

Draft Structure Plan

Securing long-term employment for Western Sydney

June 2013



**BROADER WESTERN SYDNEY EMPLOYMENT AREA
DRAFT STRUCTURE PLAN**
June 2013

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Minister's Foreword

Western Sydney has a population of about two million, an economy of more than \$96 billion (2010-11) and is one of Australia's largest and fastest growing regions.

The NSW Liberals and Nationals Government is committed to driving additional employment growth in Western Sydney. This growth will allow Western Sydney residents to spend less time commuting outside their area for work and more time with their families.

This draft Broader Western Sydney Employment Area (WSEA) Structure Plan delivers one of the nine key city shaping projects identified in the draft Metropolitan Plan for Sydney to 2031. It will help meet our aim to provide 50 per cent of Sydney's new jobs in Western Sydney.

The draft Structure Plan sets out the NSW Government's vision for economic and infrastructure growth for an area covering more than 10,000 hectares – equivalent to four times the size of the City of Sydney council area. This area stretches from the corner of the M4 and M7 motorways at Eastern Creek for some 20km through to Bringelly in the south.

It is a long-term development framework and is expected to become the largest employment land area in NSW. The structure plan will take some time to deliver but it is important to get the big picture planning right.

The draft Structure Plan will provide some 6,300 hectares of additional employment lands.

About 57,000 new jobs are expected to be located at the employment area over the next 30 years, with a total of 212,000 new jobs when the area is fully developed beyond 2046, including both office based jobs and those in the industrial sector.

This plan reflects the government's priority to ensure land release will be fully integrated with transport and infrastructure. The draft Structure Plan identifies major transport, water and utility infrastructure required to support development. The final Structure Plan will include a detailed staging and sequencing strategy to ensure key infrastructure is provided to enable growth of the area.

The NSW Government has already consulted widely with all levels of government and industry experts and stakeholders to prepare a draft Structure Plan which reflects consideration of our economic and employment challenges.

We now need your feedback on this Structure Plan.

We look forward to hearing what you think and working with you on this important project which will help guarantee Sydney's position as Australia's global gateway and most liveable city.

Brad Hazzard
Minister for Planning & Infrastructure

Executive Summary

The State Government's vision for the Broader Western Sydney Employment Area (Broader WSEA) is to provide well-located, serviced employment lands to secure the State's future productivity and economic growth. The Broader WSEA is an appropriate location to address employment in Western Sydney.

The Broader WSEA draft Structure Plan has been developed in line with the goals and priorities identified in the NSW 2021 A Plan to Make NSW Number One and the draft Metropolitan Strategy for Sydney to 2031 (draft Metropolitan Strategy).

The draft Metropolitan Strategy sets a target of at least 625,000 new jobs across Sydney by 2031 of which 50% are to be located in Western Sydney.

The draft Metropolitan Strategy recognises Broader WSEA as the single largest new employment space in the metropolitan area and one of the of nine city shapers. The draft Metropolitan Strategy has identified the following priorities for Broader WSEA:

- Investigate a potential south west expansion of the WSEA of up to 10,000 hectares through a structure planning process.
- Encourage critical industries that support the economy's global functioning and promote employment, such as industrial uses, freight, logistics and research and development functions as well as opportunities for agribusiness and food production.
- Identify opportunities to improve transport connections to the area, including protecting a corridor for the Western Sydney Freight Line and completing the Western Sydney Employment Area arterial network.

- Identify and protect opportunities for a major intermodal terminal at Eastern Creek.
- Investigate opportunities for better connections with surrounding centres such as possible transport connections to Mount Druitt, Fairfield and Leppington.

The purpose of the draft Structure Plan is to provide a framework for land use, transport and infrastructure planning at a strategic level. It incorporates the findings of a series of technical studies into Transport, Economics, and Utilities and Services.

The draft Structure Plan does not rezone the land. The draft Structure Plan is intended to provide a direction for land use and transport planning at a strategic level. The draft Structure Plan will be further developed and refined based on feedback received during the exhibition process.

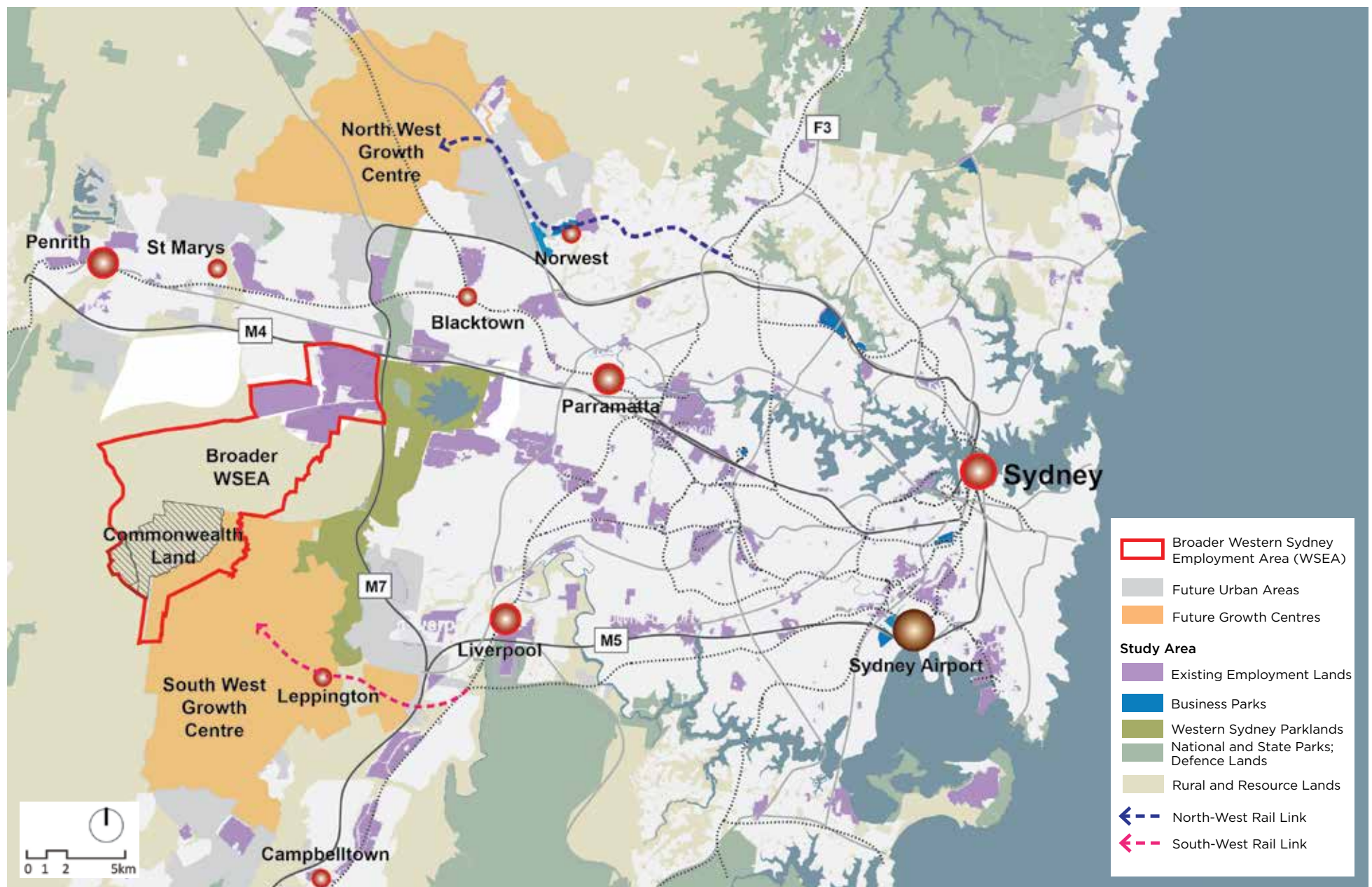


Figure 1 Study Area

The Broader WSEA

The Broader WSEA comprises a land area of 10,690 hectares and encompasses portions of the local government areas of Blacktown, Fairfield, Liverpool and Penrith. The study area is bounded broadly by the M4 Motorway to the north, the M7 Motorway to the east, Bringelly Road to the south and the Northern Road to the west. It is located approximately 50 kilometres west of Sydney CBD. See Figure 1.

The scale and size of the Broader WSEA is equivalent to the area from Parramatta to Liverpool or Sydney CBD to Kingsford Smith Airport.

The study area is currently dominated by low intensity rural activities and intermittent rural-residential areas and serviced by minimal infrastructure. Other key holdings within the Broader WSEA include the Commonwealth-owned land at Badgerys Creek, originally acquired by the Federal Government for a potential second Sydney airport, and portions of the northern part of the South West Growth Centre. The study area includes the existing Western Sydney Employment Area (Existing WSEA) at Eastern Creek which has developed over the past 10 years for large scale distribution

and logistics uses. With the exception of the floodplains of South Creek and its tributaries, isolated areas of important vegetation land, and scattered areas of steeper land, the study area is generally free of constraints for employment development and other urban land uses.

Throughout the development of the draft Structure Plan, extensive consultation has taken place with affected local councils, state government agencies and peak industry and professional bodies. This has included three Enquiry by Design workshops.



The Broader WSEA draft Structure Plan

The draft Structure Plan illustrated in **Figure 2** is a result of a process that has been developed based on opportunities and constraints, input from parallel technical studies and through stakeholder consultation. The key elements of the draft Structure Plan are outlined below.

Key elements of the draft Structure Plan:

- The draft Structure Plan proposes employment uses in the majority of the study area. 6,300 hectares of new employment land is identified
- The Economic Issues and Drivers study identified that demand within the Broader WSEA is likely to remain directed towards employment uses within the freight and logistics areas. While the potential for higher intensity employment development is not ruled out, other factors such as population growth, transport infrastructure improvements and market conditions will take time to help drive other forms of employment.
- The study area may not be required in its entirety to support employment lands growth over the next 30 years; however, it is recommended that the Structure Plan for Broader WSEA reserves the bulk of these lands for future employment development as demand arises.

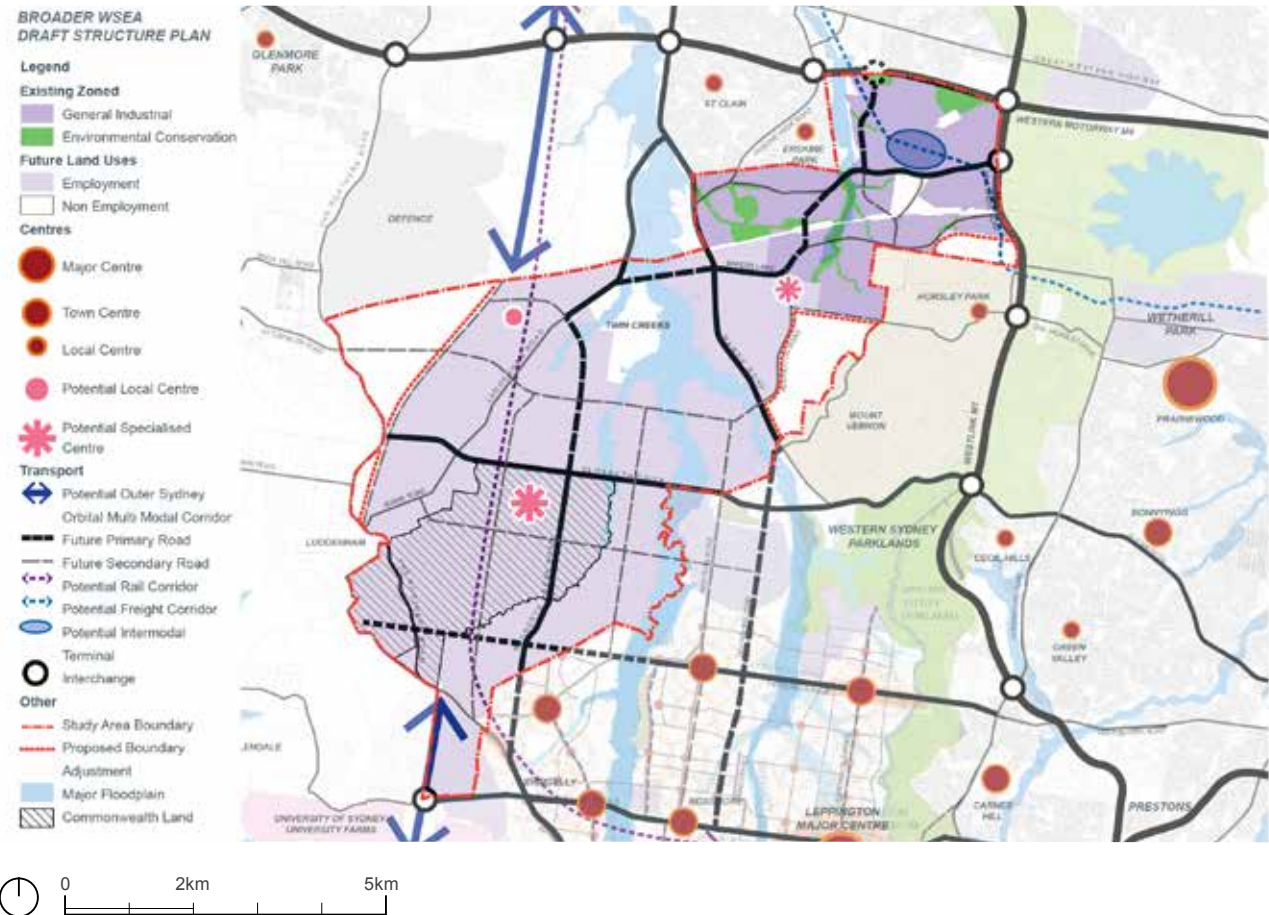


Figure 2 Broader WSEA draft Structure Plan

Draft Broader Western Sydney Employment Area Structure Plan

- There will be additional demand for approximately 2,100 hectares for employment within Broader WSEA to 2046, which will generate approximately 57,000 jobs. Federal and State Government could intervene through economic incentives or catalyst projects to increase the demand of land or the density of jobs.
- Non-employment areas are limited to areas west of the north-eastern edge of the study area; existing Twin Creeks golf course estate; land east of Aldington Road; and the land adjoining the existing rural residential area at Mount Vernon. These areas are proposed to be removed from the boundary of the employment area.
- The Outer Sydney Orbital (OSO) is a potential future corridor that can cater for a mix of transport modes including a motorway, a freight rail and passenger rail line. Further studies will be required to determine the alignment of the corridor.
- Elizabeth Drive is identified as the main future east-west arterial road. Additional east-west primary connections that have been identified include:
 - Old Wallgrove Road extending to Bakers Lane and continuing to Luddenham Road.
 - The extension of Fifteenth Avenue towards The Northern Road.
- Two new primary connections have been identified:
 - Badgerys Creek Road linking to Luddenham Road and/or the OSO.
 - Extending Lawson Road northwards to meet an Aldington Road extension.
- There are opportunities for two freight rail corridors and two intermodal terminals within the Broader WSEA. One freight corridor may follow the alignment identified in the Draft NSW Freight and Ports Strategy, 2012 through Eastern Creek with a potential intermodal facility north of the existing Sydney West substation. A second potential freight corridor may follow the potential OSO Corridor alignment. A second intermodal facility would be potentially located along the second freight corridor to the north of Elizabeth Drive. Further investigations will be required into both freight corridors.
- In accordance with the draft Metropolitan Strategy for Sydney to 2031 the draft Structure Plan investigates opportunities for the extension of the South West Rail Link and North West Rail Link.
- A potential passenger rail corridor could follow a north-south alignment through the study area. This corridor extends beyond the boundaries of the Broader WSEA and passes through the Commonwealth land at Badgerys Creek.
- The draft Structure Plan identifies opportunities for two specialised centres and one local centre:
 - One specialised centre located on the Commonwealth land south of Elizabeth Drive and on the potential passenger rail corridor.
 - A second specialised centre located at the proposed intersection of Aldington Road and the Erskine Park Southern Link Road.
 - A local centre located along the potential passenger rail corridor close to the intersection of the potential OSO corridor and Luddenham Road.
- Three potential staging scenarios have been identified:
 - Extension of the industrial development in Existing WSEA to the south-west.
 - The possibility of development occurring from two fronts: An anchor or catalyst driver in the south-west could generate development northward combined with the extension of Existing WSEA driving development from the north to the south.
 - Out of sequence development within a variety of locations subject to the availability and cost-effectiveness of services and progress at no cost to the government.

