



# Western Sydney Aerotropolis

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Summary of Key Planning Documents

**December 2019**



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# 1.1 Introduction

## About this document

This document provides a comprehensive summary of the key documents for the next phase of planning for the Western Sydney Aerotropolis. The documents, which are on public exhibition for comment between 6 December 2019 and 28 February 2020, are:

- Draft Western Sydney Aerotropolis Plan (Draft WSAP)
- Western Sydney Aerotropolis Discussion Paper on the proposed State Environmental Planning Policy (SEPP Discussion Paper)
- Draft Western Sydney Aerotropolis Development Control Plan (Draft DCP) Phase 1.

You can view the planning documents via the NSW Government's planning portal [www.planning.nsw.gov.au/aerotropolis](http://www.planning.nsw.gov.au/aerotropolis)



**Image 1** Artist's impression of the town centre. Source: Urbis





**Image 2** Artist's impression of an employment centre within the Aerotropolis. Source: Urbis

## About the Western Sydney Aerotropolis

The NSW Government and local councils are working closely with the community to deliver the Western Sydney Aerotropolis on the 11,200-hectare site surrounding the Western Sydney International (Nancy-Bird Walton) Airport.

Over the coming decades, the Aerotropolis will become a thriving economic hub for the emerging Western Parkland City, delivering new jobs, homes, infrastructure and services for people in the region.

By harnessing the opportunities generated by Sydney's first 24/7 international airport, the Aerotropolis will attract new and emerging industries; such as advanced manufacturing, aerospace and defence, high-tech freight and logistics, and agribusiness. Not only will the Aerotropolis create more jobs in Western Sydney, but a greater diversity of jobs – meaning that fewer residents will need to commute out of the area for work.

This is a once in a lifetime opportunity to drive transformational change in how the emerging Western Parkland City, including the Aerotropolis, develops. This is why it is so important that we get the planning right. You can view the proposed updates for the Aerotropolis Structure Plan in Section 1.4 of this summary document.

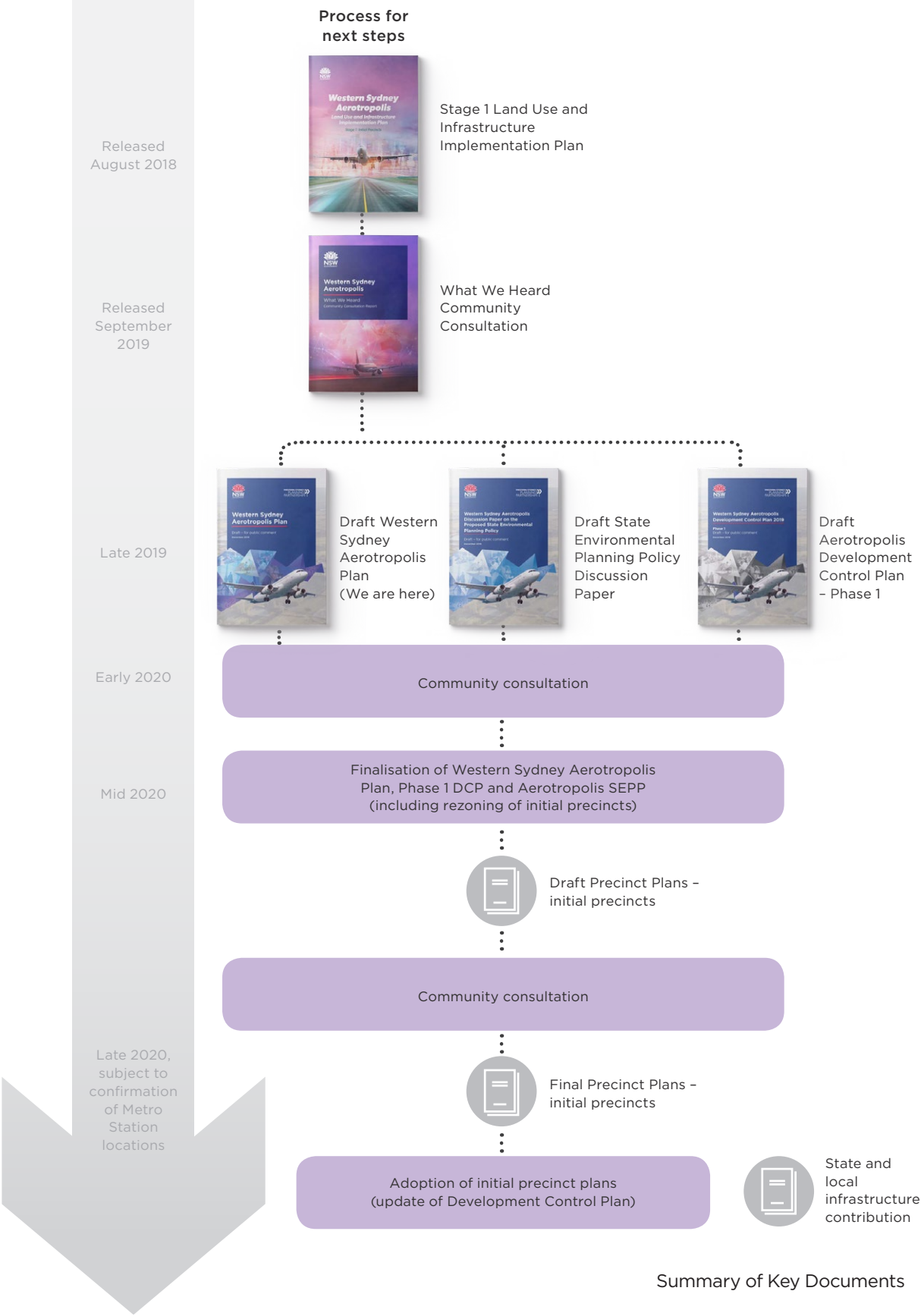
## About the Western Sydney Planning Partnership

The Western Sydney Planning Partnership (Planning Partnership) was established as part of the Western Sydney City Deal to ensure that local councils and the NSW Government work closely in planning the changes underway in Western Sydney, including the Aerotropolis.

The Planning Partnership brings together the local councils of Blacktown, Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly, along with key NSW Government agencies.



# 1.2 Timeline



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## 1.3 The planning documents on exhibition

The planning documents currently on exhibition are the next step in ensuring the Aerotropolis is an inviting place to live, work and invest for generations to come.

We are currently seeking community and stakeholder comments as part of the formal exhibition period.

The exhibition period is open until 28 February 2020 for the following documents:

- Draft Western Sydney Aerotropolis Plan (Draft WSAP)
- Western Sydney Aerotropolis Discussion Paper on the proposed State Environmental Planning Policy (SEPP Discussion Paper)
- Draft Western Sydney Aerotropolis Development Control Plan (Draft DCP) Phase 1.

Further detail on these documents is outlined below.

**We welcome your comments on all of these documents until 28 February 2020. Visit [www.planning.nsw.gov.au/aerotropolis](http://www.planning.nsw.gov.au/aerotropolis) to find out more.**

### Draft Western Sydney Aerotropolis Plan

The Draft WSAP revises the Stage 1 Land Use Infrastructure and Implementation Plan (Stage 1 LUIPP), which was released in August 2018.

The Draft WSAP presents the vision and planning framework for the Aerotropolis as Australia's next global gateway, with new jobs and places to learn situated within a cool, green and connected Parkland City.

Key information provided in the Draft WSAP includes:

- planning objectives and principles for the Aerotropolis
- different land uses identified for each of the precincts
- high level infrastructure to support the Aerotropolis

- the sequence that precincts will be developed, with reference given to 'initial precincts' and 'non-initial precincts', reflecting the program to undertake precinct planning.

**The Draft WSAP has been informed by community and stakeholder feedback received on the Stage 1 LUIPP in late 2018 (see Section 1.8 for more detail).**

### Western Sydney Aerotropolis Discussion Paper on the proposed State Environmental Planning Policy (SEPP Discussion Paper)

We are developing a new State Environmental and Planning Policy (SEPP) for the Aerotropolis to ensure that planning legislation supports the Aerotropolis' unique needs, including developing a greenfield site next to an international airport and attracting new types of industry like agribusiness. This SEPP will also ensure State legislation supports the implementation of the WSAP.

