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Australia's property industry
Creating for Generations

Catherine Van Laeren,
Acting Executive Director Western Sydney and Aerotropolis,
Department of Planning, Industry and Environment
Lodged via the NSW Planning Portal

Dear Ms Van Laeren,

The Property Council welcomes the opportunity to provide comment on the draft Western Sydney Aerotropolis Plan and SEPP discussion paper.

As Australia's peak representative of the property and construction industry, the Property Council's members include investors, owners, managers and developers of property across all asset classes. We are pleased to provide the following comments for your consideration.

The Property Council supports the decision to develop an employment precinct to maximise the economic benefit of the Western Sydney Airport and connecting infrastructure. Property Council members have a significant stake in the Aerotropolis and look forward to its future success.

We were surprised the "Aerotropolis Plan" arrived in the form that it did, rather than the Stage 2 Land Use and Infrastructure Implementation Plan that was initially mooted, and we note that a Place-based Infrastructure Compact is under development which has the potential to integrate development sequencing with the government's infrastructure timelines. We look forward to finalisation of key infrastructure corridors, station locations and industry contributions. We anticipate that much of this work will occur in the coming year if the government is set to meet their targets under the Western Sydney City Deal.

Our members look forward to the finalisation of the Aerotropolis Plan and the subsequent steps involved in preparing the initial SEPP, noting the SEPP will be updated on an ongoing basis to reflect changes arising from the precinct planning stage and the refinement of infrastructure corridors.

Should you have any questions, please feel free to contact Ross Grove, Western Sydney Regional Director on [REDACTED].

Part 1: Draft Western Sydney Aerotropolis Plan

Introduction, Strategic Context and Purpose

The Property Council welcomes moves by the NSW Government to begin the release of land surrounding the Western Sydney Airport for employment generating purposes. Our recent research identifies a chronic undersupply of industrial land in Western Sydney, resulting in New South Wales missing out on key investment opportunities.

We note, and broadly support the employment-generating role for the aerotropolis, planned around the principles of guaranteeing the 24 hour operation of the Western Sydney Airport, in the context of a landscape-led approach to development: earmarking key creek corridors for flood and environmental conservation, the promotion of urban design to mitigate urban heating, and the identification of a “parkland city” approach to key viewpoints and areas of significance.

We do have concerns regarding the rebranding of the Land Use and Infrastructure Implementation Plan into the “Aerotropolis Plan”. Uncertainty about key infrastructure corridors, station locations, and potential timelines have dominated feedback provided to the Property Council by industry around the new plan. We note that many of these decisions require input from outside of the Western Sydney Planning Partnership, and we look forward to working with state and local government regarding the plans to refine these corridors over the coming months.

The Property Council is supportive-in-principle of the next steps as identified in the Introduction section of the draft Aerotropolis Plan.

A vision for the Aerotropolis

The Property Council is supportive in principle of the vision for the aerotropolis, namely:

- A landscape-led approach to green space, water management and placemaking.
- Incorporation of Indigenous heritage and storytelling into future development.
- Connectivity between Western Sydney and the global economy.
- Minimising urban heat.
- Futureproofing for further growth and technological change.

Implementing the vision

Structure Plan and Planning framework

The Property Council’s comments regarding the overall structure plan are detailed in the precinct level feedback. For the purposes of improving the Plan’s usability it would be helpful if one of the maps identified the current local government boundaries, along with stronger clarification of the governance arrangements surrounding the SEPP.

We support the approach taken to deliver the Aerotropolis via the creation of a SEPP and DCP.

Infrastructure

Blue-Green Grid

Building on a “landscape-led approach” this section spells out an approach to be taken toward the delivery of public open space across the Aerotropolis, with ridgeline reserves providing views to the Mountains, the delivery of a northern and southern regional park, multi-functional linear parks alongside infrastructure corridors and a supporting street layout. The Property Council broadly supports this intent.

