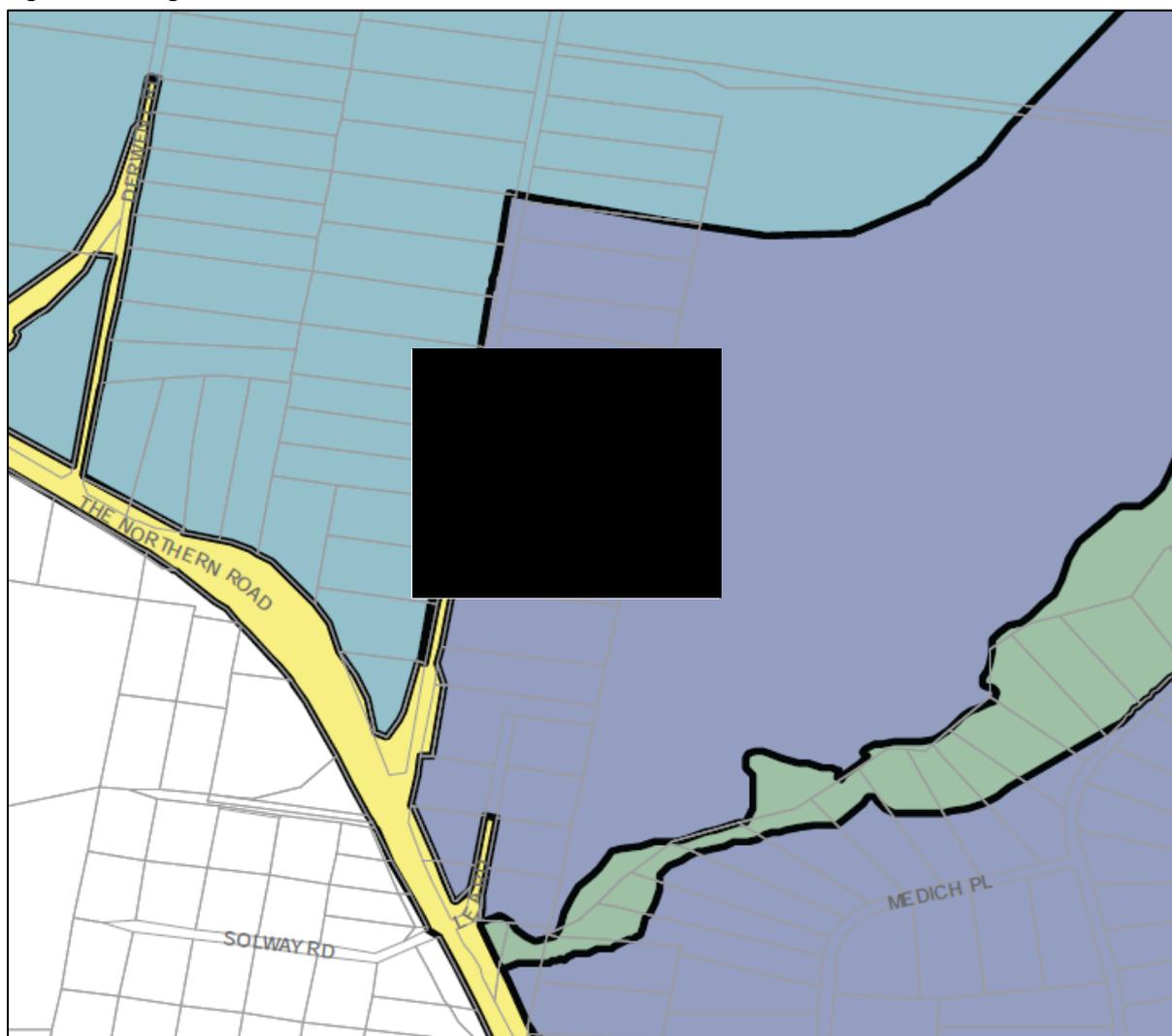
4. SEPP Discussion Paper

A key component of the WSA planning framework will be the introduction of its own SEPP. The SEPP Discussion Paper released with the WSA Plan outlines the NSW Government's proposed approach to developing the SEPP. We believe the early release of the SEPP, its intent, and the proposed controls and land uses it outlines is a positive step.