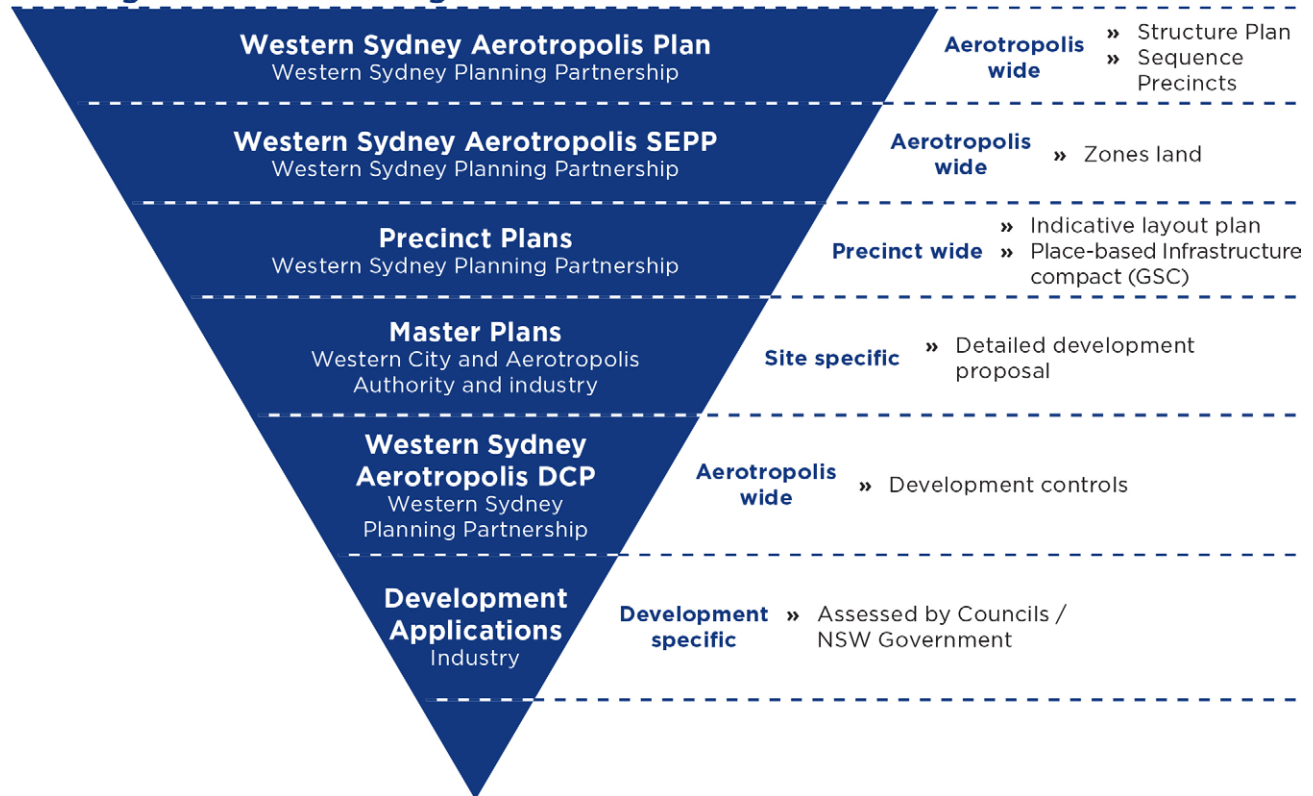
We have released the *Statutory Amendments Discussion Paper* to explain the NSW Government's proposed approach to developing the SEPP, which includes:

- establishing precinct boundaries
- applying land use zones to the initial precincts
- establishing strategic objectives for all precincts
- clarifying the requirements for developing near the Western Sydney International (Nancy-Bird Walton) Airport.

The Discussion Paper provides details about development pathways including Development Applications and master plans. Specific requirements are proposed to establish a planning framework for development within the Aerotropolis. Further details are provided in Part 8 of the Discussion Paper.

The Aerotropolis SEPP will not apply to the Mamre Road Precinct. This precinct is being planned by Department of Planning, Industry and Environment (DPIE) under the Western Sydney Employment Area SEPP. A draft Structure Plan for the Mamre Road Precinct was placed on public exhibition in November 2019.

## Planning documents and organisation roles



### Western Sydney Planning Partnership

- » Initiative in Western Sydney City Deal
- » Council-led collaboration with NSW Government
- » Undertaking statutory planning for the Minister for Planning and Public Places

### Western City and Aerotropolis Authority

- » Initiative in Western Sydney City Deal
- » Statutory corporation under NSW legislation
- » Governed by a board of NSW and Commonwealth nominees
- » Master planning of Aerotropolis, coordinator of Western Parkland City, investment attraction
- » Working to the Minister for Jobs, Investment, Tourism and Western Sydney

## Draft Western Sydney Aerotropolis Development Control Plan Phase 1

We are developing a DCP to promote design excellence in the Aerotropolis' precinct plans and masterplans. The DCP will be developed over two phases. The **DCP Phase 1** (draft now on exhibition) provides:

- The vision and objectives for each of the initial precincts
- Objectives and performance outcomes for development across all initial precincts, covering:
  - natural environment
  - risk minimisation and management
  - heritage and cultural conservation
  - general provisions such as character and place, affordable housing and housing diversity, infrastructure services and utilities and access and car parking.

## Ongoing consultation on the Draft Western Sydney Aerotropolis Development Control Plan

We will develop a **DCP Phase 2** for the initial precincts concurrently with the precinct planning. Consultation will continue to be undertaken as the DCP Phase 2 plans progress in mid-2020.

The DCP Phase 2 will identify performance outcomes for the initial precincts, acceptable solutions that will satisfy all the objectives and/or performance outcomes identified in the DCP Phase 1 and, for all development and subdivision types that are envisaged within the Aerotropolis (which have not been considered under the DCP Phase 1).



## 1.4 The Aerotropolis Structure Plan

The Structure Plan shows our long-term vision for the Aerotropolis, identifying:

- land uses
- environmental assets
- transport infrastructure.

We presented a draft Aerotropolis Structure Plan as part of the Stage 1 LUIIP in 2018. Following community feedback received and further investigations, we have updated the Structure Plan and included it as part of the Draft WSAP.

These updates include the addition of ten Aerotropolis-shaping objectives and 47 principles. These focus on Country, taking a landscape-led approach which looks at Blue-Green Grids that make cities sustainable; and an improved alignment with the Greater Sydney Region Plan, Western Sydney District Plan and draft Local Strategic Planning Statements (LSPSs). Resilience and adaptability of the area has also been a key focus, including the potential for job creation and residential benefits for the initial precincts.

### Increased number of initial precincts

The first precincts to be planned and delivered are referred to as 'initial precincts'. Based on feedback on the Stage 1 LUIIP and further investigations, we have increased the number of initial precincts from three to six. The six initial precincts are outlined in the table below.