Future transport network

The Property Council broadly supports the identification of key transport links across the structure plan. These corridors need to be refined in consultation with affected landowners as a high priority in order to best enable landowners to plan for the future of their landholdings.

Digital infrastructure – smart cities

The Property Council supports the “future proofing” of infrastructure for cater to technological innovations which enable data-driven solutions to issues of public amenity.

Energy infrastructure

The Property Council is supportive-in-principle of efforts to minimise emissions in the Aerotropolis and we encourage the roll-out of core energy infrastructure to the precincts within the plan to enable their development.

Integrated water, wastewater and recycled water services

The accelerated roll-out of water infrastructure across the Western Sydney Aerotropolis is critical to unlocking the growth and investment potential of the area as it is likely to play a determining role in the staging of individual precincts. The Property Council looks forward to the release of Sydney Water’s Western Sydney Regional Masterplan over the coming year.

As a general principle, the Property Council supports water recycling, and efforts to improve the efficient use of this limited resource. The Property Council also understands the need to safeguard the Warragamba Pipeline.

Social and cultural infrastructure

The Property Council is agreeable with the comments in this section of the draft Plan. For the purposes of futureproofing to accommodate an expanded regional population, we encourage the NSW Government to determine whether or not the Aerotropolis will host a large hospital precinct as this is the subject of intermittent public discourse.

Safeguarding the 24-hour airport

The Property Council supports the aim of safeguarding the 24-hour operations of the airport within the Aerotropolis Plan.

Resilience and adaptability

Circular economy

The Property Council is supportive of this portion of the draft Plan on the understanding the complexities of achieving improved resource recovery sits outside of the planning system.

Urban cooling

The Property Council is supportive of the intent of this portion of the draft Plan and we are keen to stress that built form outcomes should play a more prominent role addressing urban heat alongside water management and tree canopy.

Waterway health and management

The Property Council supports improvements to the Wianamatta-South Creek Catchment as part of the development of Western Sydney's Aerotropolis. We welcome the inclusion of the management of this catchment on the Commonwealth Government's Infrastructure Priority List and look forward to the State government taking the next steps as identified by Infrastructure Australia.

Hazard management and recovery

The Property Council agrees with the identification of climate change resilience within the Aerotropolis Plan. We also applaud the identification of the 1 in 100 chance per year flood level as the flood control per the NSW Floodplain Development Manual. This is a welcome change since the release of the Land Use and Infrastructure Implementation Plan Stage 1.

Precinct planning

Common strategic outcomes and implementation strategies

The common strategic outcomes section almost duplicates the Planning Principles contained in the appendix. In order to improve the readability and comprehension of the document, it is recommended this section be consolidated with the appendix, with references to the appendix from this portion of the Plan.

Expected planning outcomes – initial precincts

Aerotropolis Core Precinct

The Property Council looks forward to more information on this precinct at the precinct planning stage and will provide further comment when these details are released.

Northern Gateway Precinct

We recommend the Aerotropolis Plan be updated on an ongoing basis to refine the areas identified for infrastructure corridors.

More detailed road planning, including the establishment of a road hierarchy is required before restricting private access to Elizabeth Drive and Luddenham Road is listed as a Strategic Outcome.

Badgerys Creek Precinct

Given the proximity of the Badgerys Creek Precinct to the airport, the approach taken to exclude residential land uses is supported.

Consideration should be given to the boundaries of this precinct, namely whether or not the land to the north of Elizabeth Drive should be included in this precinct or the Northern Gateway, considering the nature of connecting utilities and infrastructure.

Mamre Road Precinct

The Property Council welcomes the steps taken by the NSW Government to incorporate the Mamre Road Precinct into the Western Sydney Aerotropolis SEPP in order to expedite the release of the precinct ahead of the broader Aerotropolis.

In general terms, we support the Plan's aspiration for this precinct. Our specific position is covered in more detail through our submission on the draft structure plan and SEPP amendment discussion paper, which was released by the Department in November last year.