57,000

**new jobs within
30 years**



There are opportunities for two freight rail corridors and two intermodal terminals within the Broader WSEA.





1. Introduction

This section outlines the purpose of the draft Structure Plan and the Structure Planning process.

1.1 Brief for the Broader Western Sydney Employment Area

The NSW Government is committed to increasing job opportunities in Western Sydney. As part of this objective, the Department of Planning and Infrastructure (DP&I) has prepared a draft Structure Plan to expand the WSEA.

The project is identified in a number of strategic planning documents, including the NSW Long Term Transport Master Plan and the draft Metropolitan Plan for Sydney to 2031 as a key objective to provide a well located supply of industrial lands. The Broader WSEA has been identified as one of nine city shaping projects for Sydney.

1.2 Purpose of this Document

This document outlines the structure planning process and identifies a preferred land use and transport strategy for the study area. A number of infrastructure elements that are identified in strategic planning documents have been considered in the preparation of the draft Structure Plan.

This document seeks to stimulate discussion to refine the future strategy and approach to land use and infrastructure planning within the study area.

1.3 Purpose of the draft Structure Plan

The draft Structure Plan is a framework to guide the future land use planning and provision of infrastructure to service the area. The draft Structure Plan presents the findings of detailed investigations regarding the projected development capacity of the area and confirms land use suitability and infrastructure requirements for development.

The draft Structure Plan does not rezone the land. It is intended to provide a direction for land use and transport planning at a strategic level. The draft Structure Plan will be further developed and refined based on feedback received during the exhibition process.

Detailed investigations have included:

- Land use assessment, economic studies and transport studies.
- Transport modelling to understand the capacity of the future road network and the key intersections explored in the draft Structure Plan.
- Ecological assessment of the study area.
- Telecommunications, electricity, gas, water and sewer infrastructure investigations for the study area.

These investigations have guided early options and have been assessed against the preferred draft Structure Plan.

Draft Broader Western Sydney Employment Area Structure Plan

1.4 Structure Planning process

The draft Structure Plan is a preliminary stage in the planning process for the Broader WSEA.

The Structure Planning process is detailed below and shown in **Figure 3**:

- Examines the study area in relation to Sydney's North West and South West Growth Centres.
- Identifies opportunities and constraints for the development of a range of land uses.
- Explores the trends and types of employment uses suitable for the study area.
- Determines the requirements for servicing and infrastructure.
- Identifies any other potential land uses and densities that may complement employment land.
- Addresses stakeholder input and incorporates appropriate feedback and comments.



Stakeholder consultation

State and local government

A Project Steering Group has been involved throughout all stages of the planning process. Representatives were included from Penrith, Liverpool, Blacktown and Fairfield Councils as well as Transport for New South Wales (TfNSW) and Sydney Water. These stakeholders guided the technical investigations and development of the draft Structure Plan.

Enquiry by Design workshops

DP&I has promoted the involvement of Councils, State Government agencies and industry representatives throughout the Structure Planning process.

Three Enquiry by Design workshops were facilitated by DP&I to identify challenges and opportunities. Further, a workshop with the Government's Employment Lands Task Force was also held. The outcomes from these workshops have informed the development of the draft Structure Plan.

Additional Studies

Technical studies prepared concurrently with the draft Structure Plan include:

- Broader WSEA Structure Plan - Transport Planning Report.
- Broader WSEA Structure Plan - Economic Trends and Drivers Study.
- Broader WSEA Structure Plan - Ecological Planning Report.
- Broader WSEA Structure Plan - Utilities and Services Planning Report.



Project team

The DP&I engaged a team of consultants to provide specialist technical advice that would inform the development of the Structure Plan. Table 1 identifies the technical roles and consultants involved in the project.

Technical role	Consultant
Structure Planning	AECOM
Transport Planning	GHD
Economic Planning	Urbis
Infrastructure services	GHD
Ecology and environment	Eco Logical Australia

Table 1 Project team

A photograph of a road construction site. In the foreground, a paved road leads towards a road closure barrier made of concrete blocks and a metal gate. To the left of the road is a grassy area with some dry vegetation. To the right is a landscaped area with young trees and a concrete curb. In the background, several tall streetlights are visible, and a small vehicle is parked near the barrier. The sky is overcast.

2. Strategic and Statutory Planning Framework

This section identifies the Government's vision and priorities, planning strategies and the statutory framework for the study area.

The Broader WSEA Structure Plan seeks to provide a range of job opportunities in Western Sydney, central to the North and South West Growth Centres in order to meet the projected rise in Sydney's population to 5.6 million people by 2031 (draft Metropolitan Strategy for Sydney to 2031).

2.1 Government vision and priorities

The brief for the Broader WSEA Structure Plan indicated that the State Government's vision was to provide an appropriate supply of well-located, serviced employment lands to secure the State's future productivity and economic growth.

The following NSW Government priorities are appropriate for the planning and development of the Broader WSEA Structure Plan:

- Sustainable employment growth in strategic locations.
- Effective management of natural, environmental, social and cultural resources and values.
- Integrated delivery of regional infrastructure and government activities.

2.2 State and regional planning strategies

The draft Structure Plan is informed by state and regional strategic planning documents. The suite of documents used for direction and guidance in the planning process is included in **Table 2**.



Draft Broader Western Sydney Employment Area Structure Plan

Source	Key directions for Broader WSEA
NSW 2021 A Plan to Make NSW Number One	The NSW 2021 identifies thirty-two goals for the state over ten years. These goals include creation of 100,000 new jobs and providing more land for jobs generation.
draft Metropolitan Strategy for Sydney to 2031	<p>The NSW State Government's Draft Strategy recognised Broader WSEA as one of nine city shapers with the following priorities:</p> <ul style="list-style-type: none"> Investigate a potential south west expansion of the WSEA of up to 10,000 hectares through a structure planning process Encourage critical industries that support the economy's global functioning and promote employment, such as industrial uses, freight, logistics and research and development functions as well as opportunities for agribusiness and food production. Identify opportunities to improve transport connections to the area, including protecting a corridor for the Western Sydney Freight Line and completing the Western Sydney Employment Area arterial network. Identify and protect opportunities for a major intermodal terminal at Eastern Creek. Investigate opportunities for better connections with surrounding centres such as possible transport connections to Mount Druitt, Fairfield and Leppington. <p>The Strategy sets a target of at least 625,000 new jobs across Sydney by 2031. 50 percent of these new jobs are to occur in Western Sydney.</p>
Draft NSW Freight and Ports Strategy, Transport for NSW, 2012	<p>Intermodal terminals including preserving land near Eastern Creek.</p> <p>Reserving land for road and rail freight corridors such as the proposed Western Sydney Freight Link.</p>
NSW Long Term Transport Masterplan, Transport for NSW, 2012	<p>Improving connections from the North West Growth Centre to the South West Growth Centre.</p> <p>Establishing emerging employment centres in the medium to long term.</p> <p>Need to work with federal government to develop corridors such as the OSO Transport Corridor.</p>
First Things First: The State Infrastructure Strategy 2012-2032	<p>The WestConnex motorway will allow efficient transport between existing freight and logistics hubs and will link the potential site of the Eastern Creek Intermodal Terminal with Port Botany via Sydenham Road.</p> <p>Identifies a potential intermodal terminal in Eastern Creek and the Western Sydney Freight Line.</p>
Employment Lands Development Program (ELDP) 2012	<p>The ELDP identifies that Sydney has:</p> <ul style="list-style-type: none"> 15,294 hectares of existing zoned employment lands, including both developed and undeveloped lands. 4,620 hectares of undeveloped zoned employment lands, including lands which are serviced and not serviced. 830 hectares of undeveloped zoned and serviced employment lands, which may be considered ready for development. 32,649 hectares of proposed employment lands identified in planning strategies, which have yet to be rezoned, including 1,078 hectares of proposed employment lands already identified in the South West Growth Centre overlapping the study area to the south.

Table 2 State and regional planning strategies

Figure 1: Vision for Sydney in 2031

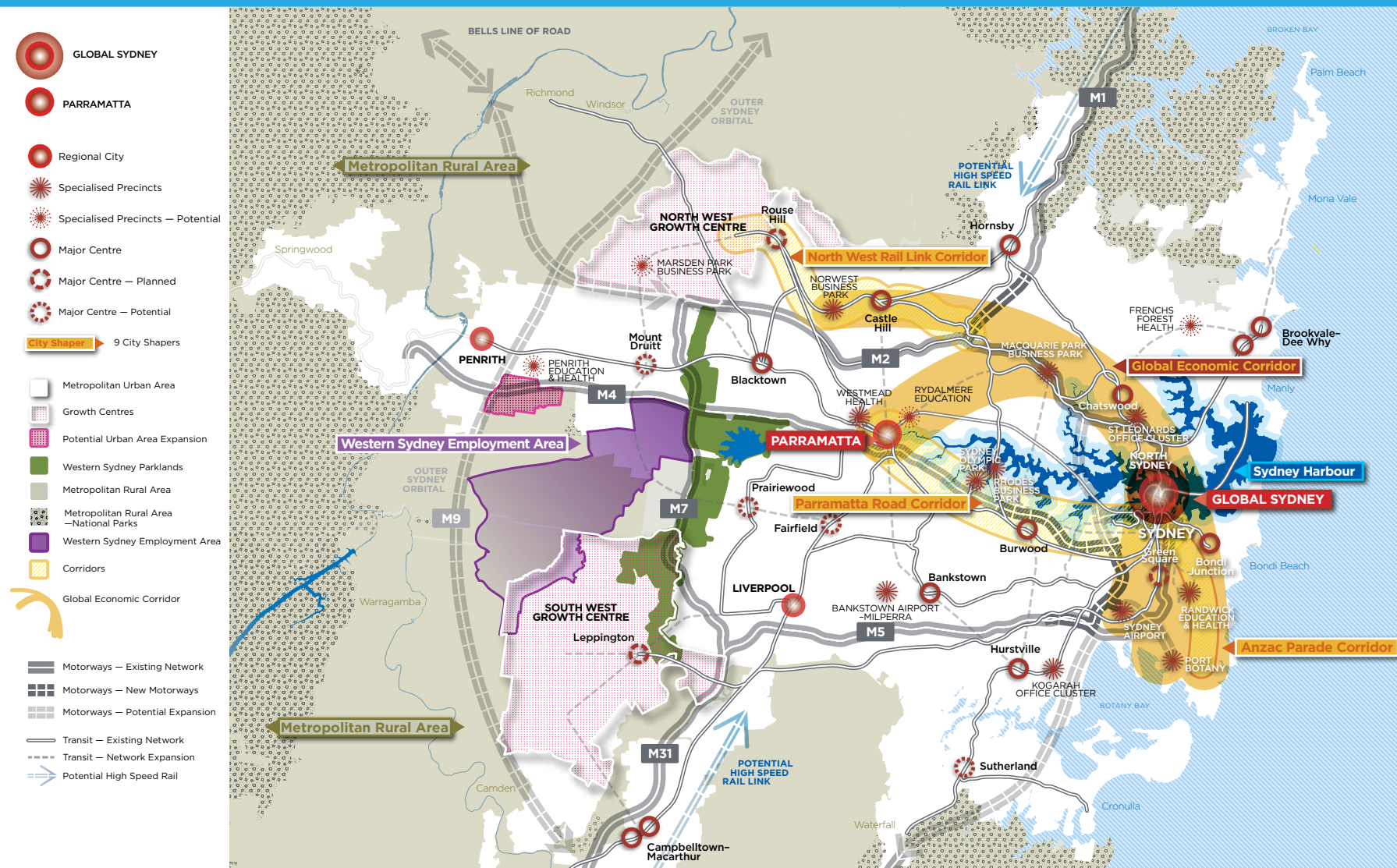


Figure 4 Vision for Sydney in 2031 (draft Metropolitan Strategy for Sydney to 2031)

2.3 Statutory Planning Framework

State Plans and Legislation

Section 117(2) Direction: Second Sydney Airport: Badgerys Creek

The objective of this direction is to avoid incompatible development in the vicinity of a potential second Sydney Airport at Badgerys Creek. Planning proposals must not contain provisions that enable the carrying out of development, either with or without development consent, which at the date of this direction, could hinder the development of a potential Second Sydney Airport.

This direction applies to land shown within the boundaries of the potential airport site and within the 20 Airport Noise Exposure Forecast (ANEF) contour as shown in **Figure 5**.