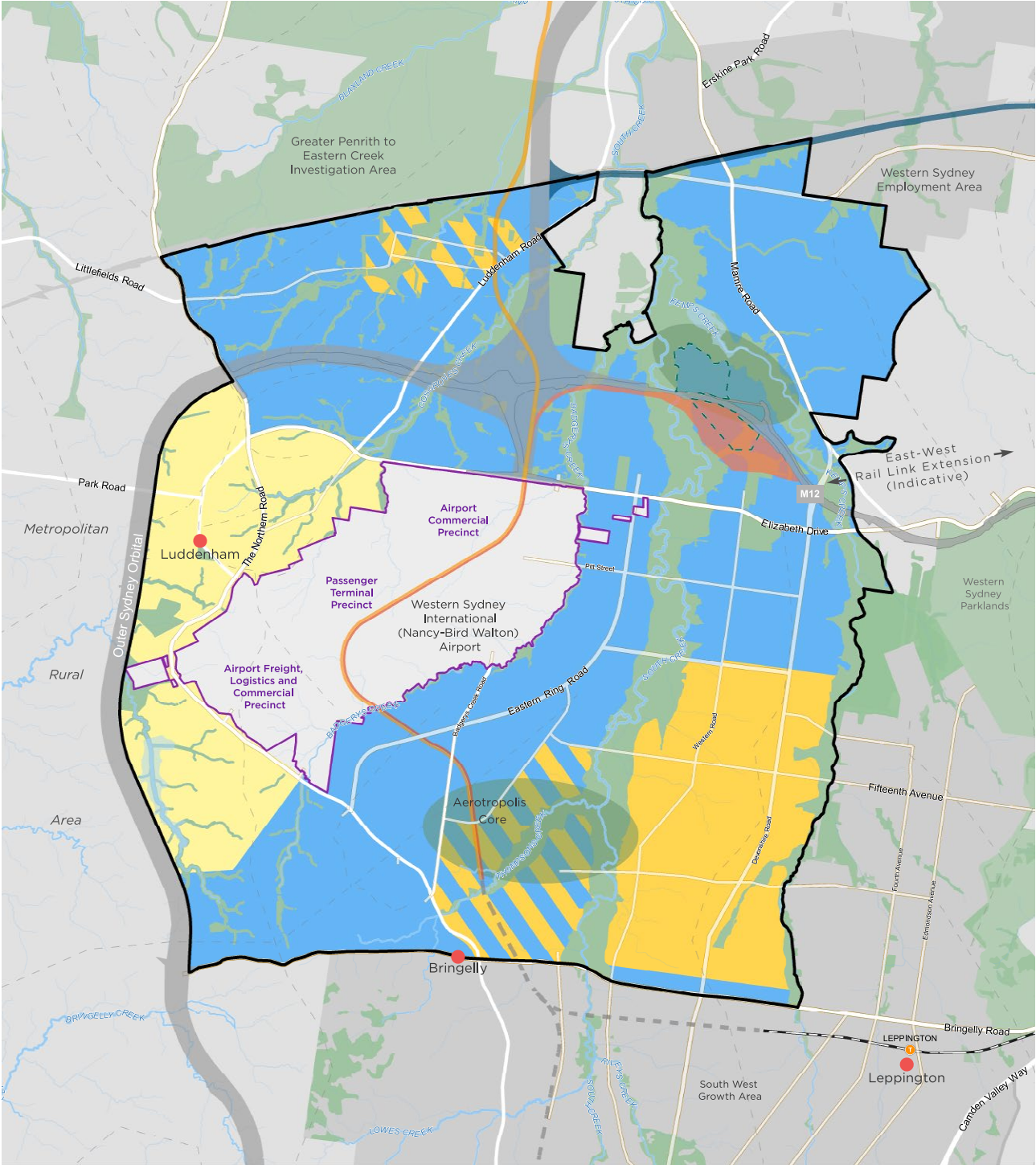
**Table 1** Initial precincts

Initial precinct	Reason for prioritising this precinct
<b>Aerotropolis Core</b>	Facilitate investment and jobs that will benefit from the Airport.
<b>Northern Gateway</b>	Facilitate investment and jobs that will benefit from investments in transport infrastructure such as the proposed Sydney Metro Greater West Stage 1.
<b>Wianamatta - South Creek</b>	This central green spine is crucial to the Aerotropolis' amenity, liveability and environment.
<b>Agribusiness Precinct</b>	To stimulate planning and investment in new industries close to the Airport.
<b>Mamre Road Precinct</b>	Integrated into the adjoining Western Sydney Employment Area, addressing the current shortage of suitable employment lands.
<b>Badgerys Creek Precinct</b>	As this precinct adjoins the Airport and Aerotropolis Core, it will facilitate the detailed planning of necessary road infrastructure to support the Airport. Additionally, it is acknowledged that the amenity of the area has been impacted by its already occurring transition to industrial uses.

### Changes to precinct boundaries

In response to feedback received on the Stage 1 LUIIP and from undertaking further investigations, we have made changes to both the Aerotropolis and precinct boundaries.

**Figure 1** Western Sydney Aerotropolis Structure Plan



**Structure Plan**  
Western Sydney Aerotropolis

- |  |   |  |
|--|---|--|
| Western Sydney Aerotropolis                              | Proposed Sydney Metro Greater West                                  | Centre                                 |
| Western Sydney International (Nancy-Bird Walton) Airport | Potential East-West Rail Link, Stabling and Critical Infrastructure | Agribusiness                           |
| Topographic Ridgeline                                    | Proposed Future Rail Links (Investigation)                          | Environment and Recreation             |
| Key Network Upgrades                                     | Proposed Transport Corridor   | Flexible Employment                    |
| Regional Parkland (Investigation)                        | Potential Western Sydney Freight Line Corridor                      | Urban Land                             |
| Critical Utility / Infrastructure (Investigation)        |   | Mixed Flexible Employment & Urban Land |



**Table 2** Changes to precinct boundaries

Precinct	Change
<b>Wianamatta-South Creek Precinct (formerly South Creek Precinct)</b>	<p>The precinct boundary has been defined using 1 in 100 chance per year flood level data from Liverpool City Council and Penrith City Council which includes areas containing protected existing native vegetation. However, in some areas such as Thompson's Creek, the precinct is wider than the 1 in 100 chance per year flood to ensure a functional green area.</p> <p>Land no longer in this precinct is now included in the relevant adjoining precinct. The precinct name reflects the official dual name of Wianamatta-South Creek.</p>
<b>Mamre Road Precinct</b>	The precinct boundary now includes additional land east of the exhibited precinct boundary and aligns the western boundary with the 1 in 100 chance per year flood extent. This has resulted in a consequential change to the Aerotropolis boundary.
<b>Kemps Creek Precinct</b>	The precinct boundary now excludes land to the east of Kemps Creek beyond the eastern boundary of Wianamatta-South Creek. This provides a clearly defined boundary for the Aerotropolis. Planning for the area removed from the precinct will be progressed by Liverpool City Council. This has resulted in a consequential change to the Aerotropolis boundary.
<b>Agribusiness Precinct (formerly Agribusiness and Agriculture Precinct)</b>	<p>The precinct boundary has been amended to remove 748 hectares of land at the southern end of the precinct and create a new precinct – Dwyer Road Precinct.</p> <p>The former Agriculture and Agribusiness Precinct has been made into a smaller precinct, which is now called the Agribusiness Precinct. The former precinct was considered to be larger than needed to support agribusiness activity.</p>
<b>Dwyer Road Precinct</b>	The Dwyer Road Precinct is comprised of 748 hectares of land that was formerly located in the south of the Agribusiness Precinct. The Dwyer Road Precinct is a non-initial precinct, which will support broader employment opportunities in the future

## 1.5 The proposed land zones

It is important that land use zoning in the Aerotropolis responds to the unique opportunities and constraints of developing on a largely undeveloped site next to a 24/7 international airport.

The objective of providing a range of viable employment opportunities that can capitalise on the proximity to the airport and infrastructure investment that will occur within Western Sydney along with providing homes closer to these jobs has influenced the range of land uses that are now proposed.

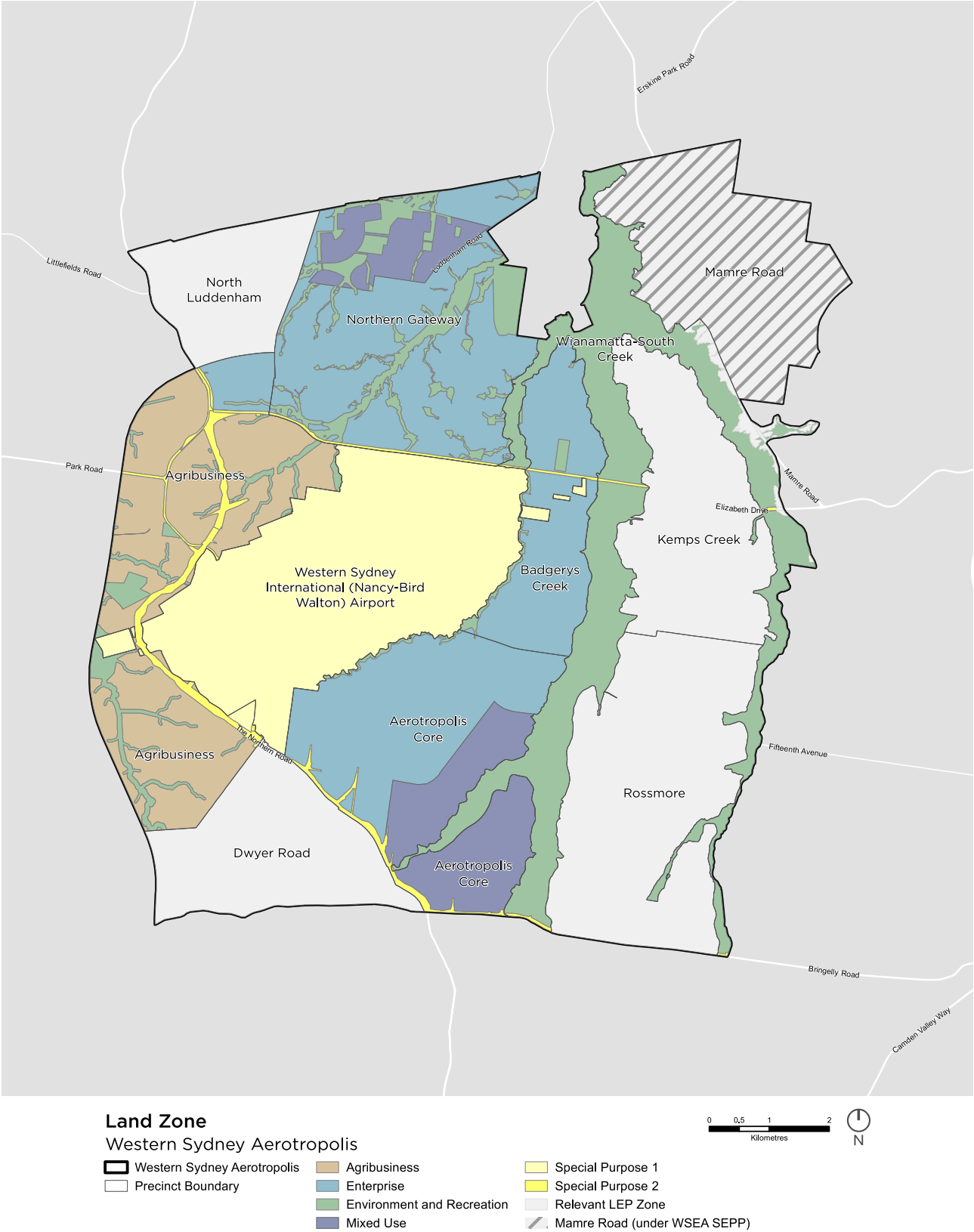
We are considering the use of six land use zones to provide a flexible approach to enabling the design of development options. These six zones are described in the table below.