Agribusiness Precinct

The Property Council looks forward to more information on this precinct and its interface with the airport and Luddenham village at the precinct planning stage. More comments will be provided when these details are released.

Remaining precincts – vision and land uses

Dwyer Road Precinct

Given the proximity of Dwyer Road to the second runway and the airport's ANEF contours, the conflict between the present residential land use and the 24-hour operation of the airport should be listed as a "key consideration" for the precinct.

At the very least, the process to commence rezoning for this precinct needs to begin before planning begins for the delivery of the airport's second runway. Given the fragmentation of land ownership, it is likely the NSW Government will need to lead the rezoning of this precinct.

Kemps Creek Precinct

Given the different nature of land ownership, fragmentation and development constraints the NSW Government should consider dividing the precinct along Elizabeth Drive. To the north of Elizabeth Drive the landholdings are larger, however the structure plan breaks a number of these lots into pieces surrounding largely unplanned infrastructure corridors. This affirms our recommendation that priority be given to the refinement of infrastructure corridors.

North Luddenham Precinct

The rationale for including this precinct as a "remaining precinct" is somewhat unclear and we look forward to this status being reviewed or better articulated.

Rossmore Precinct

The Fifteenth Avenue Smart Transit (FAST) Corridor needs to be listed as a key consideration for this precinct and acknowledged in the plan. Further, the rezoning of land at key stops along the FAST corridor should align with the opening of services along this corridor.

Infrastructure funding and provision

Place-based Infrastructure Compact

The Property Council understands the need to better align infrastructure delivery with development sequencing and appreciates the aspiration of the Place-based Infrastructure Compact (PIC) has to achieve this outcome. In pursuing an Aerotropolis PIC we encourage the Greater Sydney Commission to take on board the feedback provided by the Property Council to the PIC-pilot for Greater Parramatta and the Olympic Peninsula.

Infrastructure Funding

The suggestion in the draft plan that three separate mechanisms for funding infrastructure should apply to the Aerotropolis underscores the case for reform of our contributions systems in New South Wales.

The cumulative impact of fees, levies, taxes and charges adversely impacts the viability of development across the state, and this will be particularly prevalent in the Western Sydney Aerotropolis, where the market demand for the employment lands is currently untested.

There is significant scope for the Plan to commit to improved coordination and oversight of contributions across the Aerotropolis. This includes, but is not limited to:

- Creation of an online facility to calculate all contributions associated with application.
- Live reporting on the collection of contributions and their expenditure on infrastructure projects and land acquisition.
- Harmonisation of local infrastructure collection policies across councils in the aerotropolis.

The Property Council does not support the inclusion of Satisfactory Arrangements Clauses within the Aerotropolis SEPP. Satisfactory Arrangements Clauses undermine certainty and transparency in investment and there is no oversight as to how these funds are invested, measurement of outcomes or nexus with growth. Voluntary Planning Agreements, in this context, are in fact not 'voluntary' but are required as there is not a contributions plan in place or in this case, a State Infrastructure Contribution.

A reasonable SIC that is in place at the time of rezoning is the best course of action with a list of required infrastructure, the level of government subsidy and oversight as to how the funds are invested and by what timeline.

If a State Infrastructure Contribution is to be adopted, our preferred course of action would be to adopt a similar level to the adjoining Western Sydney Employment Area SEPP as this improves regional consistency and helps to minimise competitive disincentives to locate an enterprise within the Aerotropolis.

Stage 1 Sydney Metro Greater West alignment

Consistent with our earlier comments, the uncertainty about the final route and station locations along the Sydney Metro Greater West is an ongoing concern for our members. We look forward to the refinement of all the infrastructure corridors in partnership with industry so landowners can plan for the future with confidence.

Utilities and services

The Property Council is supportive of the flexible servicing strategy as identified in this portion of the plan.

The way forward

Monitoring

The Property Council supports this portion of the Aerotropolis Plan and encourages its expansion in the context of the significance of the Aerotropolis to Western Sydney.