State Environmental Planning Policy (Western Sydney Employment Area) 2009

The State Environmental Planning Policy (SEPP) incorporates zoned employment land currently under development and areas identified for environmental protection and open space. The SEPP provides over 2,090 hectares of employment land that will support approximately 40,000 jobs for the people of western Sydney.

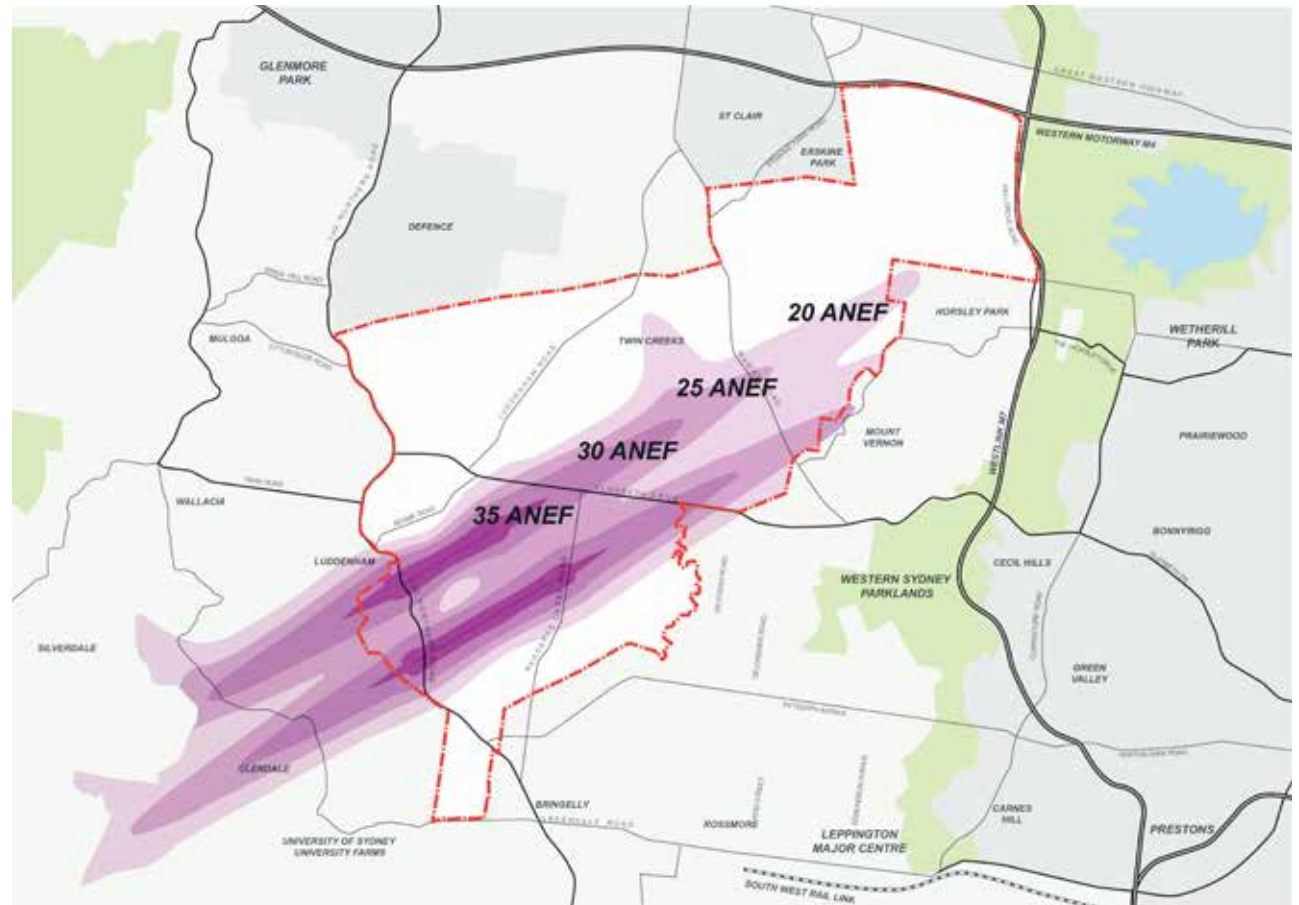




Figure 5 ANEF Noise Contour

-  Broader Western Sydney Employment Area (WSEA)
-  ANEF Contour (source: Penrith and Liverpool City Council)

Local planning context

The four LGAs that are located within the Broader WSEA include Penrith, Blacktown, Liverpool and Fairfield.

Figure 6 provides the location of the LGA boundaries within the study area.

Land in the study area across all Councils is generally zoned as a rural land use allowing rural residential and/or agricultural uses. Environmentally sensitive corridors within the study area are zoned as Environmental Conservation E2. Other zonings in the study area include Special Uses – Defence and Telecommunication SP2 and Special Uses – Commonwealth Activities SP1 under the Liverpool Local Environmental Plan 2008.

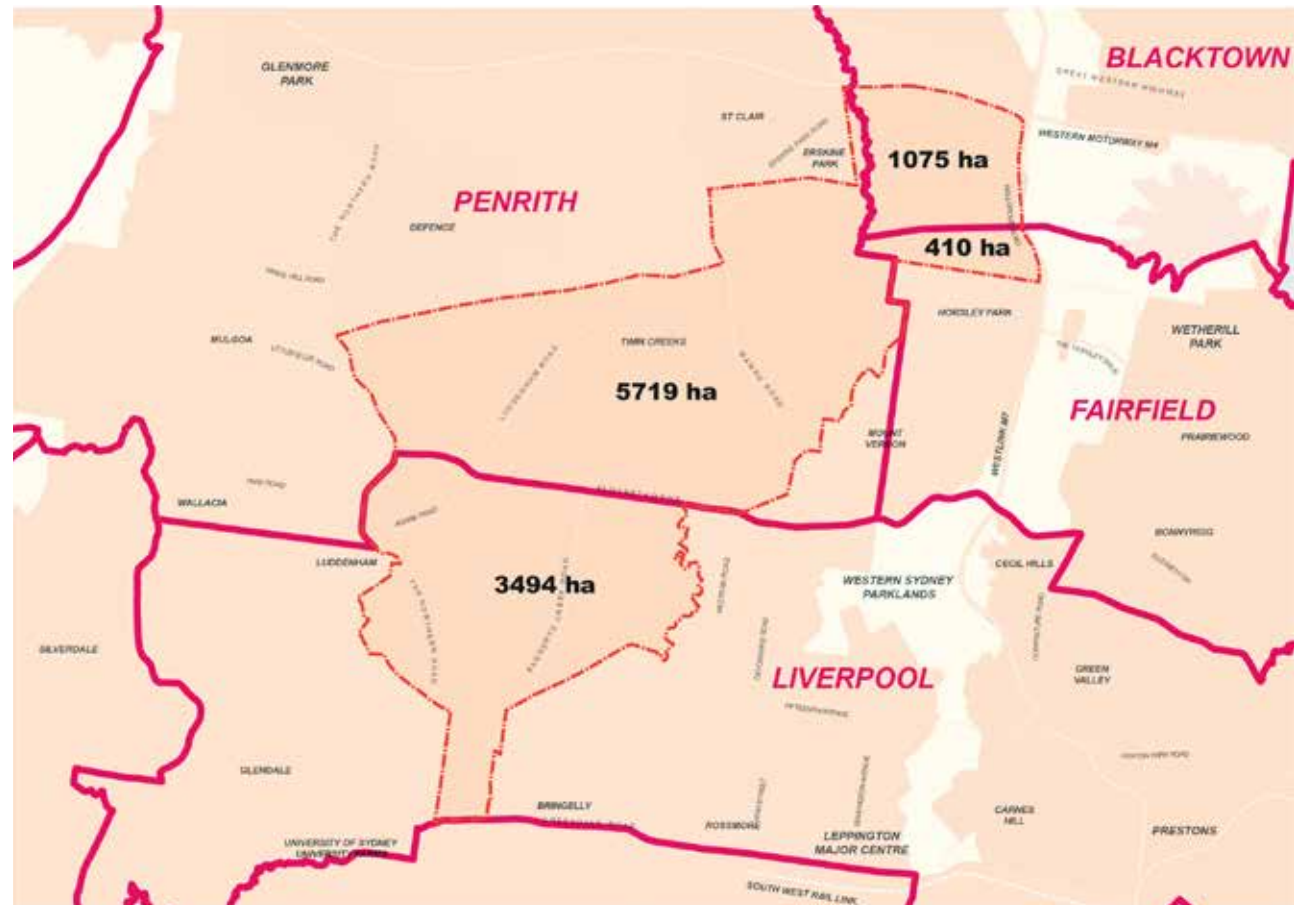


Figure 6 LGA boundaries

- Broader Western Sydney Employment Area (WSEA)
- LGA Boundaries

3. Broader WSEA and existing context

A photograph of a semi-truck with a white cab and a grey trailer driving on a road. In the foreground, there is a large, shallow pool of water that is a bright yellow-green color, possibly containing algae or oil. The background shows a clear blue sky with some clouds, power lines, and some trees. The overall scene suggests an industrial or construction area.

This section identifies the regional context and the existing characteristics of the study area.

3.1 Location

The Broader WSEA comprises a land area of approximately 10,690 hectares. The study area is broadly bounded by the M4 Motorway to the north, the M7 Motorway to the east, Bringelly Road to the south and the Northern Road to the west. The study area is approximately fifty kilometres west of Sydney CBD as shown in **Figure 7**.

The scale and size of the Broader WSEA is similar in scale to the area spanning from Parramatta to Liverpool or Sydney CBD to the Kingsford Smith Airport.

The Broader WSEA is surrounded by regional centres including Liverpool, Penrith and Parramatta which are located approximately twelve kilometres from the study area. Blacktown is located approximately five kilometres to the north-east and the planned new major centre at Leppington is located approximately seven kilometres south of the study area. The protection of existing centres for employment and services is important to support planned growth and existing infrastructure investment.

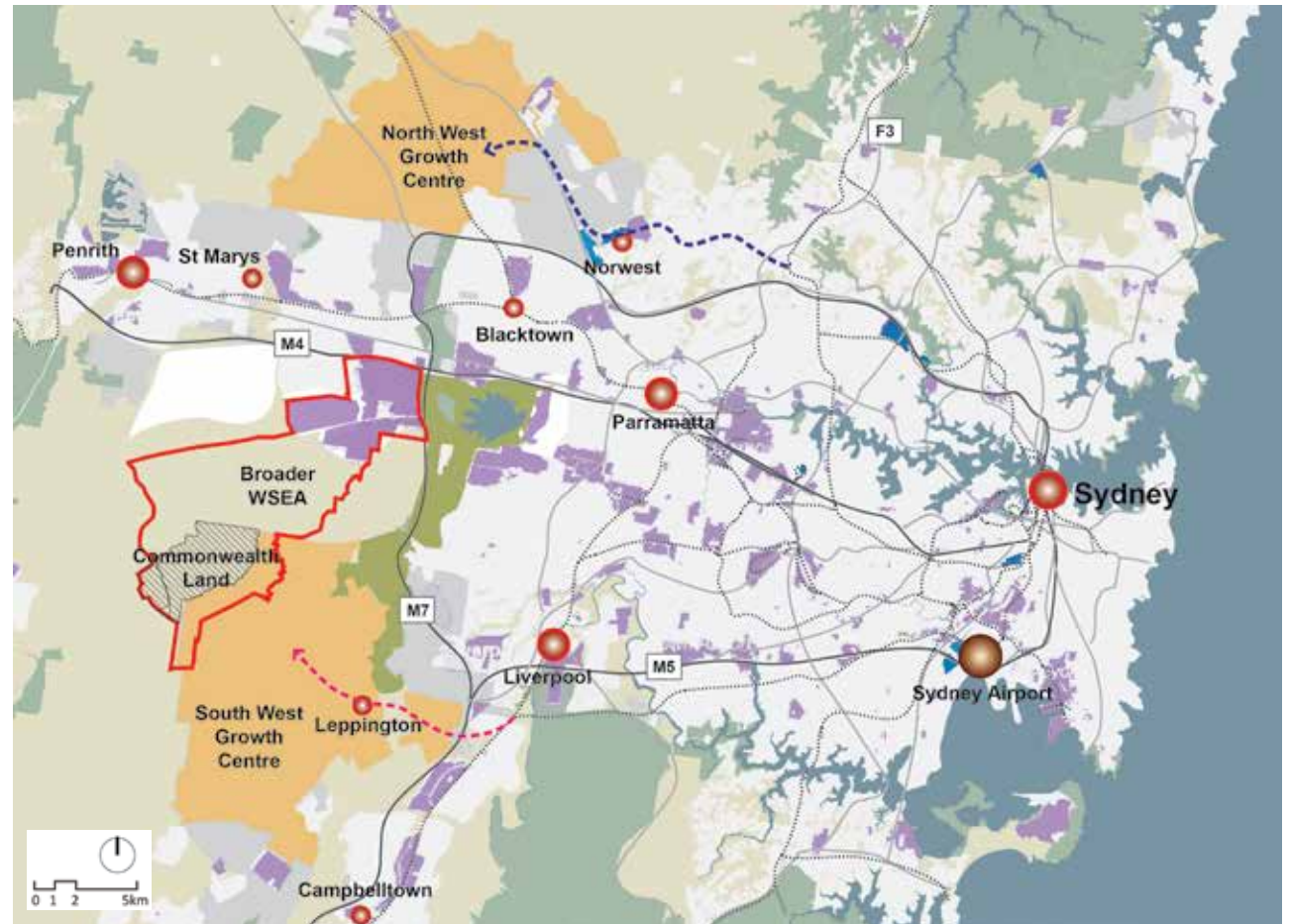


Figure 7 Study Area



3.2 Interface with the South West Growth Centre

The southern portion of the Broader WSEA overlaps with the South West Growth Centre (SWGC).

Figure 8 indicates the overlap of Broader WSEA and the SWGC. The overlapping areas have already been identified as future industrial precincts under the SWGC Structure Plan.

The SWGC Structure Plan includes key roads and transport connections that provide opportunities to extend into Broader WSEA. Key opportunities include linkages by road and rail into Leppington Town Centre, including north-south and east-west road connections such as Fifteenth Avenue and Bringelly Road.