For more information on the proposed land use zones, please read Part 4 of the SEPP Discussion Paper.

Please note zoning for the Mamre Road Precinct will be determined by DPIE under the WSEA SEPP.



**Figure 2** Western Sydney Aerotropolis Land Zone



**Table 3** Proposed Aerotropolis land zones

Zone	Description	Initial precincts that this zone will apply
<b>Agribusiness Zone</b>	<p>This zone will support new agribusiness opportunities.</p> <p>The development of agribusiness so close to the Airport requires design controls to ensure land uses are compatible with Airport operations. Specific statutory controls are proposed to guide appropriate development locations and form.</p> <p>While this zone is proposed to apply to the Luddenham Village, the village will not necessarily be limited to Agribusiness activities. The future vision, role and function of the village will be further explored during precinct planning.</p>	<ul style="list-style-type: none"> <li>• Agribusiness</li> </ul>
<b>Environment and Recreation Zone</b>	<p>This zone will be applied to the Wianamatta-South Creek Precinct and other areas identified for conservation and blue-green corridors. This includes those areas located within the 1 in 100 chance per year flood area. By preserving areas for recreation and relaxation, this zone will be vital to the Western Parkland City's liveability.</p> <p>Land that is of high biodiversity value is to be protected and will therefore benefit from additional planning controls in the proposed SEPP that prohibit the clearing of vegetation. These areas will be mapped in the final SEPP.</p>	<ul style="list-style-type: none"> <li>• Wianamatta-South Creek Precinct</li> <li>• Agribusiness Precinct</li> <li>• Northern Gateway</li> <li>• Badgerys Creek</li> <li>• Aerotropolis Core</li> </ul>
<b>Enterprise Zone</b>	<p>This zone will permit land uses that supplement or complement the functions of the city and the Airport as a 24-hour transport hub. The zone will enable uses typically associated with employment lands, supporting a range of commercial and industrial sectors that will benefit from proximity to the airport such as distribution centres, landscape material supplies and vehicle repair workshops.</p> <p>Residential development and other noise sensitive uses such as schools and hospitals will not be permitted in this zone.</p>	<ul style="list-style-type: none"> <li>• Aerotropolis Core</li> <li>• Badgerys Creek</li> <li>• Northern Gateway</li> <li>• Agribusiness</li> </ul>

Zone	Description	Initial precincts that this zone will apply
<b>Mixed Use Zone</b>	This zone will permit mixed use developments that integrate residential and commercial uses. This zone will ensure higher density residential and employment areas are located in places with high amenity. This includes having access to high frequency public transport, good connections to the State road network, open spaces including parks and waterways, pedestrian and cycle linkages and public squares, and will ensure residential uses are well outside of aircraft noise contours.	<ul style="list-style-type: none"> <li>• Aerotropolis Core</li> <li>• Northern Gateway</li> </ul>
<b>SP1 Special Activities Zone</b>	This zone will be applied to the Western Sydney International (Nancy-Bird Walton) Airport and associated land in Commonwealth ownership that will continue to support airport operations, as well as other special uses necessary to support the new Aerotropolis.	<ul style="list-style-type: none"> <li>• Badgerys Creek</li> <li>• Agribusiness</li> </ul>
<b>SP2 Infrastructure Zone</b>	This zone will be applied to new and existing road and rail corridors, transport facilities, and land required for utilities throughout the Aerotropolis. The SEPP will need to be amended to accommodate infrastructure as it is planned and as corridor and site boundaries are further refined.	<ul style="list-style-type: none"> <li>• Agribusiness</li> <li>• Aerotropolis Core</li> <li>• Northern Gateway</li> <li>• Badgerys Creek</li> <li>• Wianamatta-South Creek (road crossings)</li> </ul>



## 1.6 The precincts

The Aerotropolis will develop progressively across ten precincts that will include a range of land uses such as business, homes, schools, parks and environmental conservation. These are outlined in the table below.

### Initial precincts

Right now, we are undertaking detailed planning for six initial precincts, which will be the first precincts to be developed over the coming years. Further information on this is available in Section 1.4.

### Non-initial precincts

The timing of detailed planning for the non-initial precincts will depend on a range of factors, including market demand and the timing of the delivery of infrastructure and services to the Aerotropolis.

**Table 4** Overview of the precincts

Precinct	Initial Precinct	Description	Proposed zones applicable to this precinct
<b>Aerotropolis Core</b>	Yes	The Aerotropolis Core Precinct will be a diverse, dynamic and sustainable global airport city with attractive places for workers, residents and visitors, which has a direct interface to the South West Growth Centre to the south.	<ul style="list-style-type: none"><li>• Enterprise</li><li>• Mixed Use</li><li>• Special Purpose 2</li><li>• Environment and Recreation</li></ul>
<b>Northern Gateway</b>	Yes	The Northern Gateway Precinct will act as a major interface between the Airport and the Western Parkland City, linked by high frequency public transport, freight, road and rail connections.	<ul style="list-style-type: none"><li>• Enterprise</li><li>• Mixed use</li><li>• Special purpose 2</li><li>• Environment and Recreation</li></ul>
<b>Wianamatta-South Creek Precinct</b>	Yes	Wianamatta-South Creek Precinct will be rejuvenated into a high-quality central green spine for amenity, recreation and environmental conservation.	<ul style="list-style-type: none"><li>• Environment and Recreation</li><li>• Special Purpose 2</li></ul>
<b>Badgerys Creek Precinct</b>	Yes	Directly adjoining the Airport to the east, the Badgerys Creek Precinct will support airport operations, the new urban centre in the Aerotropolis Core to the south and the Northern Gateway to the west.	<ul style="list-style-type: none"><li>• Enterprise</li><li>• Special Purpose 1 (special activities)</li><li>• Environment and Recreation</li><li>• Special Purpose 2</li></ul>

Precinct	Initial Precinct	Description	Proposed zones applicable to this precinct
<b>Mamre Road Precinct</b>	Yes	<p>Given its proximity to the M4 Motorway and the proposed Western Sydney Freight Line, the Mamre Road Precinct will be planned as an industrial warehousing and logistics precinct.</p> <p>The draft Mamre Road Precinct rezoning package, including a draft Mamre Road Structure Plan, was placed on public exhibition in November 2019.</p>	<ul style="list-style-type: none"> <li>• Determined by DPIE under the WSEA SEPP</li> </ul>
<b>Agribusiness Precinct</b>	Yes	<p>The Agribusiness Precinct will skirt the western edge of the Airport and support the long-term retention and growth of agribusiness and intensive plant-based agriculture in the Aerotropolis. The Precinct will act as a catalyst for agricultural exports from the region and support its existing rural landscape.</p>	<ul style="list-style-type: none"> <li>• Agribusiness</li> <li>• Enterprise</li> <li>• Special Purpose 1</li> <li>• Special Purpose 2</li> <li>• Environment and Recreation</li> </ul>
<b>Kemps Creek Precinct</b>	No	<p>This precinct will create opportunities for flexible employment development connected to residential communities in the south, Aerotropolis Core, the Airport and other centres such as Liverpool CBD.</p>	<ul style="list-style-type: none"> <li>• The relevant LEP Zone applies until a precinct plan for Kemps Creek is developed</li> </ul>
<b>Dwyer Road Precinct</b>	No	<p>This precinct will be a flexible employment precinct adjacent to the major economic centre of the Aerotropolis Core and the Airport. Precinct planning will acknowledge the existing rural village character of Bringelly and support current agricultural operations.</p>	<ul style="list-style-type: none"> <li>• The relevant LEP Zone applies until a precinct plan for Dwyer Road Precinct is developed</li> </ul>
<b>Rossmore Precinct</b>	No	<p>Rossmore will be home to mixed living communities, nestled within a productive peri-urban landscape, with a diversity of housing provided to meet changing needs.</p>	<ul style="list-style-type: none"> <li>• The relevant LEP Zone applies until a precinct plan for Rossmore is developed</li> </ul>
<b>North Luddenham Precinct</b>	No	<p>The North Luddenham Precinct will focus on uses such as high technology, research and development associated with food production and processing. This precinct will leverage its proximity to the Agribusiness and Northern Gateway precincts and the Airport.</p>	<ul style="list-style-type: none"> <li>• The relevant LEP Zone applies until a precinct plan for Kemps Creek is developed</li> </ul>