The Property Council's *2020 Outlook: Policy Solutions for NSW* calls for quarterly updates on the implementation schedule for the Western Sydney City Deal and the delivery of the Aerotropolis Plan would ideally report along similar lines.

Next steps

The Property Council looks forward to ongoing engagement with the Planning Partnership through the next stages precinct planning, SIC preparation and development of the Place-based Infrastructure Compact.

Appendix – Planning Principles

Overarching objective: Recognising Country

The Property Council supports the incorporation of steps to recognise our Indigenous heritage within the Aerotropolis Plan.

Productivity objectives

Objective 1: An accessible and well connected Aerotropolis

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| PR1: Ensure walking or cycling is the most convenient option for short trips around centres and local areas. | The Property Council broadly supports these principles. |
| 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

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| PR5: Develop vibrant centres with high quality public domain, a rich urban tree canopy, and well-designed buildings and areas that attract workers and investment. | While the Property Council is broadly supportive of this objective, there needs to be a clearly spelt out role for logistics, manufacturing and warehousing opportunities within the planning principles for land uses that exist outside of an office cluster. |
| PR6: Establish a centres hierarchy, including future centres, in line with the Region Plan (Strategy 22.2). | |

Objective 3: Safeguard airport operations

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| PR7: Appropriately design, construct and locate development to safeguard 24/7 airport operations. | The Property Council supports Productivity PR7 as the sole design principle in meeting this objective, superceding PR8 and PR9 as these two principles are more practical best incorporated as controls within the SEPP and/or DCP. |
| 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. | |
| PR9: Require development to accord with the NASF Guidelines. | |

Sustainability Objectives

Objective 4: A landscape-led approach to urban design and planning

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| SU1: Retain and enhance natural features such as waterways, vegetation and landform and culturally significant landscapes. | The Property Council supports these priorities, and reminds government of the need to pursue extensive land acquisition should it seek to realise this outcome. |
| SU2: Integrate Blue–Green Grid links and public open spaces, maximising opportunities for connections, an urban tree canopy and active use of the floodplain. | |
| SU3: Retain water in the landscape by maximising permeable surfaces and developing appropriate urban typologies. | The Property Council looks forward to participating in consultation regarding how this works in practice at the precinct planning stage. |
| SU4: Orient urban development towards creeks and integrate into the landscape through quality open space, a high degree of solar access and tree canopy. | The Property Council notes a number of planning principles seek to orient properties away from major transport thoroughfares and toward natural assets. This idea has merit and we encourage a flexible approach in applying this principle to provide for loading dock access and improved visual surveillance. |
| SU5: Develop a connected regional 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. | The Property Council supports this principle. |
| SU6: Retain and increase the urban tree canopy and green cover across the Aerotropolis consistent with the Region Plan target of 40 per cent and the Premier’s Priority for Greening our city. | The Property Council supports the principle of increased tree canopy across Western Parkland City, provided the GSC’s target is shared across the broader region and not solely concentrated to the Aerotropolis. |
| SU7: Retain, enhance and co-locate vegetation on ridgelines with active open space and use it to guide building heights. | The Property Council supports the intent of this principle but notes that ridgelines ought not be the sole criterion in determining building height. |
| 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. | The Property Council broadly supports these principles, and encourages a reasonable degree of caution be exercised in the imposition of open space buffers, so as not to limit the viability of new projects where it is not necessary. |
| SU9: Meet the requirements of the biodiversity conservation program in the Cumberland Plain Conservation Plan 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: Avoid, minimise and mitigate impacts on threatened species and endangered ecological | |

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| <p>communities, habitat corridors, and riparian and aquatic habitats to prioritise length, connectivity and representativeness to maintain ecological function.</p> <p>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

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| <p>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.</p> | <p>The Property Council supports the minimisation of carbon emissions and encourages the creation of a separate planning principle underneath Objective 5 to achieve the circular economy outcomes mentioned in SU14.</p> |
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Objective 6: A resilient and adaptable Aerotropolis