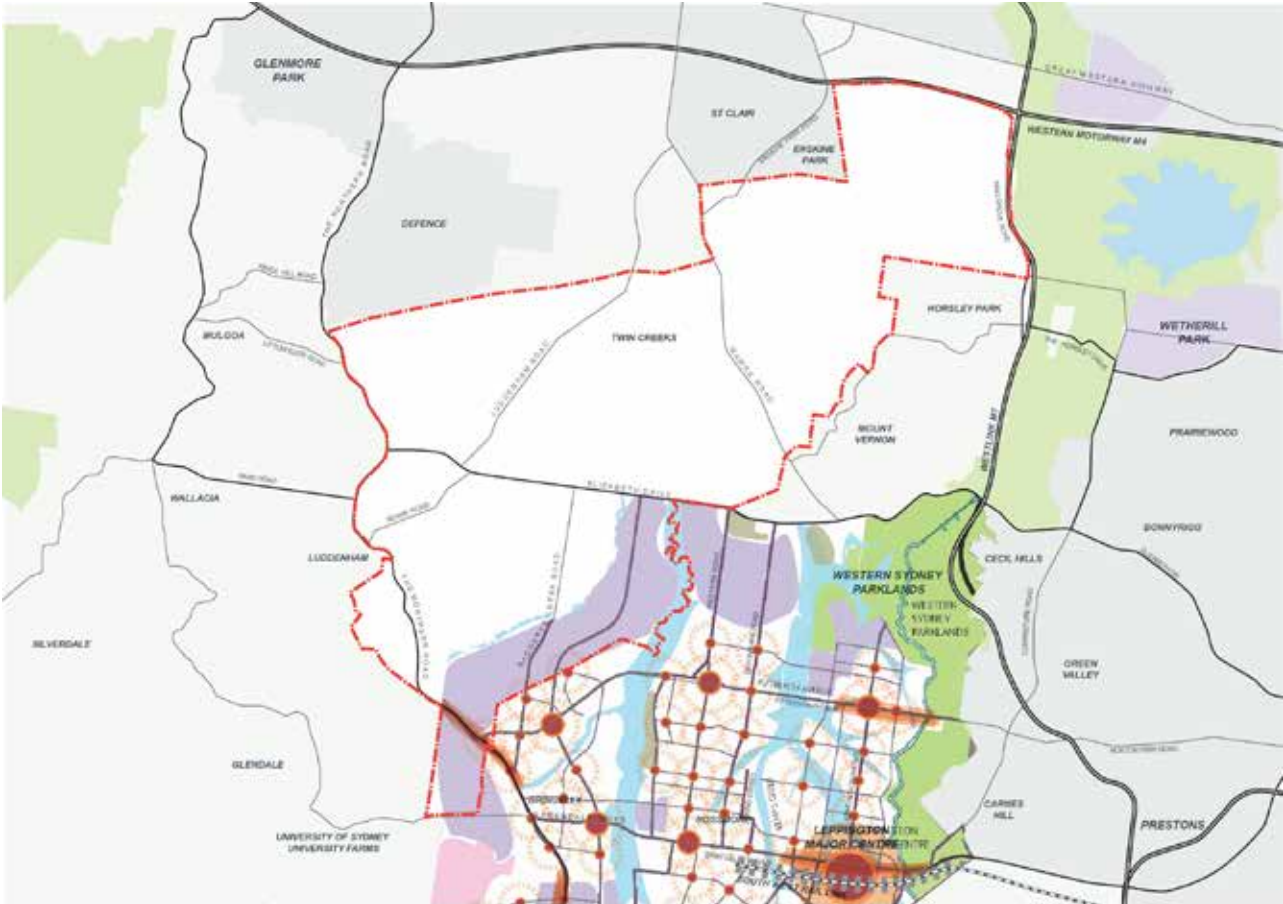


Figure 8 Linkages with the South West Growth Centre



3.3 Existing characteristics of Broader WSEA

Study area land uses and activities

Land uses in the Broader WSEA are rural land uses that include rural residential, farming, agricultural research and community-related land uses. Existing zoning is predominantly rural and rural residential.

The Broader WSEA has approximately 1,000 landowners forming a fragmented land ownership pattern. Small land parcels are located in the areas along Mamre Road, Luddenham Road, Adam Road, and south of the Commonwealth-owned land. There are significant parcels of land greater than 50 hectares as shown in **Figure 9**.

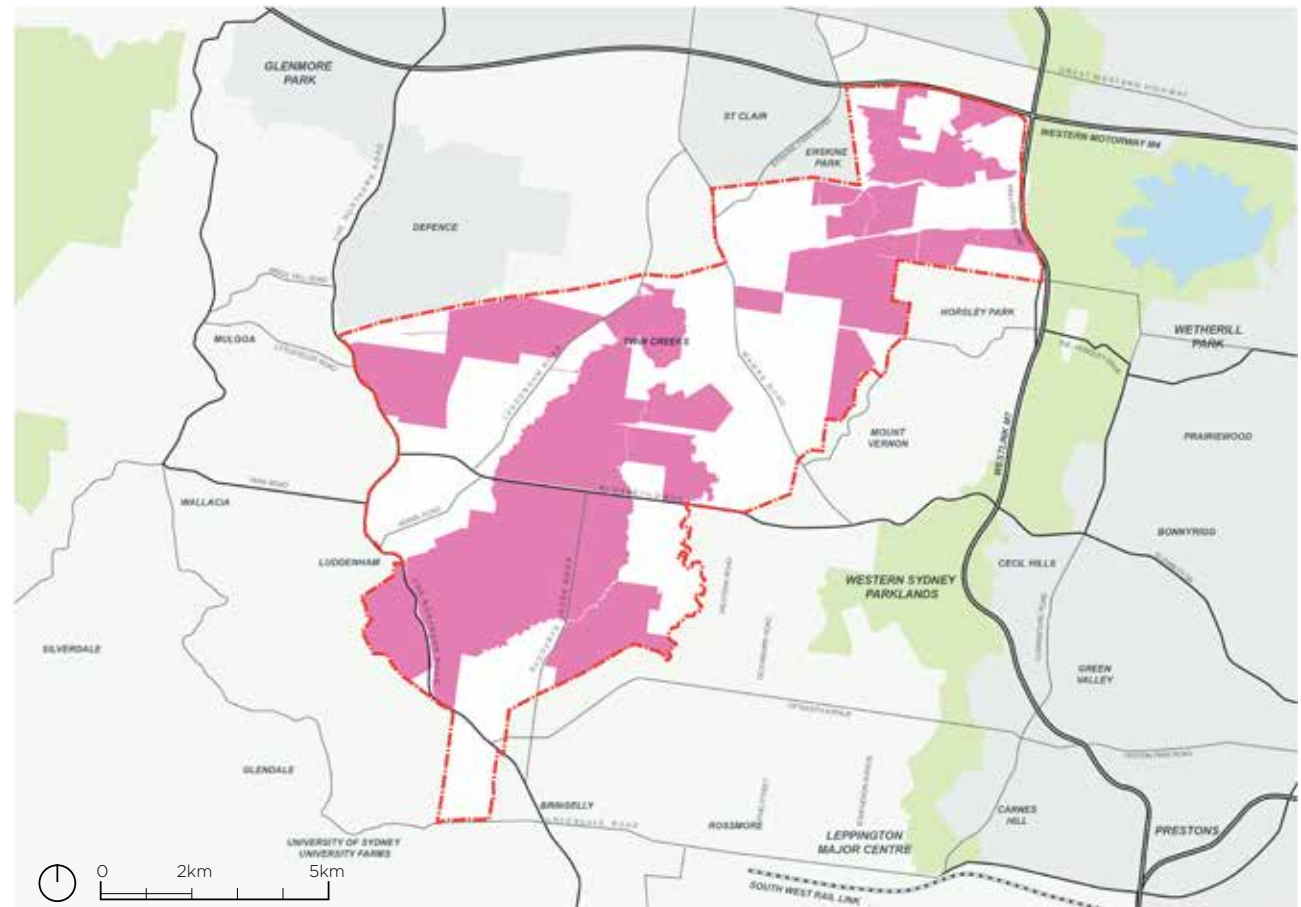


Figure 9 Large land holdings (> 50 hectares)

- Broader Western Sydney Employment Area (WSEA)
- Large land holdings (>50 Hectares)

Existing land uses and activities

Broader WSEA is surrounded by some significant land uses that include:

- The Orchard Hills Defence site located on The Northern Road north of the Warragamba-Prospect water supply pipeline.
- The established residential suburbs of Erskine Park and St Clair are located north of the Existing WSEA.
- The rural residential suburbs of Horsley Park and Mount Vernon comprise two hectare lots that provide a mix of executive housing and small-scale agriculture including market gardens and livestock training.
- The Western Sydney Parklands is located east of the M7 Motorway and is a significant open space area in Western Sydney.
- The villages of Luddenham and Bringelly.

Significant land uses within the study area are outlined in **Table 3**.

Significant land uses within Broader WSEA	Location	Consideration
Brickwork and quarry sites	South of the M4; North of the Horsley Drive	Earthworks or filling would be required to make these sites suitable for development.
Elizabeth Drive landfill site (owned by SITA)	Elizabeth Drive, Kemps Creek	Future land use will need to consider the odour contour around this site.
Educational facilities	Kemps Creek; Badgerys Creek; Luddenham; Bringelly	Future rezoning or infrastructure upgrades should consider an appropriate interface to minimise impacts on these facilities.
"Twin Creeks" Residential Golf Course Estate	Luddenham Road, Luddenham	This is the only major residential development within the study area. Future rezoning or infrastructure upgrades in the vicinity of Twin Creeks should consider an appropriate interface to minimise impacts on this development.
Adjacent rural residential areas	Fairfield LGA	Consideration of buffer distances and mechanisms to minimise impacts.

Table 3 Existing land uses

Transport

The Broader WSEA is currently not serviced by a dedicated freight line – road or rail. Freight demand in Western Sydney is increasing with the development of logistics and distributions centres located within Existing WSEA and surrounding employment and industrial areas.

The M4 and M7 are currently the main freight corridors servicing the area. The NSW Long Term Transport Master Plan and the draft Metropolitan Strategy for Sydney to 2031 identify a potential intermodal freight facility at Eastern Creek that would service freight demand to the area.

Figure 10 highlights the current freight network for Sydney including planned intermodal facilities.

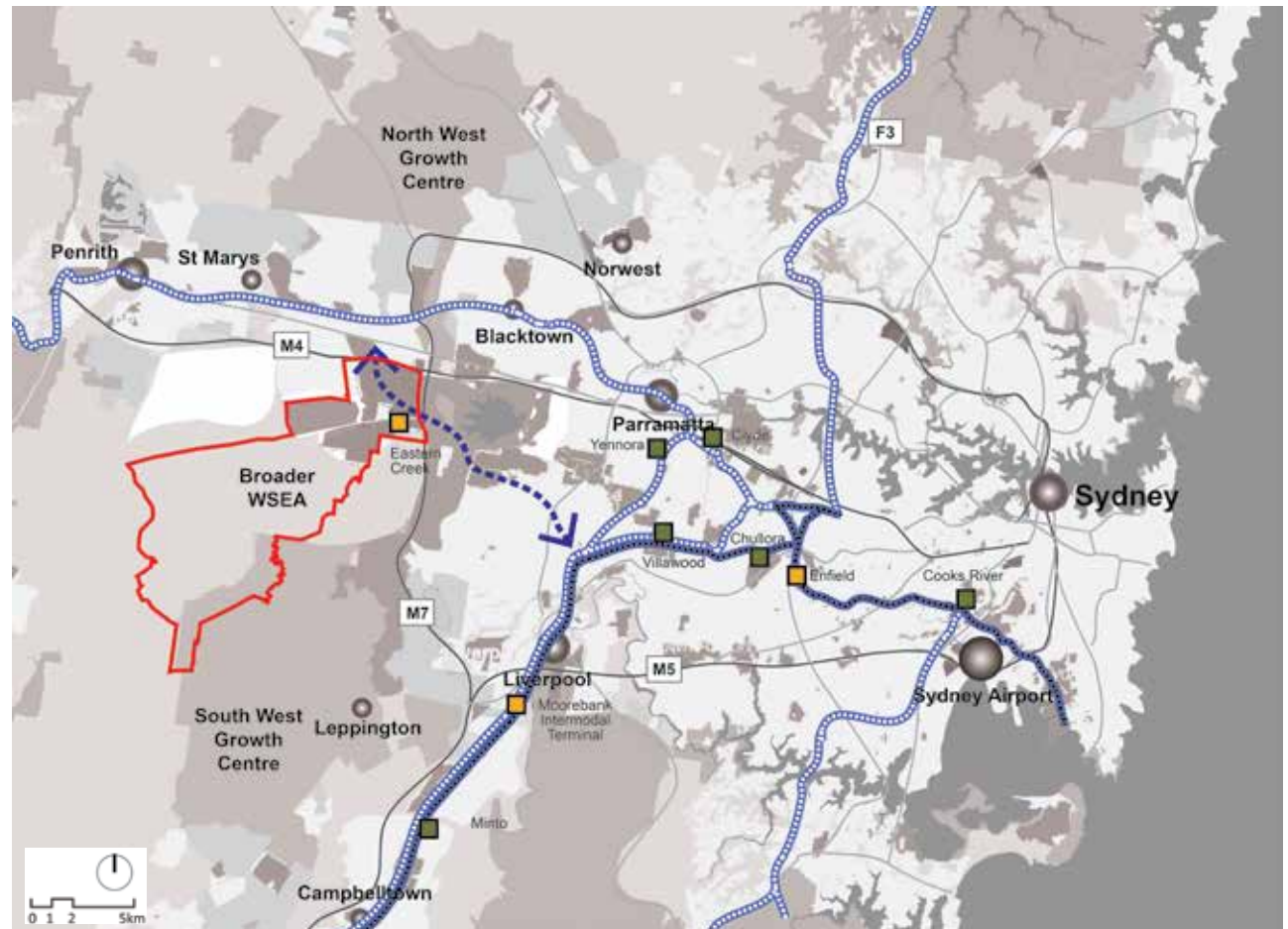








Figure 10 Freight corridors

-  Broader Western Sydney Employment Area (WSEA)
  Proposed Intermodal Terminal
-  Dedicated Freight Rail
  Existing Intermodal Terminal
-  Shared Freight Rail
  Potential Freight Rail Link

Draft Broader Western Sydney Employment Area Structure Plan

There are no existing passenger rail lines servicing the Broader WSEA. The NSW Transport Master Plan identifies that the South West and North West Rail links are NSW Government priorities. These lines will service the broader Western Sydney area in addition to the Western, South, Cumberland and Blue Mountains lines.