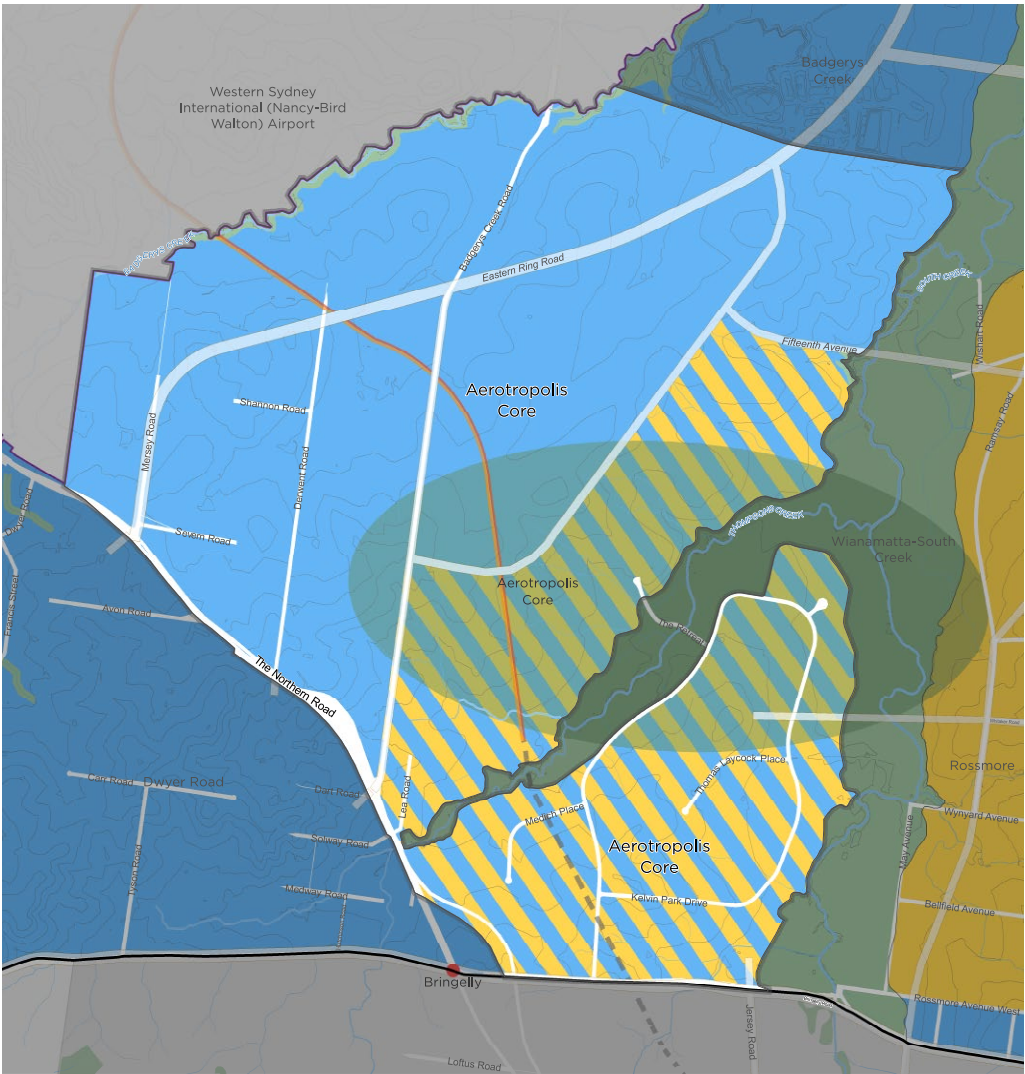
# 1.6.1 Initial Precincts

## Aerotropolis Core

### Key facts

Land area	1,382 hectares
Potential jobs	50,000 – 60,000
Potential residents	20,000 – 24,000

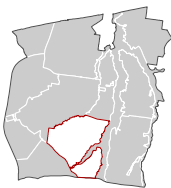
**Figure 3** Western Sydney Aerotropolis Structure Plan – Aerotropolis Core



### Structure Plan - Aerotropolis Core

#### Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Regional Parkland (Investigation)
- Key Network Upgrades
- Proposed Sydney Metro Greater West
- Potential East-West Rail Link, Stabling and Critical Infrastructure
- Proposed Future Rail Links (Investigation)
- Proposed Transport Corridor
- Agribusiness
- Environment and Recreation
- Flexible Employment
- Urban Land
- Mixed Flexible Employment & Urban Land



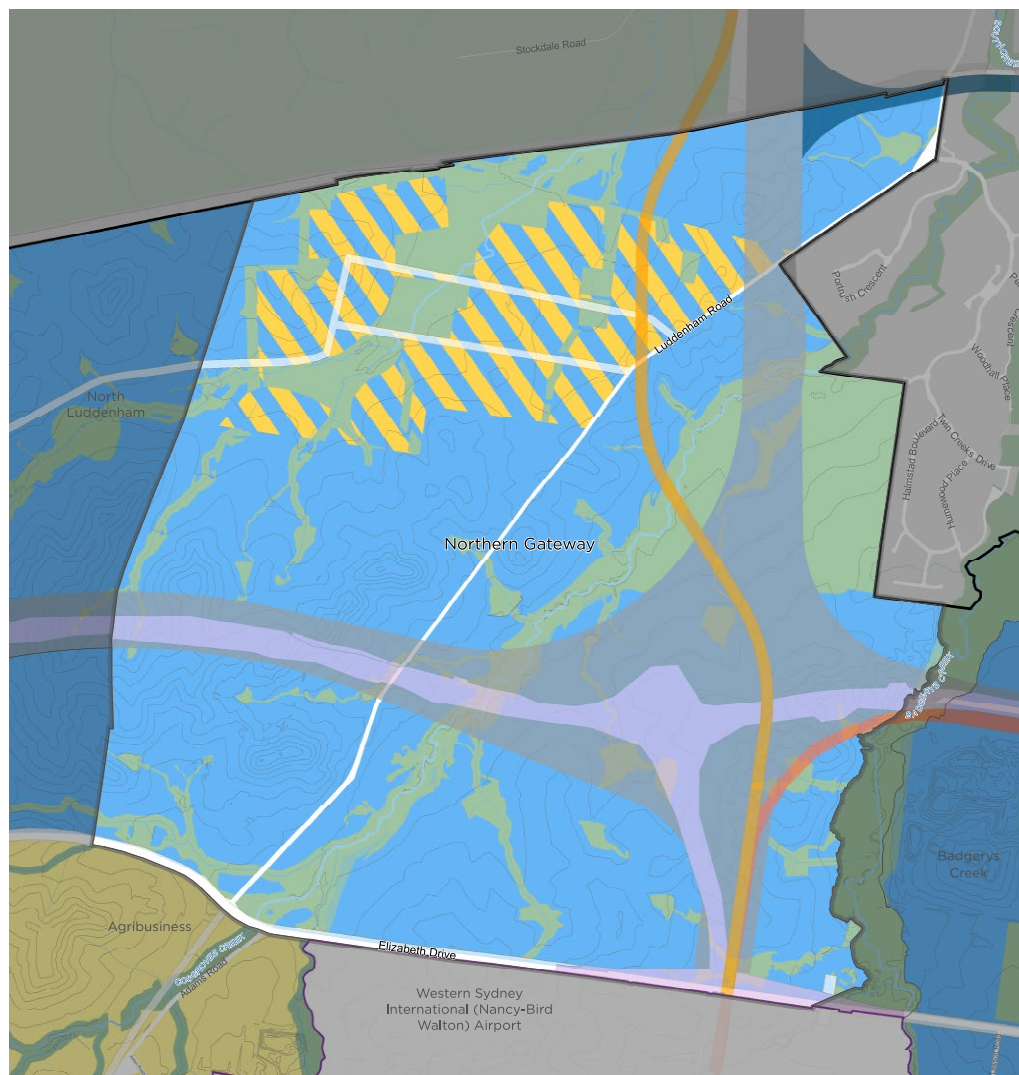


## Northern Gateway

### Key facts

<b>Land area</b>	1,616 hectares
<b>Potential jobs</b>	19,000 – 21,000
<b>Potential residents</b>	8,000 – 10,000

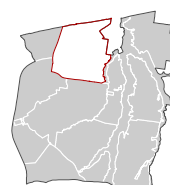
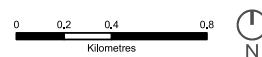
**Figure 4** Western Sydney Aerotropolis Structure Plan – Northern Gateway



### Structure Plan - Northern Gateway

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Key Network Upgrades
- Proposed Sydney Metro Greater West
- Potential East-West Rail Link, Stabling and Critical Infrastructure
- Proposed M12 Motorway Corridor
- Proposed Transport Corridor
- Potential Western Sydney Freight Line Corridor
- Agribusiness
- Environment and Recreation
- Flexible Employment
- Mixed Flexible Employment & Urban Land