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| <p>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.</p> | |
| <p>SU16: Prohibit cut and fill to alter the 1% AEP flood extent.</p> | <p>The Property Council believes a control of this nature belongs in the SEPP/DCP rather than in this section of the Aerotropolis Plan.</p> |

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| | The Property Council suggests this principle be amended to read <i>“Prohibit cut and fill to increase the 1% AEP flood extent.”</i> |
| SU17: Design, build and manage flood management assets to benefit native habitat, aesthetics, public recreation and amenity. | The Property Council is supportive of these principles and looks forward to future engagement with our members in this area as details become available. |
| 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. | |
| SU20: Adopt an integrated water management approach that considers urban form and streetscape, trunk drainage land and assets, waterway health and flood management. | |

Objective 7: Infrastructure that connects and services the Western Parkland as it grows

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| IC1: Integrate passenger and freight transport with urban design at the Aerotropolis-wide, precinct and local scale to achieve quality movement and place outcomes. | The Property Council supports these principles. |
| 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. | While the Property Council is supportive of the intent behind this principle, we encourage the government to be mindful of the cumulative cost of providing utilities, infrastructure community facilities and open space in the early stages of the precinct’s development and encourages a flexible approach to incorporating additional principles which shift a cost-burden onto industry – Smart City initiatives must be supported with a clear business case which has regard to the productivity benefit of any future investment. |
| IC4: Ensure the interoperability of systems align with NSW Government connected infrastructure and Internet of Things policies. | The Property Council supports the intent of this principle and looks forward to more information regarding how this would work in practice. |
| IC5: Dimension local and town centre networks to allow tree planting, lower vehicle speeds and intuitive and safe walking and cycling infrastructure | The Property Council believes this section is suitably covered under the Liveability Objectives. |
| IC6: Plan for car parking, setbacks and intersections to allow easy crossing of streets | The Property Council raises no objection to this principle. |

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| and maintain compact, consistent built form edges | |
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Objective 8: A collaborative approach to planning and delivery

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| Adopt a collaborative approach to precinct planning and master planning with all three levels of government, the community, industry and landowners. | The Property Council supports this principle. |
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Liveability

Objective 9: A collaborative approach to planning and delivery

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| 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. | The Property Council is supportive of this principle. |
| LV2: Provide affordable rental housing in line with the Western City District Plan targets. | Members of the Property Council are acutely aware of impact of the cumulative cost of taxes, fees, charges and levies on project viability. The Property Council encourages the government to be mindful of the increased costs already involved with building within the greenfield Aerotropolis Area. The Property Council opposes any attempt to increase suggested targets for affordable rental housing. |
| LV3: Provide for a diverse range of housing types and price points. | The Property Council is supportive of this principle. |
| LV4: Avoid residential development on major roads, freight or public transport corridors. | The Property Council supports a sensible approach to implementing this principle as individual precincts develop. |

Objective 10: Social and cultural infrastructure that strengthens communities

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| LV5: Create valued public and private places and activate open spaces in line with Better Placed, Greener Places and the Premier's Priority for Greener Public Spaces. | The Property Council is supportive of these principles, being mindful of the cumulative costs of levies and the impact it has on attaining the jobs outcomes mentioned in the Productivity Objectives. |
| LV6: Provide multi-purpose and intergenerational community and cultural facilities and services which meet the needs of the community and bring people together. | |
| LV7: Integrate health and education infrastructure into local centres with supporting public transport services. | The Property Council accepts this principle as an assumed outcome for town centres. We also note the ongoing public discourse around the case for additional major health precinct(s) as the population grows in a westerly direction. |