The study area is bounded by and accessed from the east by the M7 and Wallgrove Road, from the south east by Elizabeth Drive, by Bringelly Road to the south and The Northern Road to the west.

Figure 11 highlights the existing transport and access links that are essential to ensuring that Broader WSEA is connected internally and externally to supporting areas.

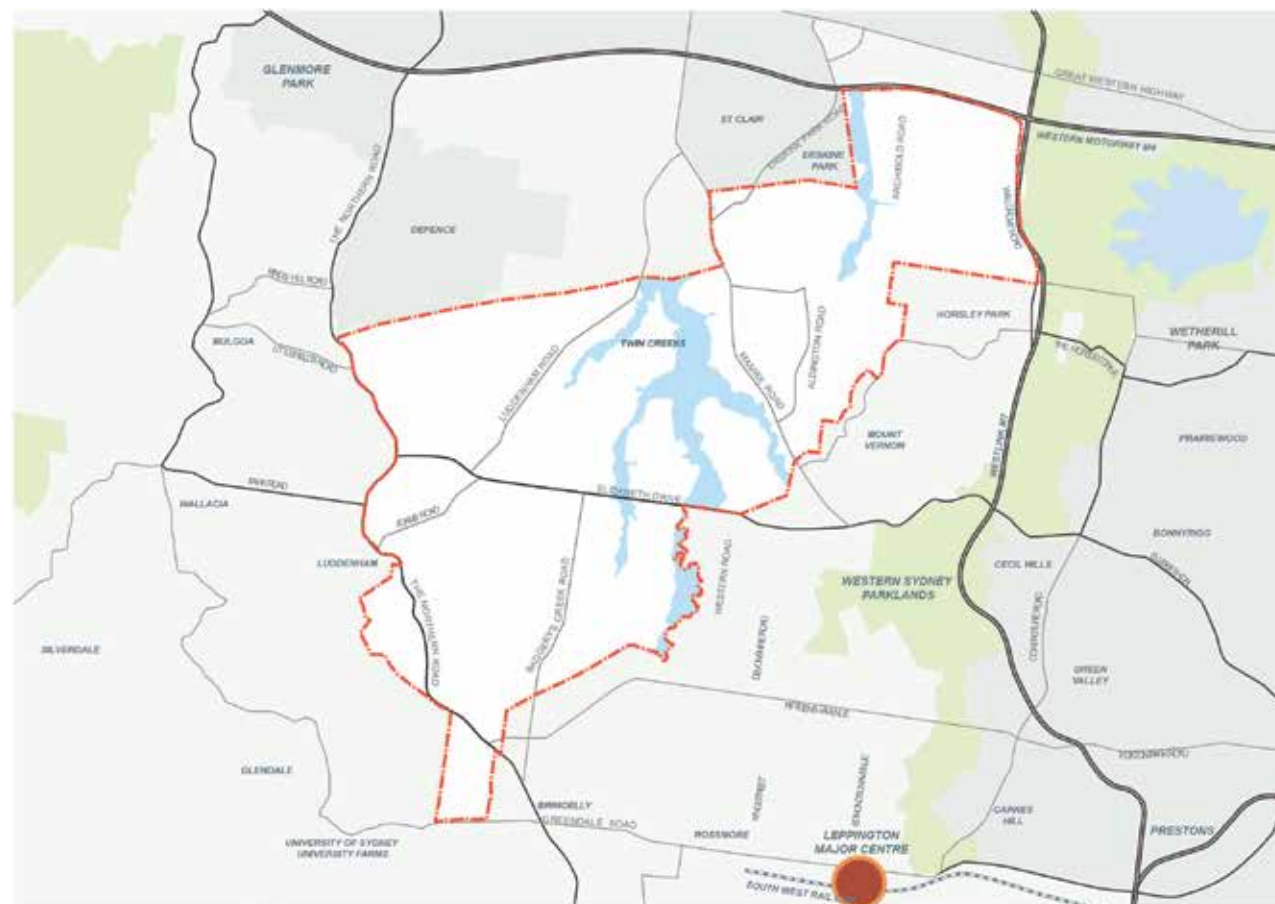



Figure 11 Existing transport and access links

 Broader Western Sydney Employment Area (WSEA)

Services and utilities infrastructure

Gas, telecommunications, water and sewer services exist and supply the Existing WSEA. However, there is limited infrastructure available in the Broader WSEA that would be capable of supporting the planned level of development.

Potable water

The Existing WSEA is partially serviced by Sydney Water with potable water from Prospect Water Filtration Treatment Plant (WFTP) located six kilometres to the east of the precinct via Cecil Park Reservoir and Erskine Park Reservoir. Minchinbury Reservoir, also supplied from Prospect WFTP, is located within the Existing WSEA precinct.

Within Broader WSEA, a small number of residential dwellings north of Adams Road are serviced by Sydney Water from Warragamba WFTP. The majority of land on the eastern side of the precinct is partially serviced by Sydney Water with potable water from Cecil Park Reservoir. Land to the west of Luddenham is currently unserved. See **Figure 12**.

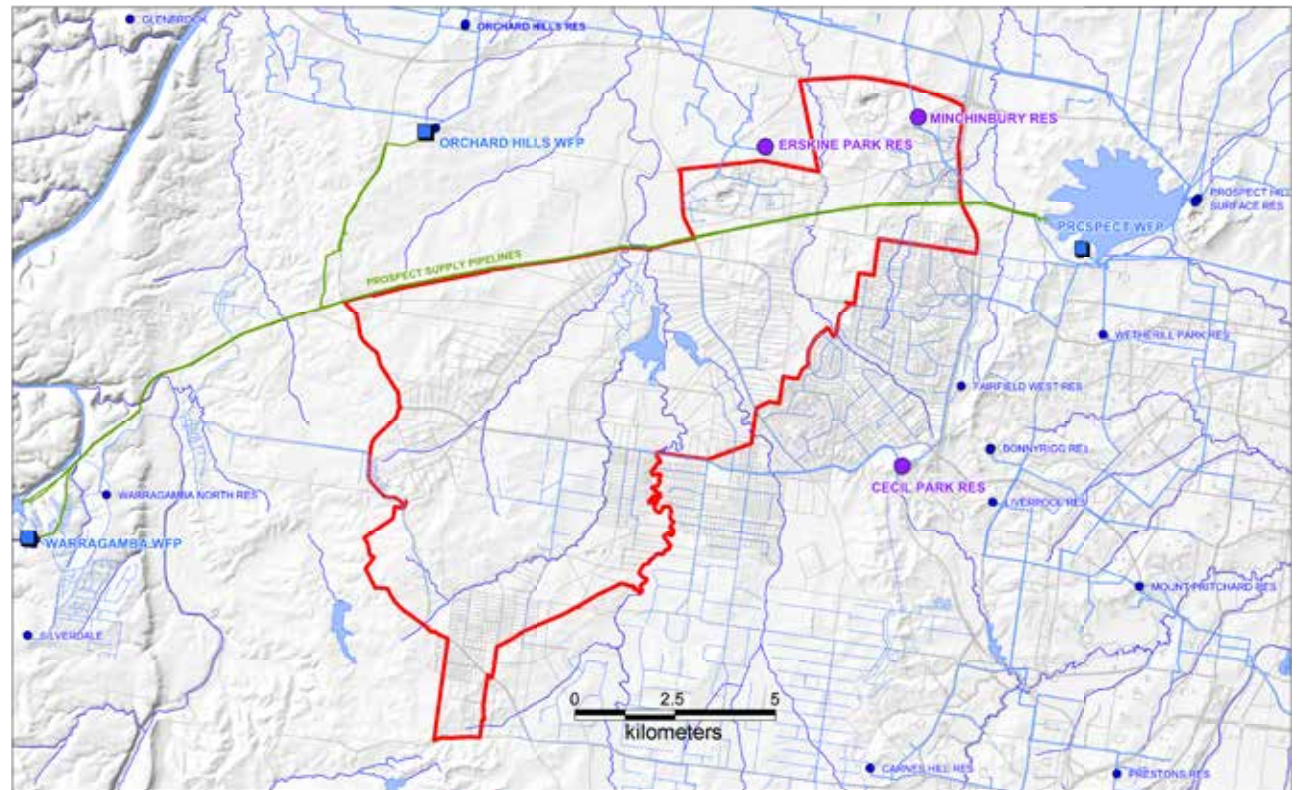
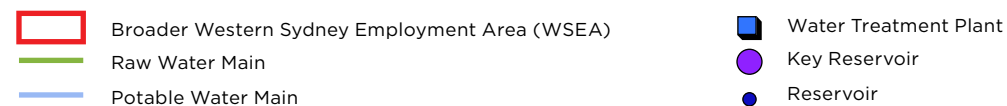


Figure 12 Existing Potable Water (source: GHD)



Draft Broader Western Sydney Employment Area Structure Plan

Wastewater

The Existing WSEA precinct is partially serviced by Sydney Water with wastewater services that drain to Quakers Hill Sewer Sewage Treatment Plant (STP) (located 10 km to the north-east and St Marys STP, located 10 km to the north).

The remaining land in Broader WSEA is un-serviced. See **Figure 13**.

Electricity

There are high voltage electricity transmission networks in the study area. It is identified that there are a number of 500kV, 330kV and 132kV transmission and sub transmission lines located within Broader WSEA. These transmission lines are located within Existing WSEA and west of Luddenham Road. The Integral Energy Sydney West Substation is located within Existing WSEA.

Gas

An existing gas main services development in Existing WSEA. There are opportunities to extend the gas main to service additional areas in Broader WSEA.

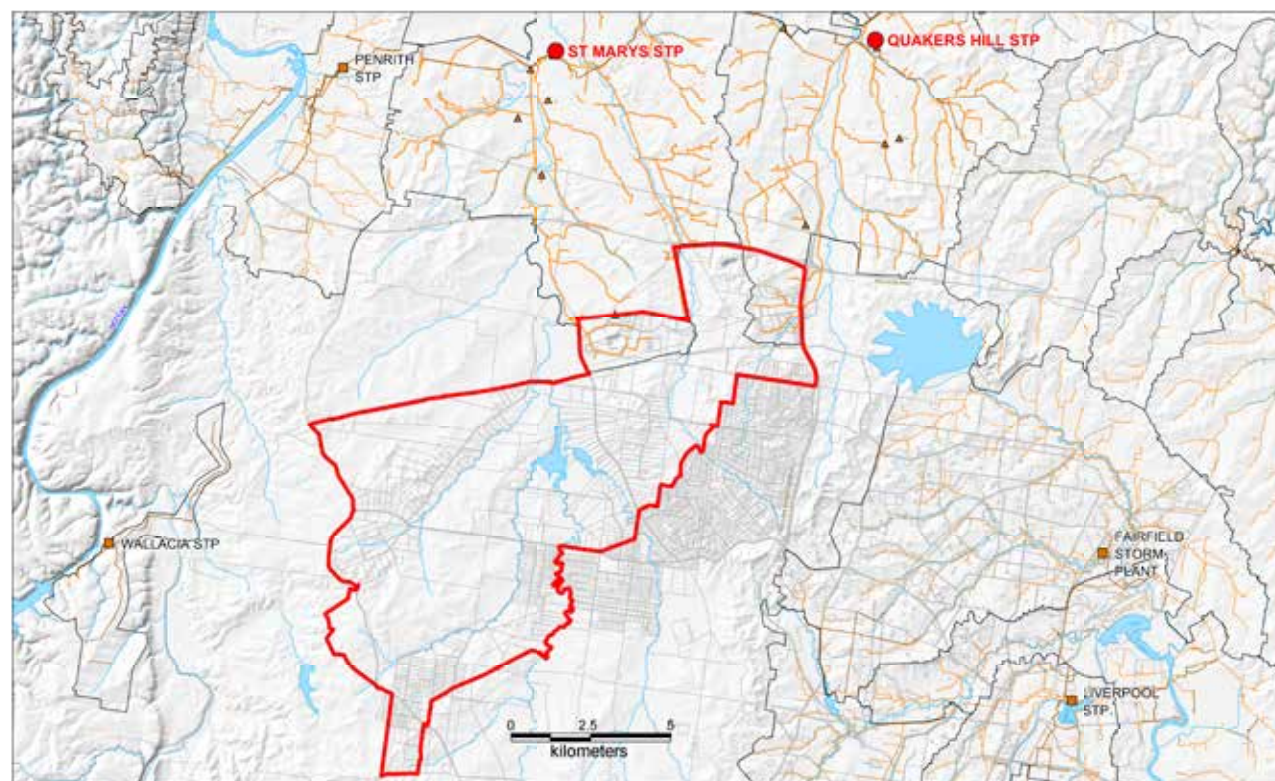


Figure 13 Existing Sewerage (source: GHD)



Biodiversity

A desktop conservation significance assessment shown in **Figure 14** identifies areas of core habitat where the endangered ecological communities are at imminent risk of extinction in the study area.

Based on the assessment 16% of the study area may contain either endangered or critically endangered.

Further detailed studies and ground truthing will be undertaken as part of future investigations.