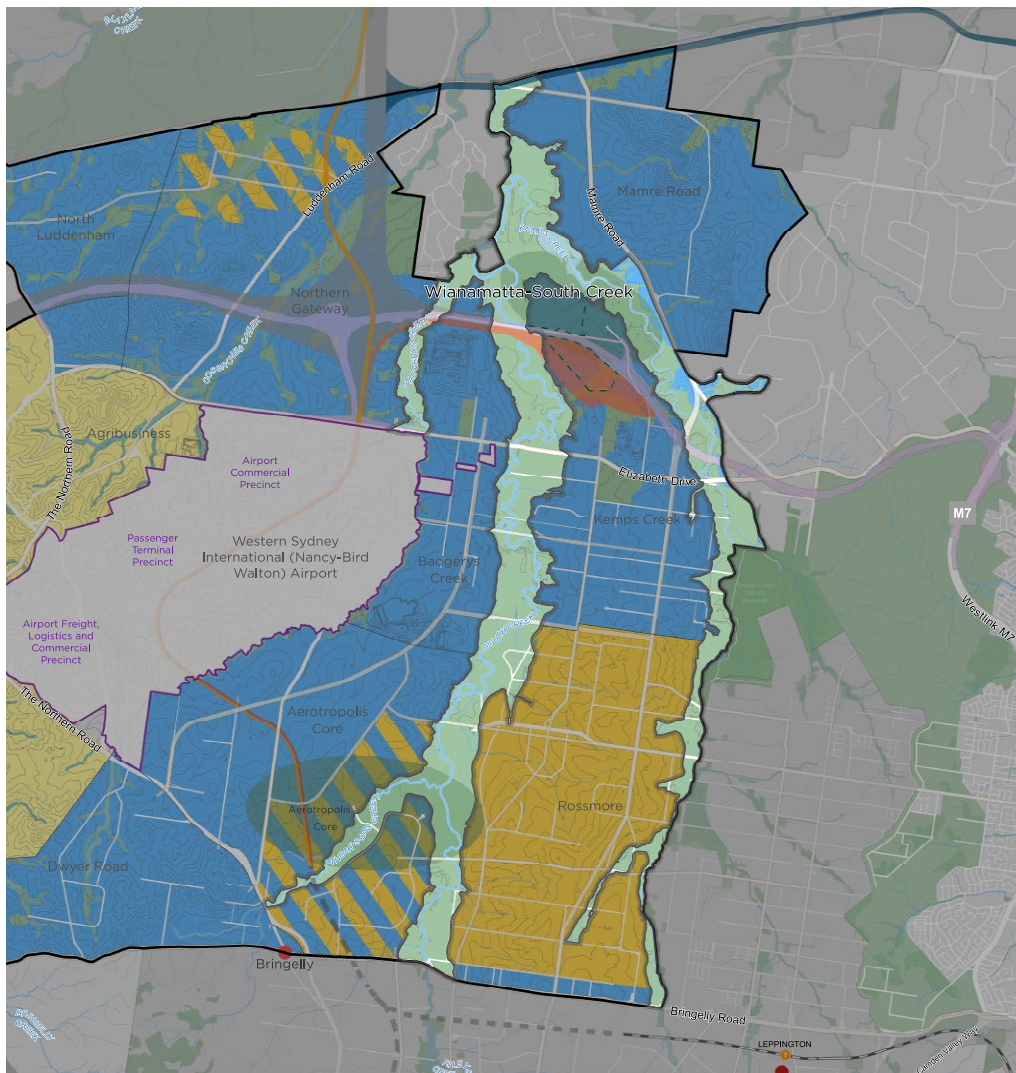


## Wianamatta-South Creek Precinct

### Key facts

<b>Land area</b>	1,392 hectares
<b>Potential jobs</b>	Minimal
<b>Potential residents</b>	No additional dwellings – lawfully commenced uses (e.g. approved dwellings) are protected under existing use rights under the EP&A Act 1979.

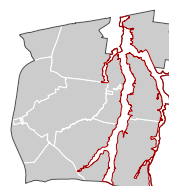
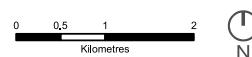
**Figure 5** Western Sydney Aerotropolis Structure Plan – Wianamatta-South Creek



### Structure Plan - Wianamatta-South Creek

#### Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Regional Parkland (Investigation)
- Key Network Upgrades
- Critical Utility / Infrastructure (Investigation)
- Proposed Sydney Metro Greater West
- Potential East-West Rail Link, Stabling and Critical Infrastructure
- Proposed Future Rail Links (Investigation)
- Proposed M12 Motorway Corridor
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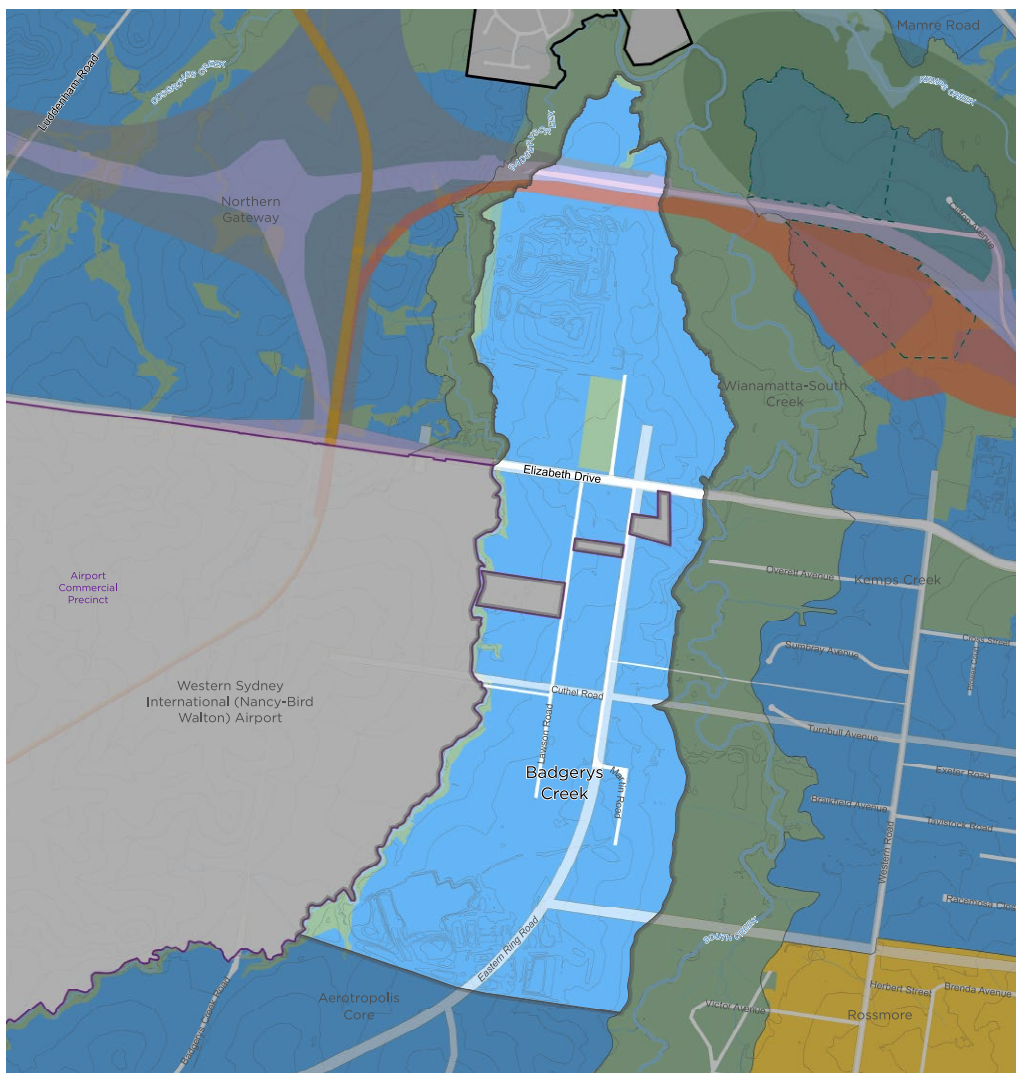


## Badgerys Creek Precinct

### Key facts

<b>Land area</b>	612 hectares
<b>Potential jobs</b>	9,000 – 11,000
<b>Potential residents</b>	No additional dwellings

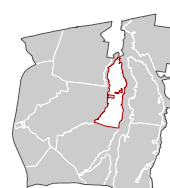
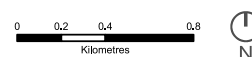
**Figure 6** Western Sydney Aerotropolis Structure Plan – Badgerys Creek



### Structure Plan - Badgerys Creek

#### Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Regional Parkland (Investigation)
- Key Network Upgrades
- Critical Utility / Infrastructure (Investigation)
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- Proposed M12 Motorway Corridor
- Proposed Transport Corridor
- Environment and Recreation
- Flexible Employment
- Urban Land





# Mamre Road Precinct

## Key facts

Land area	1,002 hectares
Proposed zoning	To be determined by the WSEA SEPP
Potential jobs	17,000
Potential residents	No additional dwellings