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| | We encourage the NSW Government to give consideration as to whether the Aerotropolis shall host such a precinct in the future. |
| LV8: Celebrate open space areas as places of shared importance to Aboriginal and non-Aboriginal people and maintain important landscapes and views. | The Property Council is supportive of these principles, on the understanding the "Recognising Country" objective extends beyond community infrastructure, and that new technology does not significantly increase the cost to industry of developing the aerotropolis. |
| LV9: Acknowledge and celebrate Aboriginal culture, history and heritage, alongside non-Aboriginal heritage | |
| LV10: Locate health, education, residential and other sensitive land uses away from major road, rail and freight movement corridors. | |
| LV11: Design major streets as green active parkways supporting new technology | |

Part 2: SEPP Discussion Paper

Objectives of proposed SEPP

The Property Council of Australia supports the creation of an Aerotropolis SEPP in recognition of its importance in creating economic opportunities and connectivity for Western Sydney. We support the approach of aligning the objectives of the SEPP with the Western Sydney Aerotropolis Plan.

Transport Infrastructure

The Property Council appreciates the extensive transport corridors required to develop an area within the Aerotropolis SEPP. Both the Aerotropolis Plan and SEPP Discussion paper identify multiple public and private corridors for further exploration. It is interesting to note the *Figure 1* structure plan within the discussion still includes the Mamre Road Precinct but fails to identify the freight line and intermodal included in the discussion paper for the Mamre Road Precinct.

Given the extent of these corridors across the SEPP and the implications this has on agency referrals, the Department is encouraged to establish a framework for government agencies to effectively and efficiently process these referrals as they arise. We would support the implementation of a model similar to Queensland's State Assessment and Referral Agency in this regard

Affordable Rental Housing

This portion of the SEPP discussion paper sets a requirement that development applications with residential components deliver affordable housing within the targets prescribed within the Greater Sydney Regional Environment Plan, and goes further, referring to 10% as a "baseline" and opening the door to local government to negotiate levels beyond this point.

The Property Council encourages the government to finalise the Greater Sydney Commission's five to ten percent affordable housing levy subject to feasibility and to roll it out consistently, ruling out LGA based inclusionary zoning.

Protecting Indigenous and non-Indigenous heritage

This portion of the SEPP identifies heritage items for mapping within the proposed SEPP and outlines a general approach to engaging with Aboriginal Stakeholders to best represent their heritage and culture.

The Property Council is broadly supportive of this intent and approach.

Infrastructure funding arrangements prior to development approval

The discussion paper identifies the pending creation of the Place Infrastructure Compact (PIC) to inform state and local infrastructure contributions. Per the PIC "pilot" for Greater Parramatta and the Olympic Peninsula, the discussion paper also indicates the Aerotropolis PIC will seek to stage development in-line with the provision of infrastructure.

As a concept, the Property Council understands the benefits to of the PIC concept, and the NSW Government is encouraged to take on board the key learnings of the Greater Parramatta and Olympic Park PIC-pilot prior to releasing one for the Aerotropolis, namely:

- The need for more transparency around infrastructure and its costings and the methodology for apportionment of these costs across individual precincts
- Stronger consultation with local government and industry stakeholders

At this stage, the Property Council not been involved in early industry engagement for the Aerotropolis PIC, although we do understand the development of a PIC for the Aerotropolis is well advanced.

The Property Council also encourages the NSW Government to consider the PIC as “part of the mix” but not the sole criterion to development sequencing across the aerotropolis precinct. For example, rezoning the Dwyer Road Precinct may need to take a higher priority than a PIC would suggest in order to remove the conflicting residential use from underneath the flight path. There will always be a role for genuine leadership in the determination of planning precincts and their prioritisation.

Airport and Aviation matters

As a principle, the Property Council supports the operations of the Western Sydney Airport as the driving force behind the development of the surrounding Aerotropolis.

National Airports Safeguarding Framework

While the Property Council supports the intent of the nine NASF guidelines, the discussion paper in this section does not clearly spell out the impact these guidelines will have on controls in a future SEPP.

ANEC/ANEF

This section seeks to include noise contours within the SEPP, along with strict prohibitions on development in areas most severely impacted by aircraft noise.