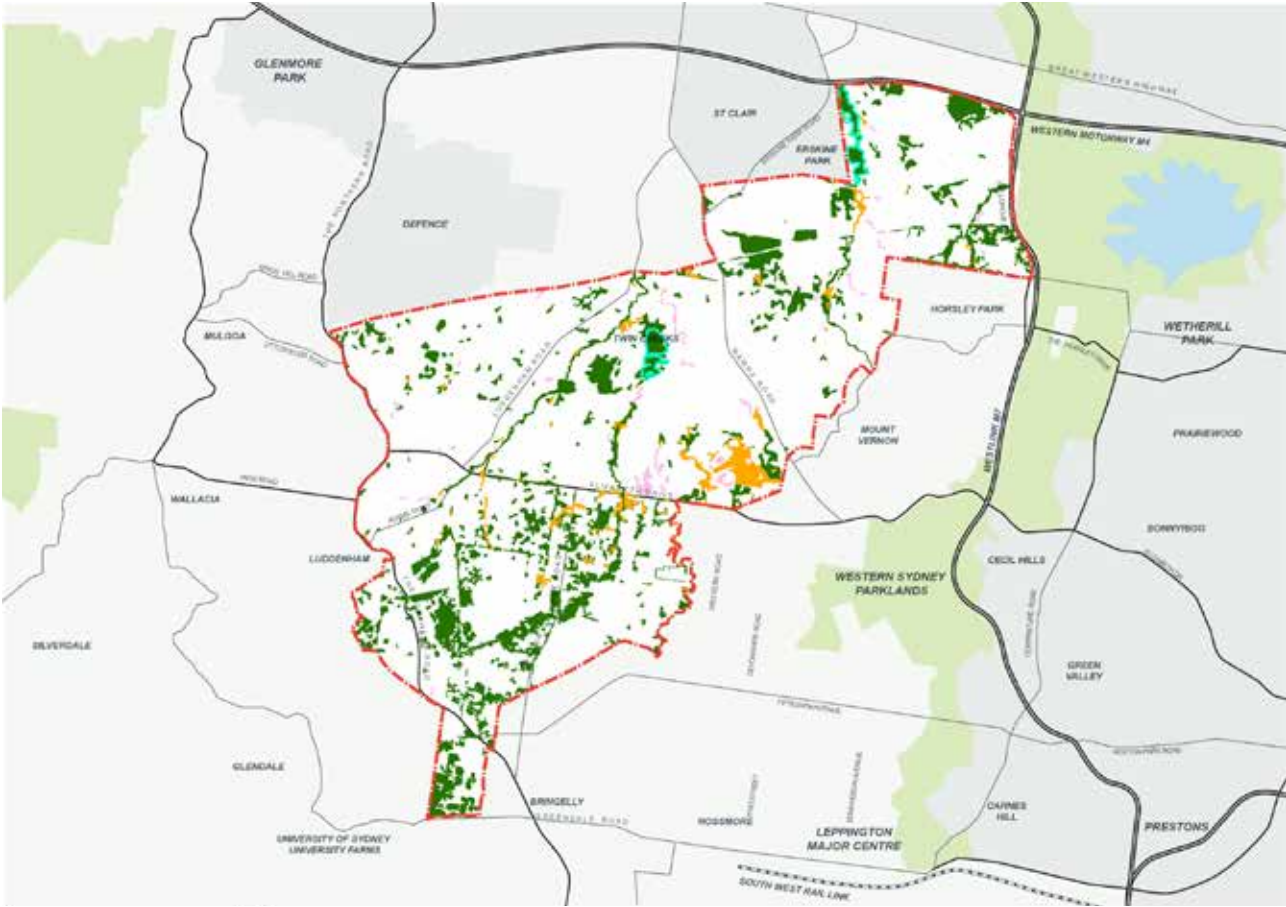
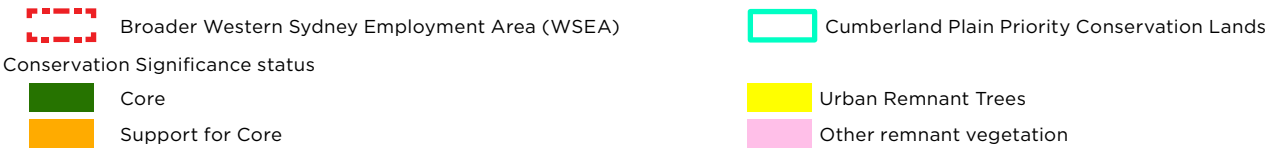


Figure 14 Conservation Significance



Topography

There are two ridge lines in the study area. A western ridge line runs along The Northern Road with spurs that extend towards Luddenham Road. A second ridge line runs from Mount Vernon along Aldington Road to the east of the study area. The landform along the Northern Road is visually significant and should be protected. **Figure 15** presents the slopes of the land associated with these ridge lines. Darker shades indicate low-lying areas, while lighter shades represent higher areas.

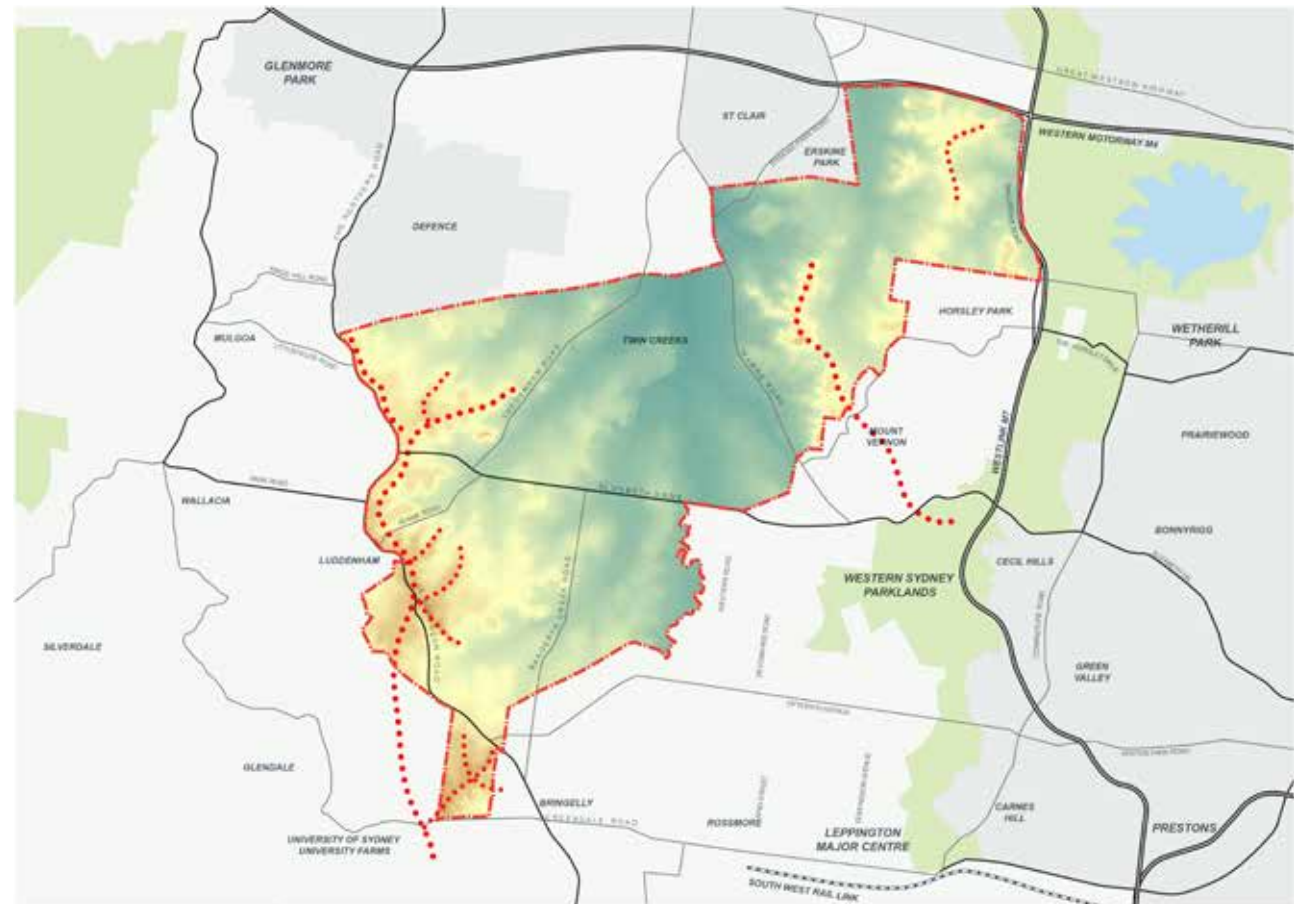





Figure 15 Topography

-  Broader Western Sydney Employment Area (WSEA)
-  Topography (high-low)
-  Ridge Line

The topography of the central part of the study area is dominated by the tributaries of a number of creeks, including Badgerys Creek, South Creek, Kemps Creek, Ropes Creek, Reedy Creek, Cosgrove Creek and Oaky Creek. The landform is generally flat with gentle undulating slopes.

The ridge lines associated with the Northern Road and Aldington Road create pockets of undulating land and steep slopes above 15% and would be difficult to develop for certain land uses. See **Figure 16**.

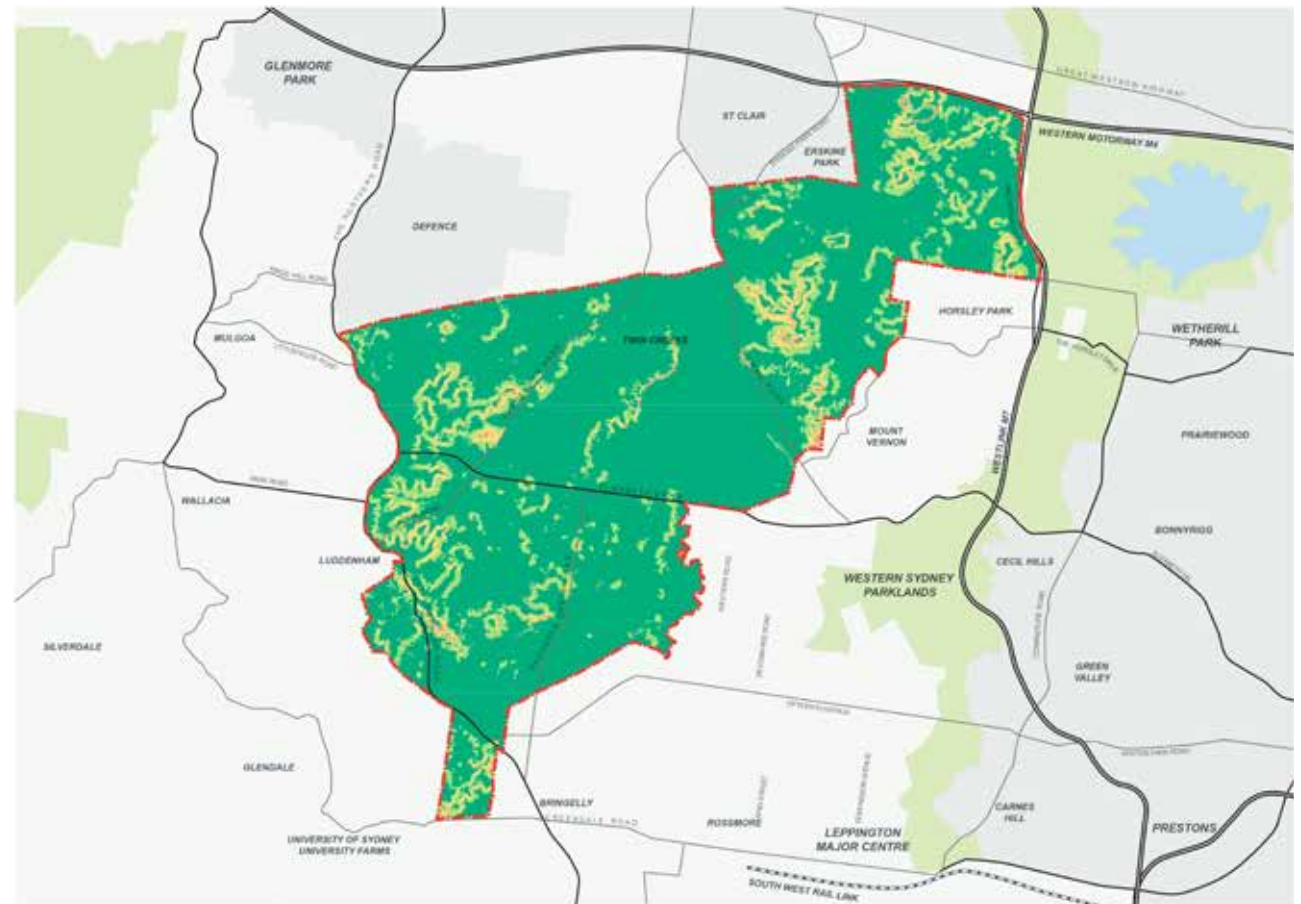
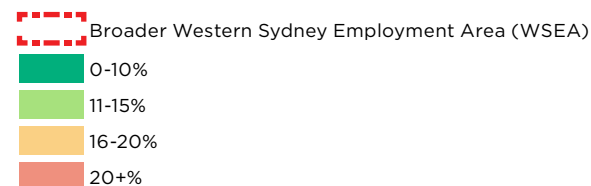


Figure 16 Slopes



Waterways and flooding

The main creeks in the study area include South Creek, Kemps Creek, Badgerys Creek, Cosgrove Creek, Reedy Creek and Ropes Creek. The floodplain associated with the confluence of South Creek, Kemps Creek and Badgerys Creek spans approximately one kilometre at its widest point.

Figure 17 indicates the waterways and identified flooding constraints for the study area.

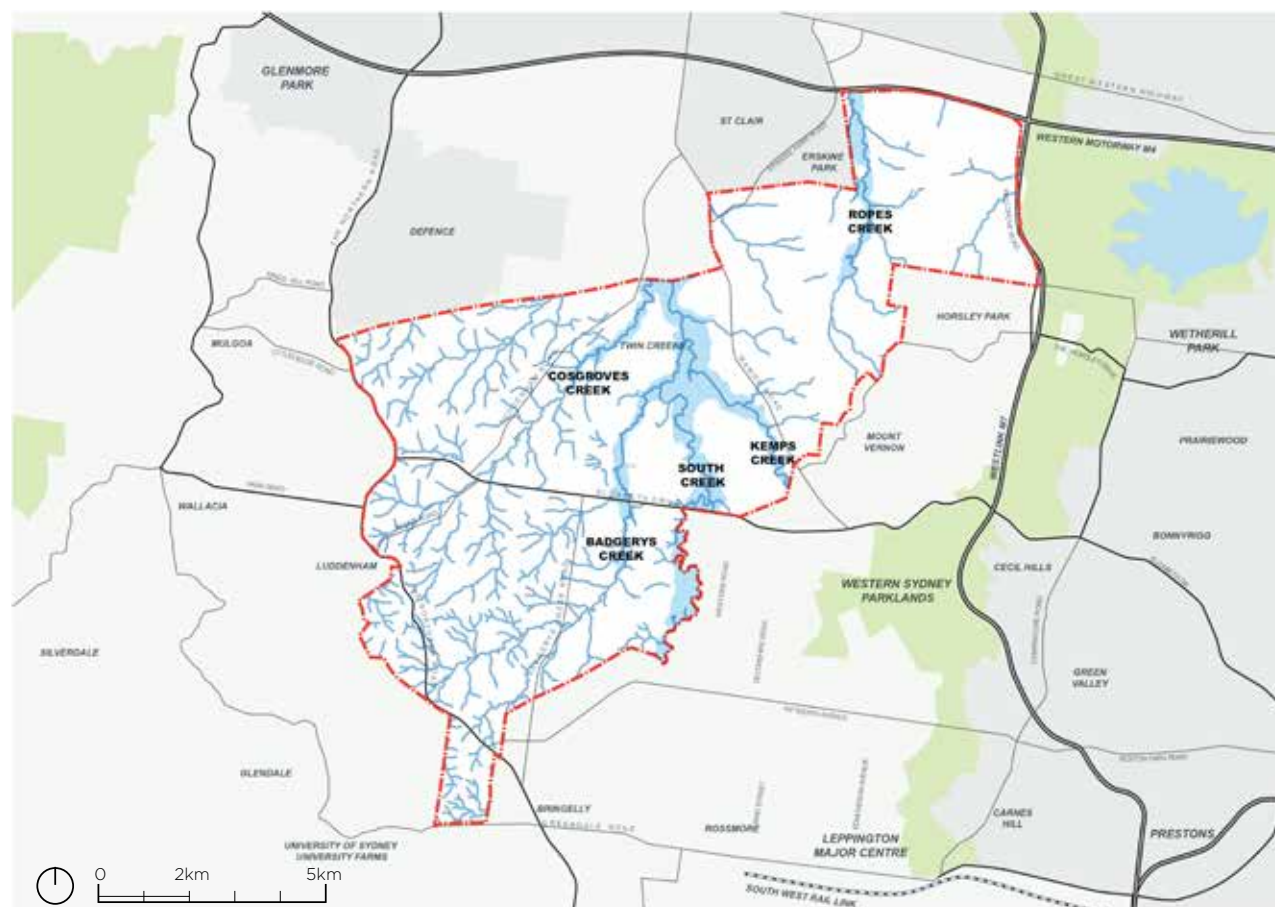
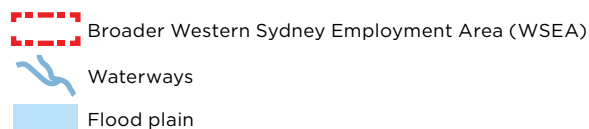


Figure 17 Waterways and flooding



Riparian Assessment

A riparian assessment has been carried out for the study area. The stream order and vegetated riparian zones are shown in **Figure 18**.