4.1. Proposed Zones

██████ land holding is located within the Mixed-Use zone (refer to Figure 3). The Discussion Paper sets the desired outcome for uses in the Enterprise Zone & Environment and Recreation zone. The Discussion Paper also includes the draft land use table for the each of the zone, which identifies the objectives of the zone, as well as prohibited and permissible development. A review of the land use table for the Mixed-Use zone shows a broad range of uses that will be permissible on the site. This is a positive outcome as it will enable the achievement of a truly mixed use precinct that is vibrant and provides the broad range of land uses, activities and services for the broader Western Parkland City.

Figure 3: Zoning Plan



4.2. Planning Pathways

The Discussion Paper identifies Planning Pathways for the various aspects and stages of the planning and development process, with the intent of establishing the framework for each of the pathways. Each of the pathways are described below.

- **Precinct Planning:** We acknowledge that the final SEPP will set the framework for the Precinct Planning process, including identifying the matters that need to be considered and the outcomes expected, including the requirement to prepare a Structure Plan that will illustrate the land use planning and infrastructure principles for the delivery of each precinct.

Importantly, the SEPP will establish that no development will be able to occur without a Precinct Structure Plan being adopted in the proposed SEPP. This does not seem to directly prohibit the determination of DAs prior to the finalisation of the Precinct Planning process, which is positive, however this needs to be clarified.

- **Development Pathway:** The SEPP will establish a mechanism that that will enable a DA to be submitted prior to the finalisation of a Structure Plan. The SEPP will establish the assessment criteria that will need to be considered as part of any assessment, with the criteria to ensure that the proposed development is consistent with what is being planned. We understand that in some instances, this may mean that a master plan would be required in the absence of a Precinct Structure Plan.

We believe this is a positive approach and will facilitate early planning and design of sites within the Aerotropolis Core. [REDACTED] plans to take advantage of this positive approach to development, with early planning and design of the site to commence shortly. We therefore request that [REDACTED] is involved in the Precinct Planning Process, not only to facilitate progression of the development concept for the site but also to assist Government through the provision constructive feedback based on the planning and design process for the site.

- **DAs submitted prior to Precinct Planning:** The proposed SEPP will not prohibit the determination of a DA prior to the finalisation of Precinct Planning. To facilitate development, the DPIE will establish a framework for the determination of DAs prior to the finalisation of Precinct Planning. The Discussion Paper notes that the DPIE will require a consent authority to consider certain matters that prevent ad-hoc an unplanned development for DAs submitted post exhibition of the proposed SEPP, but prior to Precinct Planning. These considerations are identified below:

a) consider whether the proposal:

i. is consistent with the Western Sydney Aerotropolis Plan published by the Department on its website;

ii. is incompatible with land uses in any environmental planning instrument applying (or proposed to apply) to the land, or would result in fragmentation of landholdings,

iii. makes provision for or with respect to infrastructure services and does not hinder the orderly and coordinated provision of infrastructure across the Aerotropolis,

b) has the concurrence of the Secretary of the Department and relevant concurrences from State Government agencies.

This is an important aspect of the proposed SEPP, particularly given the extremely tight timeframes the WSA Plan identified for the completion of Precinct Planning for the initial precincts. [REDACTED] fully supports this approach and commends Government for this approach as we believe it will lead to the timelier delivery of the Aerotropolis.

- **Exempt and Complying Development:** Specific development types and activities only to be found in the Aerotropolis will be able to utilise complying and exempt development provisions if the development aligns with applicable land use zones. In this regard, we encourage the Government to expand the Code provisions to a broader range of development types that are anticipated to be accommodated in the Aerotropolis.

5. Conclusion

The WSA Plan and associated documentation provides a holistic and forward-thinking structure plan and vision, with priorities and objectives that realistically address the growth of Aerotropolis. The integration of land use planning and infrastructure planning provides a strong backbone for the establishment and growth of the WSA and we commend the Western Sydney planning Partnership on the release of stage 2 of the WSA Plan.

████████ land holding has the capacity to deliver a transit orientated development in proximity to the full range of new employment, retail, entertainment and living opportunities of the Aerotropolis Core. ████████ are committed to working closely with all levels of government to enable the finalisation of the WSA Plan package in a timely manner that achieves the vision for the Aerotropolis.

Should you wish to discuss any aspect of this submission, please feel free to contact the undersigned.

Yours faithfully

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