The Property Council supports the incorporation of ANEC/ANEF contour maps within the Aerotropolis SEPP as they provide sensible advice to investors within the SEPP area. The suggestion of extending the prohibition on new residential development beyond AS2021-2015 also has merit.

Protection of Airspace Near Airports

This portion of the discussion paper identifies Obstacle Limitation Surfaces (OLS, and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) mapping and controls to protect the safe access and egress of aircraft to the airport runway. The Property Council supports measures which achieve these outcomes, along with the incorporation of the technical requirements into the SEPP to achieve this outcome.

It should be noted that the international standards underpinning Obstacle Limitation Surfaces is presently under review. The NSW Government should factor the updating of the OLS mapping into its future work program as the changes come online.

Wildlife Management around Airports

The Property Council understands the need to minimise the likelihood of wildlife strikes as these can damage aircraft and/or compromise aircraft safety and in general terms supports the measures identified in the discussion paper.

Airport Safeguarding

The Property Council supports the unimpeded operation of the airport as the central pillar in promoting investment in the surrounding aerotropolis, and supports measures to restrict reflective surfaces, radio-frequency interference, wind turbines, plume rises and electromagnetic emissions as appropriate. Liverpool City Council’s draft submission regarding wind turbines and should warrant further review pending new technical information becoming available.

Where applications require referral to the Western Sydney Airport of relevant Commonwealth authority are required, it is recommended a reasonable timeframe be set any response or submission to be made.

Biodiversity and Riparian Corridors

The Property Council broadly supports the approach taken in the discussion paper toward the management of biodiversity and riparian corridors and looks forward to taking part in further consultation and early industry engagement at the precinct planning stage.

Essential Infrastructure Provision

The Property Council is supportive in-principle of this portion of the discussion paper.

Savings and Transitional Provision

The Property Council supports the inclusion of relevant savings and transitional provisions. These clauses should seek to align with similar protections available in other planning instruments as appropriate to protect landowner rights.

Proposed land use controls

The Property Council commends the flexible-zoning approach contained within the draft Aerotropolis Plan and SEPP discussion paper. This approach will support the roll-out and intensification of land uses as the precinct develops and evolves while protecting the 24-hour operation of the Western Sydney Airport. It should be noted the broad-based approach to zoning is unlikely to deliver a built-form outcome in alignment with many of the graphic visualisations contained in the Draft Plan.

Enterprise Zone

The Property Council supports the position taken in Penrith City Council's submission, suggesting the additional uses of backpackers accommodation, business identification sign, early education and care facility, environmental facility, hostel, recreation facility (outdoor), and respite day care centre; with further consideration given to signage, subject to appropriate restrictions on size and impact.

Mixed Use Zone

The Property Council supports the position taken in Penrith City Council's submission, suggesting the additional uses of amusement centre, building identification sign, centre based childcare facility, dual occupancy (attached), exhibition dwelling, industrial retail outlet, recreation facility (outdoor), seniors housing, and vehicle sales or hire premises; with further consideration given to warehouses and signage.

Environment and Recreation Zone

The Property Council supports the position taken in Penrith City Council's submission, suggesting the inclusion of cafes in this zone as a permitted use.

SP2 Infrastructure Zone

The Property Council supports the position taken in Penrith City Council in their submission, which suggests the inclusion of aquaculture, environmental protection works, flood mitigation works and roads in this zone as a permitted use.

Agribusiness Zone

The Property Council supports the position taken by Penrith City Council in their submission, which suggests the inclusion of aquaculture, business identification sign, cellar door premises, centre based

childcare facility, depot, hardware and building supplies, industrial retail outlet, landscaping material supplies, and specialised retail premises in this zone as a permitted use.

Additional Permitted Uses

The Property Council supports the ongoing review of the Aerotropolis SEPP to consider additional inclusions to the land use tables for the flexible land use zones.