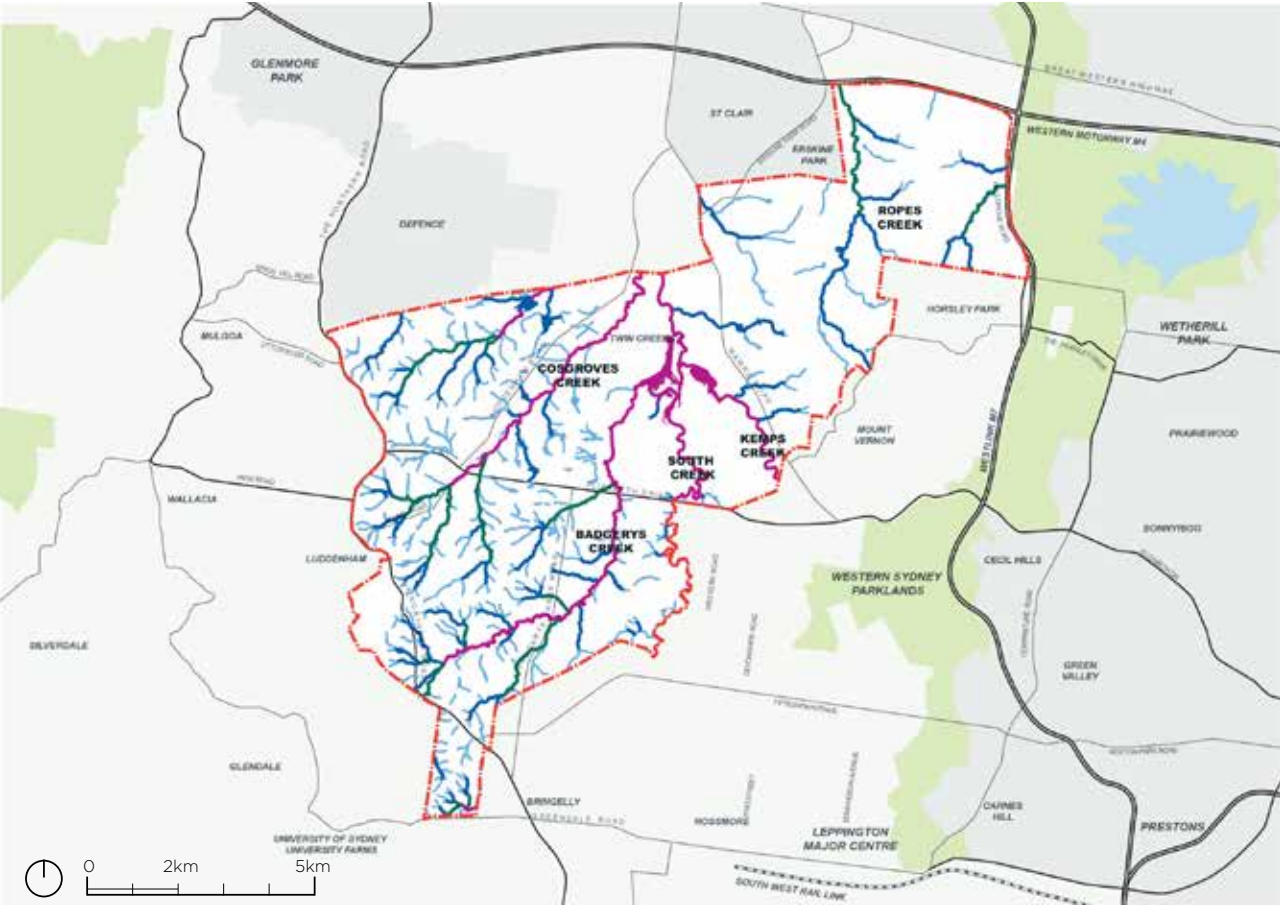







Figure 18 Stream Order and Riparian Zones

-  Broader Western Sydney Employment Area (WSEA)
-  Stream order 1 (10m Riparian Buffer)
-  Stream order 2 (20m Riparian Buffer)
-  Stream order 3 (30m Riparian Buffer)
-  Stream order 4 or 4+ (40m Riparian Buffer)

4. Vision, themes and principles

An aerial sketch of a city development plan, showing a mix of residential, commercial, and industrial buildings, roads, and green spaces. The sketch is rendered in a light, artistic style with various colors used to distinguish different areas. A large yellow rectangular overlay is positioned in the lower half of the image, containing white text.

This section of the report outlines the vision, themes and core principles that have guided the development of the draft Broader WSEA Structure Plan.

4.1 Vision

The Broader WSEA will be a diverse employment area, supported by centres, infrastructure and services representing an area of Regional, State and National significance for employment and economic development. Broader WSEA would achieve this by:

- Delivering jobs and a range of services for Western Sydney.
- Providing a future supply of industrial land to support the economic growth of the city.
- Providing strong transport links into existing networks.
- Strengthening the freight network.
- Allowing for new local centres of commercial, retail, administration and community uses that support the proposed levels of employment.
- Providing land use for other forms of urban development to support employment activity.

The elements of the vision were derived from consultation with key stakeholders.

4.2 Themes and principles

In addition to the vision, a number of core themes have been derived that consolidate a range of challenges identified to guide the Structure Plan.

The core themes include:

- Economy and employment.
- Land use and activities.
- Transport, movement and access.
- Environment.
- Community and urban form.
- Governance, staging and implementation.

Each theme covers a group of issues, constraints or opportunities that are addressed throughout the technical reports and illustrated in the draft Structure Plan.

Economy and employment

The Broader WSEA provides the opportunity to enhance employment opportunities in Western Sydney to service the significant population growth expected in the region. Broader WSEA aims to be an attractive place to invest, work and undertake business with a focus on providing requirements for a range of employment types.

Principles

- The Broader WSEA delivers employment and investment opportunities to surrounding local and regional areas.
- Infrastructure and services are provided to facilitate development in a timely manner.
- A range of employment types and densities are accommodated in the Structure Plan.
- The Broader WSEA attracts a range of business profiles and business activities from logistics and distribution centres to business parks and innovative technologies.
- The draft Structure Plan provides clear guidance and a framework for development, but also allows for flexibility to respond to market demands.
- The draft Structure Plan considers agribusiness and food production.
- The surrounding local areas benefit from increased community facilities and infrastructure as Broader WSEA develops.

Land use and activities

A range of land uses within the Broader WSEA would provide a sustainable and viable employment lands area. All areas of land, including floodplain land, would be utilised with appropriate activities. The urban environment provides opportunities to utilise some of the landscape, views and topography to accommodate appropriate employment and other urban uses.

Principles

- The Structure Plan meets the expectations of key stakeholders.
- Ecological and environmental constraints are appropriately managed and responded to in the Structure Plan.
- Floodplain land is effectively utilised.
- The Broader WSEA is based on coordinated planning and delivery of infrastructure, land uses, supporting services, facilities, and the environment.



Figure 19 Bakers Lane Centre Concept

Transport, movement and access

Transport, movement and access are critical components to the success of an employment area. The road network and access to freight and passenger rail will dictate the location and types of land uses and staging of development. For the draft Structure Plan to be successful, integration of the planning and transport principles and objectives is required. The Broader WSEA, a predominantly employment area, will require strong links to freight and access for the movement of heavy vehicles.

Movement and access covers a broad range of considerations, which include road access and freight – internal and external networks; Rail Freight; and Public and Active Transport.

Principles

- An efficient road network with strategic links into the existing road network with direct access to local centres as well as direct heavy vehicle links to key freight corridors.
- The viability of public transport is increased with connections to planned and existing passenger rail and bus networks.
- The Structure Plan encourages appropriate distribution and location of businesses and industries to take advantage of transport infrastructure.
- Land is preserved for freight-related facilities and infrastructure corridors.
- Broader WSEA is connected and accessible internally and externally.



Figure 20 Southern Intermodal Terminal Concept

Community and urban form

The Broader WSEA would contain a number of local centres supporting the level and mix of employment and other uses. The urban and built form would respond to environmental considerations including topography, flood prone land and waterways and allow for appropriate development to occur on the range of landscapes. Other forms of urban development would be considered to support the high proportion and range of densities proposed for the employment area.

Principles

- Complementary uses to the employment land would be located in easy to access areas.
- Land for employment areas should be accommodated as a priority with other urban uses located on unsuitable land for employment.
- The Broader WSEA is socially sustainable, as a destination for both employees and community members.
- The Broader WSEA supports a strong economy with employment opportunities for residents in the region.
- Land uses are managed to support a range of uses that benefit the broad community and to minimise conflicts between land uses.
- The Structure Plan meets the expectations and priorities of key stakeholders and the broader community.
- The Structure Plan provides buffers to existing residential areas and areas of visual sensitivity.



Figure 21 Elizabeth Drive Concept

Environment

The Broader WSEA encompasses a range of waterways and links to valued environments, amenity and parklands including the Western Sydney Parklands. The Broader WSEA draft Structure Plan will integrate a balanced approach between proposed employment areas and open space and waterways.

Principles

- Protection of existing uses in environmental areas including agribusiness, recreation and sporting activities.
- Consideration of flood prone land.
- Vulnerable species should be identified, protected and managed.

Governance, staging and implementation

The Broader WSEA is based on coordinated and achievable planning and delivery of infrastructure, land uses, supporting facilities and environmental considerations. The availability of infrastructure and servicing is key to determining the staging of precincts based on capacity of services.

Principles

- The Broader WSEA will be serviced by urban infrastructure to meet development requirements in line with intended sequencing of precincts.
- The Broader WSEA is connected and accessible internally and externally.
- The Structure Plan provides a framework for the future development of land in the Broader WSEA.



Figure 22 Specialised Centre Concept

5. Draft Structure Plan

A photograph of a warehouse interior. In the foreground, a woman with long, curly red hair, wearing an orange safety vest over a blue long-sleeved shirt, is focused on packing a cardboard box. She is using a green-handled tool, possibly a stapler or a small saw, to secure the box. In the background, another worker, a man wearing a black cap and a bright yellow safety vest, is also working with boxes. The warehouse is filled with tall stacks of cardboard boxes on pallets, and the high ceiling is supported by metal beams with industrial lighting fixtures.

This section provides an overview of the draft Structure Plan with a description of the key planning and design elements and a discussion of the options considered.

5.1 draft Structure Plan

The draft Structure Plan illustrated in **Figure 23** has been developed based on issues and opportunities identified in Section 3.0 of this document, consultant's input and stakeholder consultation. The key elements considered are:

- Economic drivers and land use.
- Outer Sydney Orbital(OSO) corridor.
- Road network.
- Freight rail.
- Passenger rail.
- Centres.