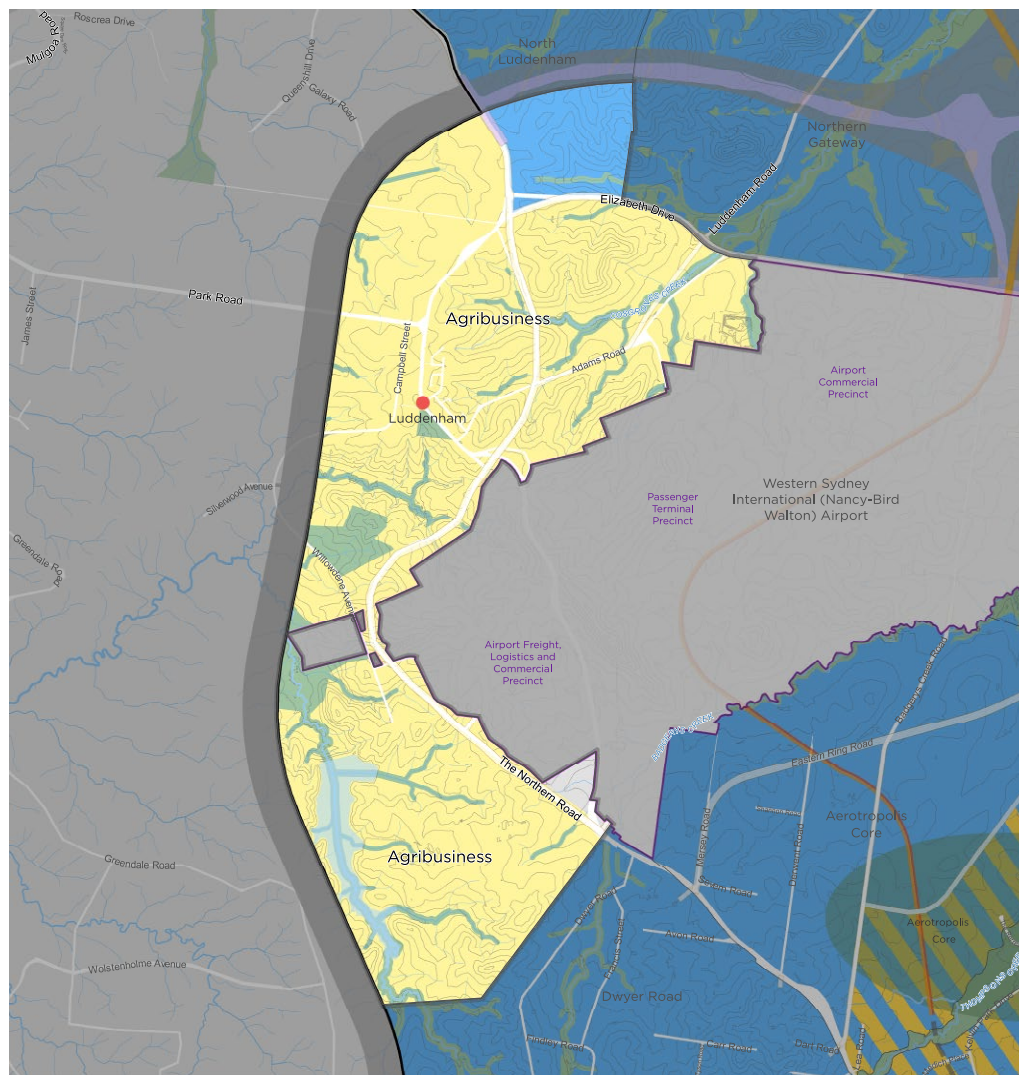
Please refer to the Department of Planning, Industry and Environment’s Draft Mamre Road Structure Plan via the Planning Portal: [www.planningportal.nsw.gov.au/draftplans/exhibition/mamre-road](http://www.planningportal.nsw.gov.au/draftplans/exhibition/mamre-road)

## Agribusiness Precinct

### Key facts

<b>Land area</b>	1,572 hectares
<b>Potential jobs</b>	8,000 – 10,000
<b>Potential residents</b>	Minimal, subject to detailed precinct planning

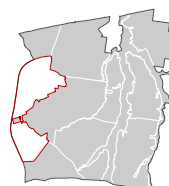
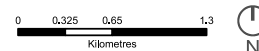
**Figure 7** Western Sydney Aerotropolis Structure Plan – Agribusiness



### Structure Plan - Agribusiness

#### Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
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- Key Network Upgrades
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- Proposed Future Rail Links (Investigation)
- Proposed M12 Motorway Corridor
- Proposed Transport Corridor
- Agribusiness
- Environment and Recreation
- Flexible Employment
- Mixed Flexible Employment & Urban Land





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## 1.7 Managing flood zones

The NSW Government's Flood Prone Land Policy aims to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone land.

Flood data used in the SEPP Discussion Paper and draft Flood Map (figure 8) is based on current Penrith City Council and Liverpool City Council data.

The SEPP will define the flood planning level as the level of the 1 in 100 chance per year flood, plus 0.5 metres freeboard to manage development for the purposes of floodplain management. Flood prone land (the floodplain) is defined in the NSW Government Floodplain Development Manual (2005) as land susceptible to flooding by the probable maximum flood (PMF).

Areas of the Wianamatta-South Creek floodplain located below the 1 in 100 chance per year flood level, as mapped on the draft Flood Map, are proposed for flood-compatible land uses and activities such as recreation and public spaces. This means that no additional dwellings will be permitted on land below the defined flood planning level.

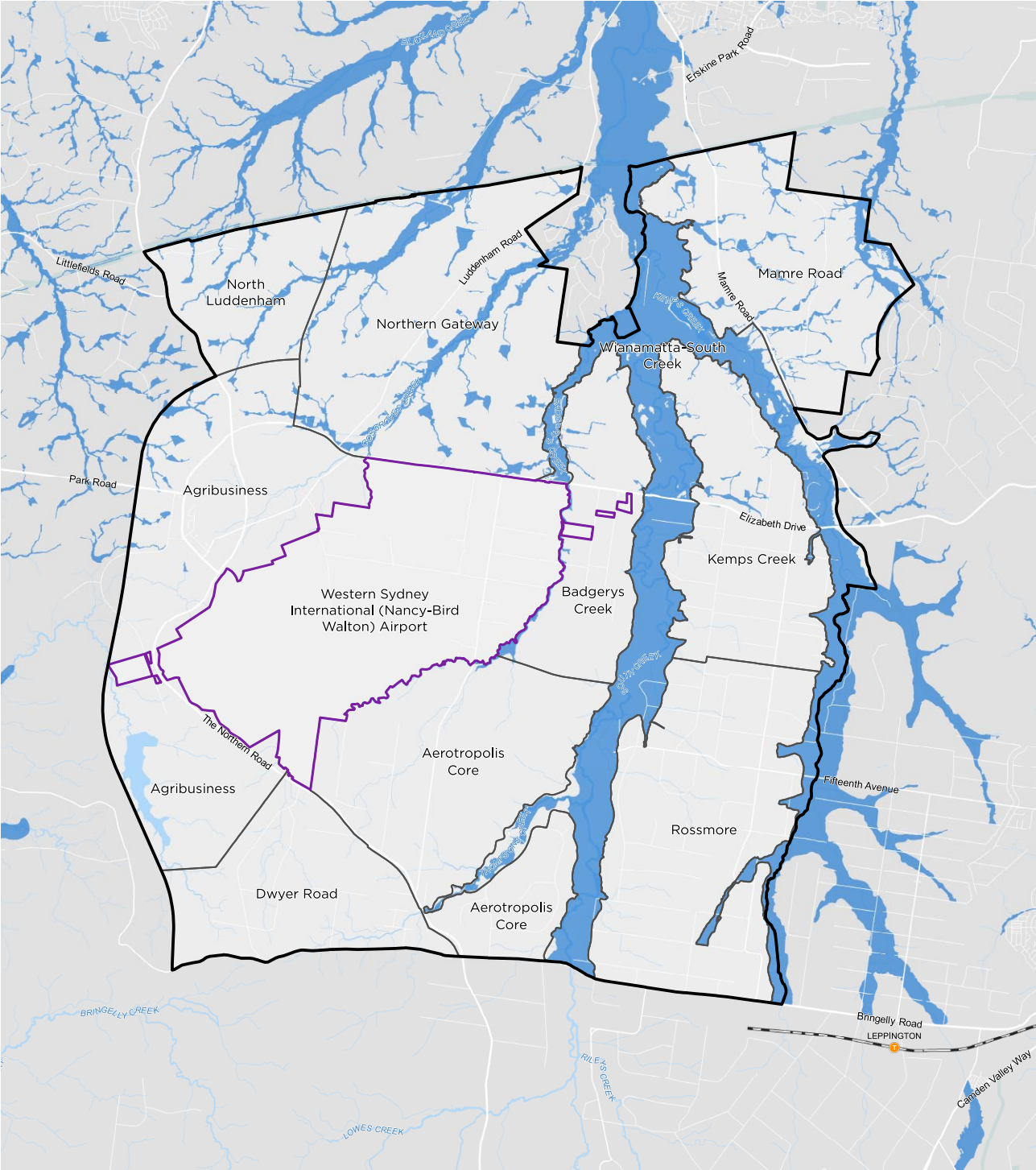
Urban development on flood prone land above this flood planning level will be permitted, subject to risk-based flood-related development controls, encouraging more intensive development in areas of lower flood risk.