Existing use rights

The Property Council supports the inclusion of savings and transitional provisions. These clauses should seek to align with similar protections available in other planning instruments.

Precinct specific controls

Wianamatta-South Creek

The Property Council supports the blue-green grid aspirations of the Wianamatta-South Creek precinct.

Industry feedback has predominantly focused on the extent of land included in the precinct and the impact the inclusion has on their capacity to develop. To this extent the Property Council encourages the NSW Government to update this flood mapping on an ongoing basis and make adjustments where this is supported by new data.

Rossmore, Kemps Creek, North Luddenham and Dwyer Road Precincts

The Property Council notes the intention of the discussion paper to deprioritise the rezoning of the Rossmore, North Luddenham, Kemps Creek and Dwyer Road precincts.

More information is sought regarding the final paragraph regarding the continuation of agriculture as a use permitted without consent, and the impact this has on the existing use rights of landowners.

Mamre Road Precinct

The Property Council has welcomed the incorporation of the Mamre Road precinct into the Western Sydney Employment Area SEPP. Our submission to the discussion paper on the WSEA SEPP amendment addresses specific concerns regarding this precinct.

All planning controls for this precinct, and any proposed infrastructure contributions, should be governed by the WSEA SEPP.

Proposed Maps

The Property Council supports the inclusion of the maps listed within the discussion paper and understands more site-specific controls (such as FSR and building heights) will be incorporated into the SEPP as precinct planning occurs.

While the Property Council supports the incorporation of the Obstacle Limitation Surface Map into the Draft Aerotropolis SEPP, there needs to be an avenue to make this information more accessible and understandable by all stakeholders. Traditionally, a Height of Buildings Map would have this role, and the Department is encouraged to explore similar avenues to enable achieve this outcome.

Relationship of the proposed SEPP to relevant statutory provisions, environmental planning instruments and strategic documents

SEPPs applying to the Aerotropolis

The Property Council generally supports amendments to other SEPPs to enable to extend their operation into the Aerotropolis SEPP area, conditional on the understanding the operation of selected SEPPs do not conflict with the aspirations of the Western Sydney Aerotropolis Plan.

Ideally, the NSW Government should give consideration to the submission put forward by Liverpool City Council, seeking to insert text from other SEPPs into the Aerotropolis SEPP to (as far as possible) create a single point of truth for investors in Western Sydney's Aerotropolis.

Amendments to other environmental planning instruments

The Property Council has enthusiastically advocated for the accelerated release of industrial land at Mamre Road and supports the transferring of the Mamre Road Precinct to the Western Sydney Employment Lands SEPP. Our detailed position on the details of these arrangements is contained within our submission to the WSEA SEPP amendment discussion paper.

Amendments to Local Environment Plans

The Property Council has no objections to the steps outlined in this portion of the discussion paper.

Planning Pathways

Precinct planning

The Property Council supports the creation of precinct plans to unlock portions of the SEPP area as more detailed controls are made available. In order to minimise the number of controls applying to a Aerotropolis, the NSW Government is encourages to incorporate finalised precinct plans into either the Aerotropolis plan or SEPP.

Development Pathway and Masterplans

The Property Council notes the intention of the SEPP Discussion Paper to provide a mechanism to consider proposals outside of the precinct planning work schedule, which are still serviceable and in alignment with the Aerotropolis Plan.

As a principle the Property Council supports provision for this approach and encourages flexibility in attaining the 100-hectare minimum required to consider a proposal, by enabling this pathway to be open to groups of landowners across adjoining lots and adjoining lots across more than one precinct.

Development applications (DAs) submitted prior to precinct planning

The Property Council supports the approach outlined in this portion of the discussion paper.

Complying and exempt development

The Property Council supports the approach taken to permit appropriate forms of exempt and complying development within the aerotropolis.

Staging and sequencing of development

The Property Council is cautiously supportive of the provisions for the staging of development within precincts, and we look forward to reviewing the success of development sequencing within the first few years of the SEPP's operation.