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From: [REDACTED]
Sent: Tuesday, 17 March 2020 3:36 PM
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Subject: FW: Webform submission from: [webform_submission:source-title]

From: [REDACTED]] On Behalf Of DPE PS ePlanning Exhibitions Mailbox
Sent: Friday, 13 March 2020 3:34 PM
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From: [REDACTED]
Sent: Friday, 13 March 2020 3:15 PM
To: [REDACTED]
Subject: Webform submission from: [webform_submission:source-title]

Submitted on Fri, 13/03/2020 - 15:13

Submitted by: Anonymous

Submitted values are:

Submission Type: I am submitting on behalf of my organisation

First Name: Samuel

Last Name: Austin

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Suburb/Town & Postcode: 2153

Submission file:

[the-hills-shire-council--western-sydney-aerotropolis-plan-submission.pdf](https://pp.planningportal.nsw.gov.au/draftplans/exhibition/western-sydney-aerotropolis-plan-submission.pdf)

Submission: A Submission on the Western Sydney Aerotropolis Plan on behalf of The Hills Shire Council

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



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Sydney's Garden Shire

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13 March 2020

Director, Aerotropolis Activation
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Via email: engagement@ppo.nsw.gov.au

Our Ref: FP99, FP242
FP247

Dear Sir/Madam

SUBMISSION ON THE DRAFT WESTERN SYDNEY AEROTROPOLIS PLAN

Thank you for the opportunity to provide comment on the Draft Western Sydney Aerotropolis Plan, and the associated exhibition material, including the Draft Western Sydney Aerotropolis State Environmental Planning Policy (SEPP) and Draft Western Sydney Aerotropolis Development Control Plan (DCP).

These comments are provided having regard to previous resolutions of the Hills Shire Council and the strategic framework provided by the Hills Future Community Strategic Plan and the recently endorsed Hills Future 2036 – Local Strategic Planning Statement; however the submission itself has not been reported to Council given the reporting timeframes.

It is noted that the Draft Plan builds upon the previously exhibited Stage 1 Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan (LUIIP) and introduces statutory mechanisms which address the strategic vision and desired land uses for each precinct within the Aerotropolis. This submission focuses on the Draft documents as it relates to The Hills, primarily the Outer Sydney Orbital and North South Rail Link connection of Sydney Metro Northwest to the Western Sydney Airport. Further feedback is provided on the application of the proposed flexible zoning and the potential for widespread benefits in achieving job targets.

The Western Sydney Aerotropolis Plan includes references to both the Outer Sydney Orbital and the connection of The Sydney Metro Northwest to the North South Rail Link. These corridors are essential connections between The Hills Shire and the future Western Sydney Airport and Aerotropolis. Under the Future Transport Strategy 2056, the Outer Sydney Orbital between Richmond Road and the Central Coast was indicated to be investigated in 20+ years, and the corridor between Cudgegong Road Station and St Marys sometime within the next 10 years. These timeframes are not indicative of the strategic importance of these corridors to North West Sydney.

Outer Sydney Orbital

The Draft Plan identifies the Outer Sydney Orbital (OSO) as being a “*major north–south transport corridor between Richmond Road in the north and the Hume Motorway near Menangle in the south*”. Previous consultation on the proposed corridor preservation for the Outer Sydney Orbital in 2018 resulted in the extent of the identified corridor being reduced to end at Richmond Road. Connection of the Outer Sydney Orbital to the Box Hill industrial estate will help facilitate the development of the fledgling business park while protecting the long-term viability of freight routes servicing existing centres in The Hills. The strategic value of connecting The Hills LGA to the OSO is essential in supporting the desired employment growth as envisioned in the Central District Plan, The Hills Local Strategic Planning Statement and the supporting Integrated Transport and Land Use Strategy.

As identified within Council’s recently adopted Local Strategic Planning Statement (LSPS), population growth of 128,400 is forecast in The Hills from 2016 to 2036. Limited connections between the Hills to the Western Sydney Aerotropolis would unnecessarily restrict the movement of freight and people between the LGA’s which are currently experiencing substantial population and employment growth. It is therefore essential the OSO investigation is prioritised to assist in achieving the Region and District Plans vision for the 30 minute city.