Precinct planning will further investigate the flood extent across the Aerotropolis and inform the water cycle management strategy that will confirm land needed for water detention and treatment.

Alterations to flood storage capacity and flood behaviour through filling and excavation or other earthworks will not be permitted below the flood planning level and discouraged in other areas of the floodplain.

For more detail on flood management, see Section 6.4 of the Draft WSAP.

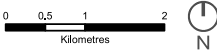
**Figure 8** Western Sydney Aerotropolis Flood Zones



**Flood Extent**  
Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Precinct Boundary
- 1 in 100 year Flood Area

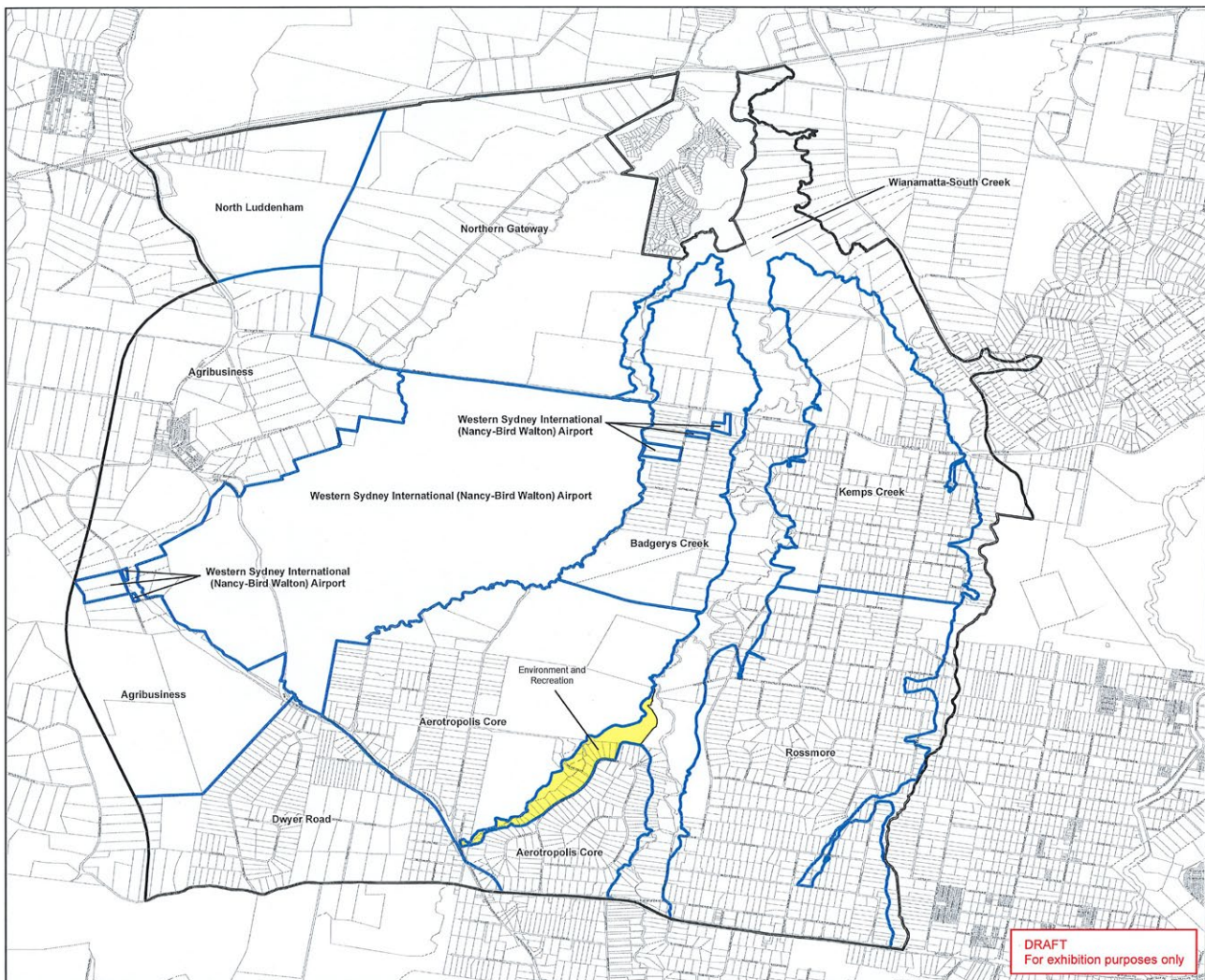
*\*Flood extents are subject to detailed precinct planning*



## 1.8 Land acquisition

The draft Land Reservation Acquisition Map identifies properties along and adjacent to Thompsons Creek that are proposed to be brought into public ownership to create a public parkland for future residents, employees and visitors to the Aerotropolis. Direct engagement with affected landowners will occur during the public exhibition. Further land use planning will also occur during precinct planning.

**Figure 9** Western Sydney Aerotropolis Land Acquisitions



DRAFT State Environmental  
Planning Policy (Western  
Sydney Aerotropolis) 20XX

DRAFT Land Reservation  
Acquisition Map

**Legend**

Land Application

Land Reservation Acquisition

Environment and Recreation



## 1.9 Next steps

Following the exhibition period, the Planning Partnership will:

- finalise the WSAP, Aerotropolis SEPP and DCP Phase 1
- undertake detailed precinct planning for the initial precincts:
  - Aerotropolis Core,
  - Northern Gateway,
  - Wianamatta-South Creek,
  - Agribusiness,
  - Badgerys Creek.

It is expected that the precinct plans for these precincts will be publicly exhibited in mid-2020, with adoption of the precinct plans following in late 2020.

Precinct planning for the remaining precincts will follow as infrastructure and services are planned and delivered and demand for additional land is generated.

## 1.10 How you can provide feedback

You can read the full documents at [www.planningportal.nsw.gov.au](http://www.planningportal.nsw.gov.au)

If you want to talk with someone from the Planning Partnership team, you can:



email: [engagement@ppo.nsw.gov.au](mailto:engagement@ppo.nsw.gov.au)

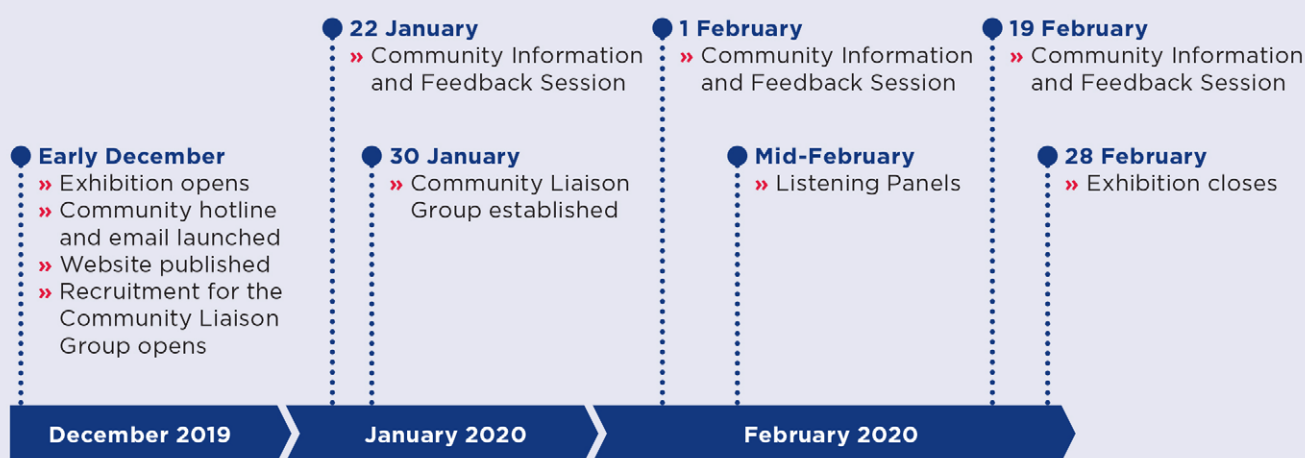


call us: 1800 792 996

We will also be holding a number of information sessions in January and February 2020. You can find details at:

[www.planning.nsw.gov.au/aerotropolis](http://www.planning.nsw.gov.au/aerotropolis)

## Engagement timeline



### From December 2019:

- » online exhibition and submissions
- » one-on-one engagement with local residents (scheduled meetings as requested)
- » key stakeholder meetings







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