The Department of Planning, Industry and Environment (DPIE) publication of, and request for, feedback on the Western Sydney Aerotropolis Plan is an opportunity to reiterate Council’s concerns about the current lack of certainty surrounding the alignment and timing of the remainder of the OSO Corridor. It is noted that the portion of the corridor identified and exhibited in March 2018 is yet to be preserved. Preservation of the identified corridor within the boundaries of the Aerotropolis should be undertaken as part of this plan. Failure to apply an appropriate zone to these corridors results in confusion as to the intended purpose of the affected lands and could compromise the delivery of this vital piece of infrastructure in the long term.

Further information about the alignment of the OSO and the connection between the current endpoint at Richmond Road and the Central Coast is sought as well as confirmation of a timeframe for the investigation and identification of this section of the Orbital corridor and commitment to funding.

North South Rail Link

The State Government’s commitment to Stage 1 of the North South Rail Link is noted. It is important to build on this commitment and undertake investigations and corridor preservation now to ensure that the Western Sydney Aerotropolis and surrounding LGA’s are able to capitalise on rail connections. Building on these connections will facilitate the 30-Minute City envisioned in the Region and District Plans.

The lack of certainty around timing, route and funding of the Metro link impacts upon the ability of affected Councils to appropriately plan for the significant population and employment growth that is anticipated over the next 20 to 40 years. Issues of equity of access also arise due to the lack of public transport access for Hills residents to the employment opportunities created by the development of the Aerotropolis. Given the significant funding toward the project from State and Federal Governments, it would be prudent to ensure the benefits were far reaching, beyond those immediately benefitted from the Western Sydney City Deal.

The planning for the continuation of the Sydney Metro Northwest to the North-South Rail Link at St Marys needs to be promptly progressed and funding to this project must be allocated to ensure its delivery. This section of the Metro network will be the vital public transport connection between The Hills and the Western Sydney Airport.

Flexible Zoning

The Draft Western Sydney Aerotropolis Plan, DCP and SEPP indicate a new unique specialised zoning of 'Agribusiness' within the Aerotropolis precinct, designed to encourage specialised high-tech agricultural industry and assist in achieving the objectives of the Greater Sydney Region Plan and Western District Plan. The proposed zone is not proposed to be included in the Standard Instrument Local Environmental Plan (SILEP) and is therefore not available for other Councils to utilise.

It is recognised that there is significant benefit in applying the proposed new flexible zoning as it encourages the specialised land uses, identified within the Draft Western Sydney Aerotropolis SEPP and DCP. A number of strategic planning documents, including The Hill's LSPS and its supporting Strategies, aim to create specialised employment lands in specific precincts (such as a health precinct in Rouse Hill), to meet the needs of a changing workforce demographic in the area, increase the containment rate and meet job targets.

It is requested that similar zoning flexibility be available for Councils to apply in their Local Environmental Plans where the delivery of specific industries is required to achieve job targets and increase containment rates, and is justified by a Local Strategic Planning Statement or supporting Strategy.

In summary, the following comments on the exhibited Draft Western Sydney Aerotropolis Plans are provided:

Outer Sydney Orbital

Further information about the alignment of the OSO and the connection between the current endpoint at Richmond Road and the Central Coast is sought as well as confirmation of a timeframe for the investigation and identification of this section of the Orbital corridor and commitment to funding.

North – South Rail Link

The planning for the continuation of the Sydney Metro Northwest to the North-South Rail Link at St Marys needs to be promptly progressed and funding to this project must be allocated to ensure its delivery.

Flexible Zoning

Similar zoning flexibility be available for Councils to apply in their Local Environmental Plans where the delivery of specific industries is required to achieve the job targets and increase containment rates, and is justified by a Local Strategic Planning Statement or supporting Strategy.

Should you have any enquiries in relation to Council's submission please contact Samuel Austin Town Planner on [REDACTED]

Yours faithfully



David Reynolds

GROUP MANAGER – SHIRE STRATEGY, TRANSFORMATIONS & SOLUTIONS