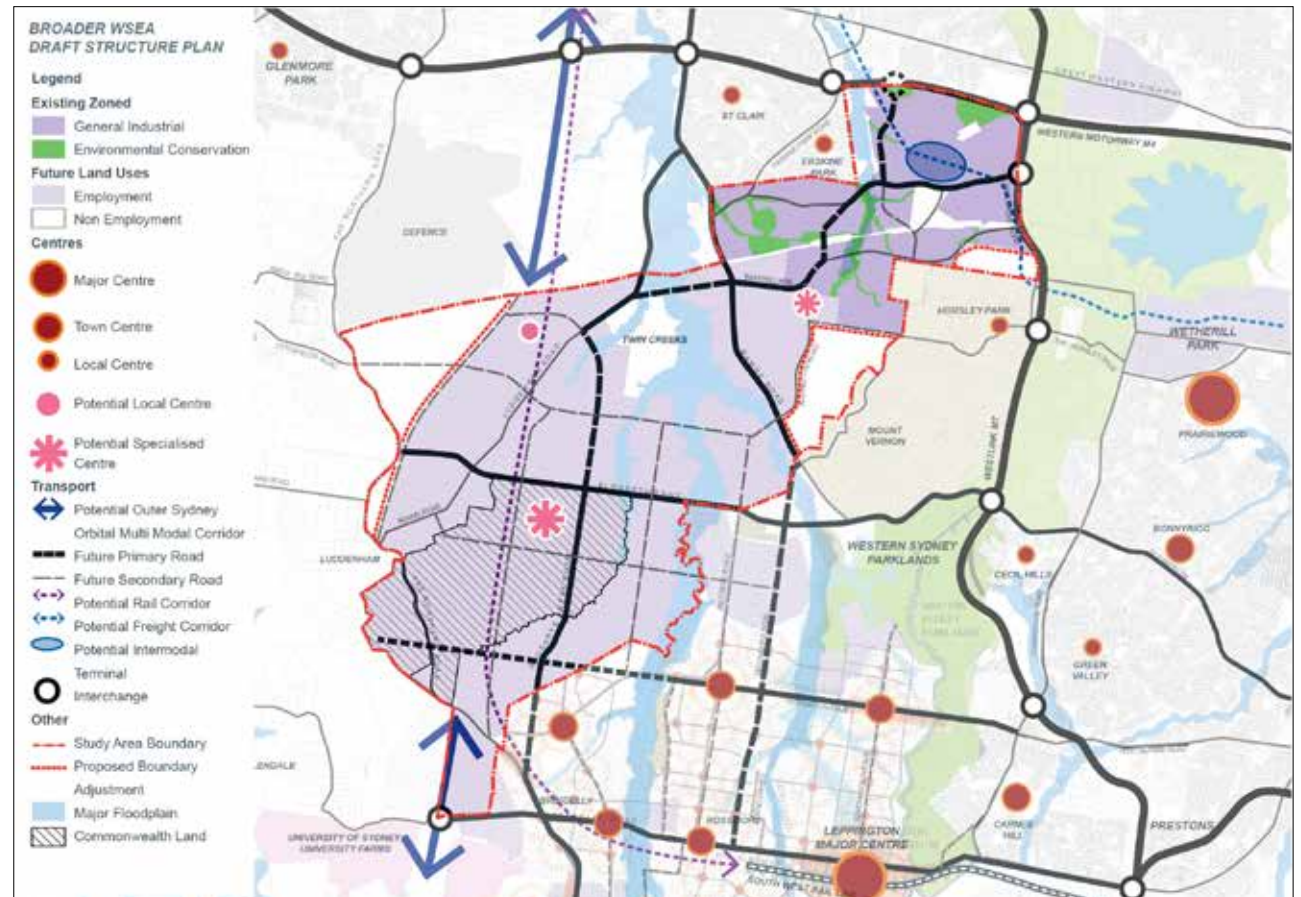


Figure 23 draft Structure Plan for Broader WSEA



Economics drivers and land use

Employment uses

- The draft Structure Plan illustrates a total of approximately 8,100 hectares of employment land, comprising 1,750 hectares of zoned employment land within the Existing WSEA, and 6,350 hectares of future employment land.
- The Economic Issues and Drivers study has identified potential demand for approximately 2,100 hectares to meet the demand for employment land over the next 30 years. The remaining area would be available for employment beyond 30 years.
- Broader WSEA has potential to generate Approximately 57,000 jobs to 2046 of which 36,000 would be industrial jobs and 21,000 office based jobs.
- The Economic Issues and Drivers study identified that demand within the Broader WSEA is likely to remain directed towards employment uses within the freight and logistics areas. While the potential for higher intensity employment development is not ruled out, other factors such as population growth, transport infrastructure improvements and market conditions will take time to help drive other forms of employment.
- The demand for land or the density of jobs could increase through incentives or interventions such as:
 - Alternative funding of infrastructure to unlock land for development and act as a catalyst for a greater diversity of business investment.

Broader WSEA
has potential to
generate approximately
57,000 jobs to 2046 of
which 36,000 would be
industrial jobs
and 21,000 office
based jobs

- Establishment of a business hub in businesses such as advanced manufacturing, agribusiness or food technology.
- Capacity building by working with the NSW Department of Trade and Investment to strengthen and position local industry to compete locally and globally.
- Economic incentives such as establishing a Special Enterprise Zone (SEZ).
- Catalyst projects that stimulate activity and promote positive change to the economic landscape.

- The study area may not be required in its entirety to support employment lands growth over the next 30 years; however, it is recommended that the Structure Plan for Broader WSEA reserves the bulk of these lands for future employment development as demand arises in order to meet government objectives to secure the long term provision of employment lands. See **Figure 24**.

Non employment uses

- The draft Structure Plan identifies 1,250 hectares of non employment uses, generally located in areas along the ridges to protect the landform, and adjacent to rural residential areas to provide a suitable interface to buffer employment uses.

Non employment areas include:

- Land along The Northern Road south of the Defence site.
- Twin Creeks golf course estate.
- Land east of Aldington Road adjoining Mount Vernon.
- Land between the Existing WSEA and Horsley Park.

The nature of non employment uses will be determined following further investigation.

Environmentally Sensitive Areas

- Environmentally sensitive areas will be determined following further investigations. Preliminary investigations have been undertaken. See **Figure 14**.

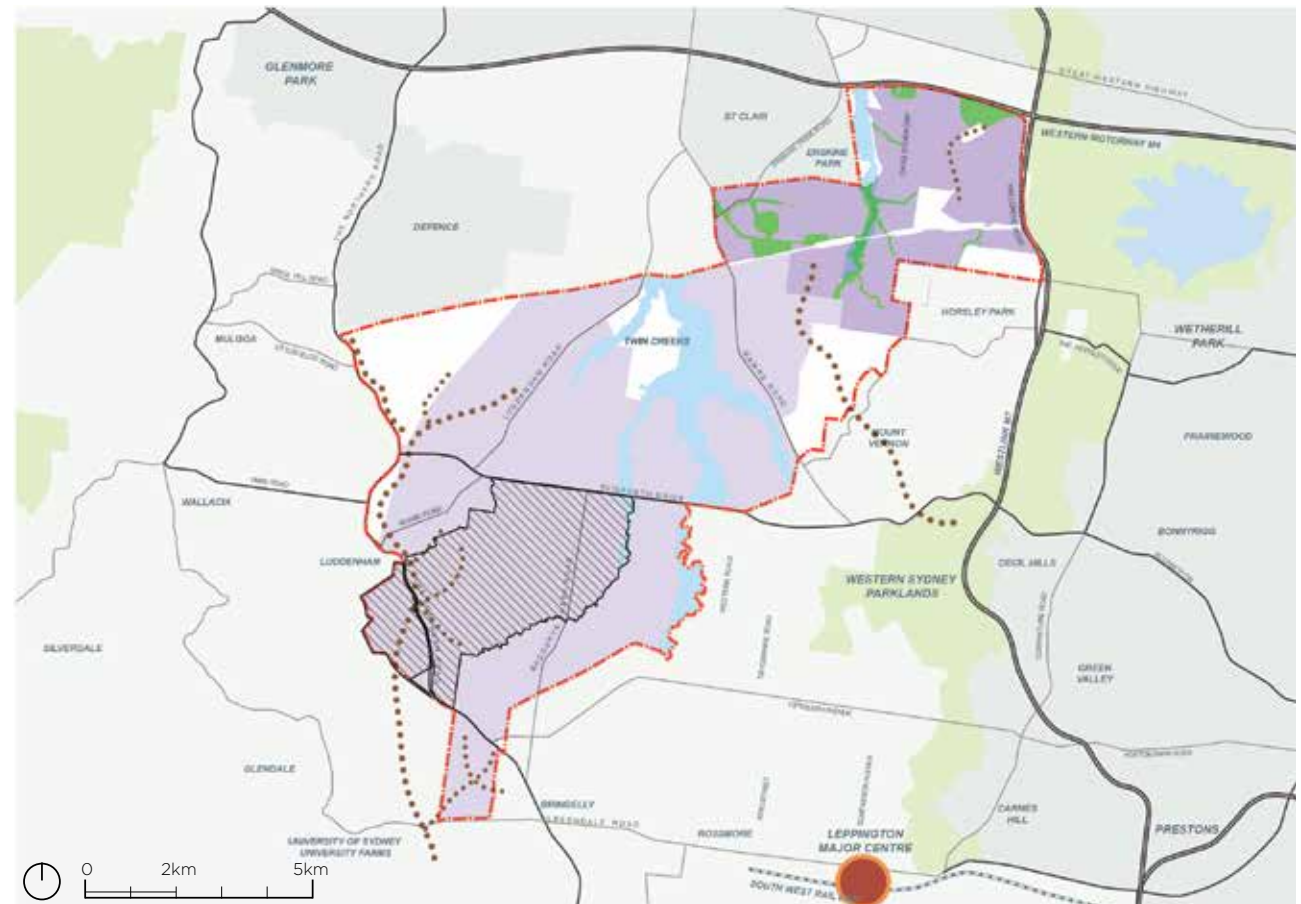
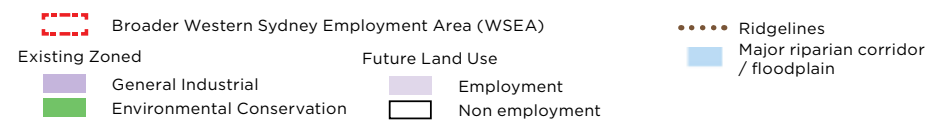


Figure 24 Proposed land use



Outer Sydney Orbital corridor

- In accordance with the NSW Long Term Transport Master Plan and the draft Metropolitan Strategy for Sydney to 2031 the draft Structure Plan provides for connections to a potential corridor for the OSO.
- The precise location of the OSO corridor is to be the subject of further investigations by Transport for NSW.
- The draft Structure Plan identifies the following potential alignments within the study area shown in **Figure 25**:

Option	Description
Western alignment	The alignment runs on the western boundary of the site to minimise impacts on the Commonwealth land.
Central alignment	The alignment cuts through the centre of the Commonwealth land.
Eastern alignment	The alignment runs towards the eastern boundary of the Commonwealth land.

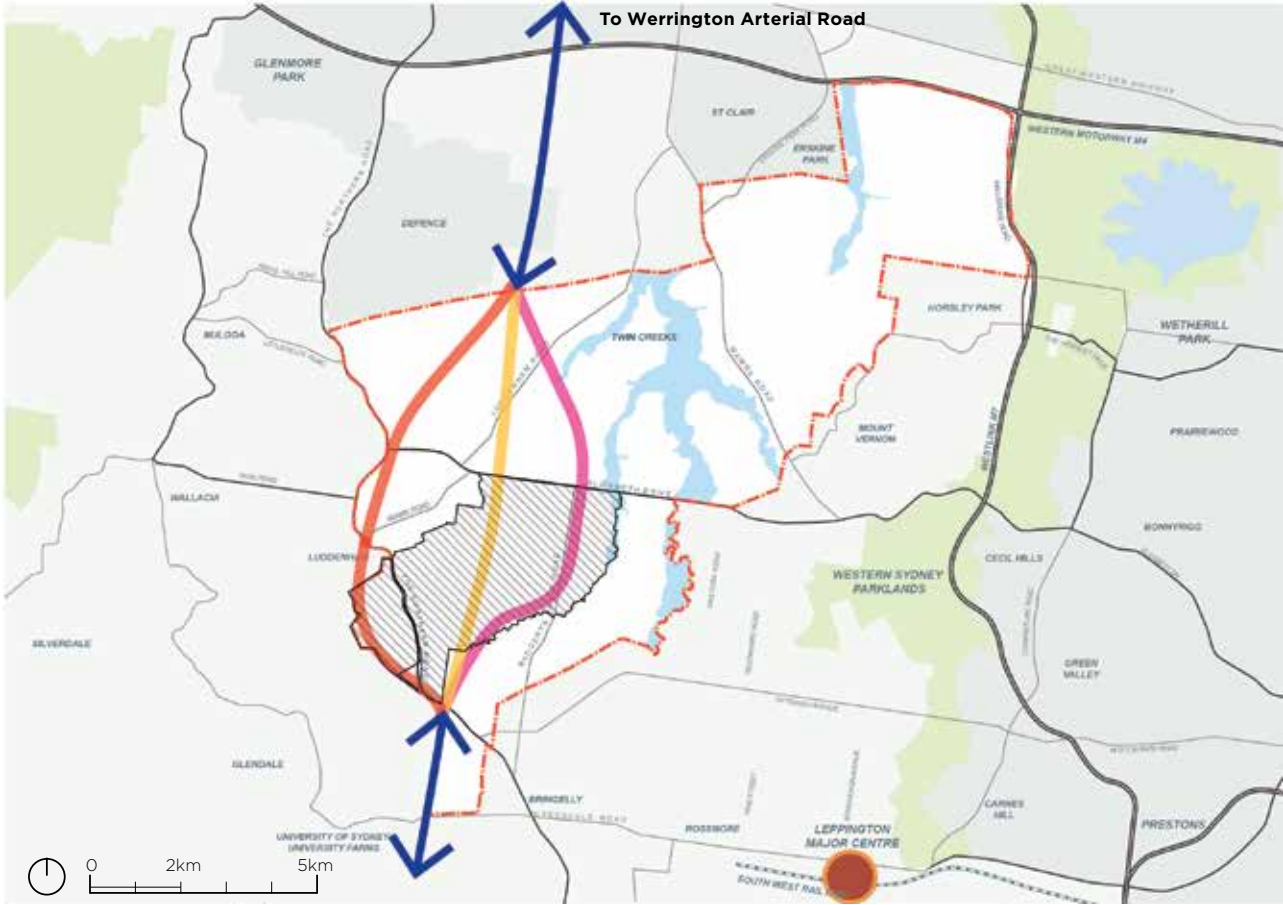
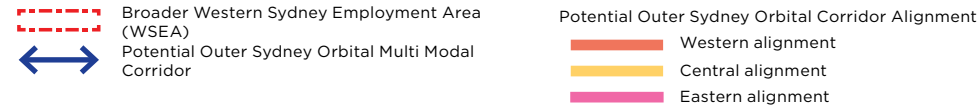


Figure 25 Potential Outer Sydney Orbital Options



Road Network

- A robust road structure has been identified to address future land demand, in the form of an inter-connected grid of east-west and north-south connections. See **Figure 26**. This grid of higher order regional roads provides access throughout the study area and potential connections into the SWGC, and other adjoining land. Existing road alignments have been retained where possible to facilitate development and minimise land acquisition.
- The local road structure will be investigated as part of future detailed planning stages.

East-West Connections between M7 Motorway and the OSO

- Three primary east-west connections between the M7 Motorway and the potential OSO corridor are identified in the draft Structure Plan. The preferred spacing of each interchange is between four and five kilometres.
- The opportunities for east-west connections north of Elizabeth Drive are constrained by the Twin Creeks golf course estate, and the South Creek floodplain.
- The primary east-west connections include:
 - Elizabeth Drive which connects the OSO and the Northern Road with the M7 Motorway.
 - Bakers Lane extension connecting Old Wallgrove Road to Luddenham Road across South Creek, and ultimately connecting to the OSO. This includes part of the WSEA Southern Link Road Network.

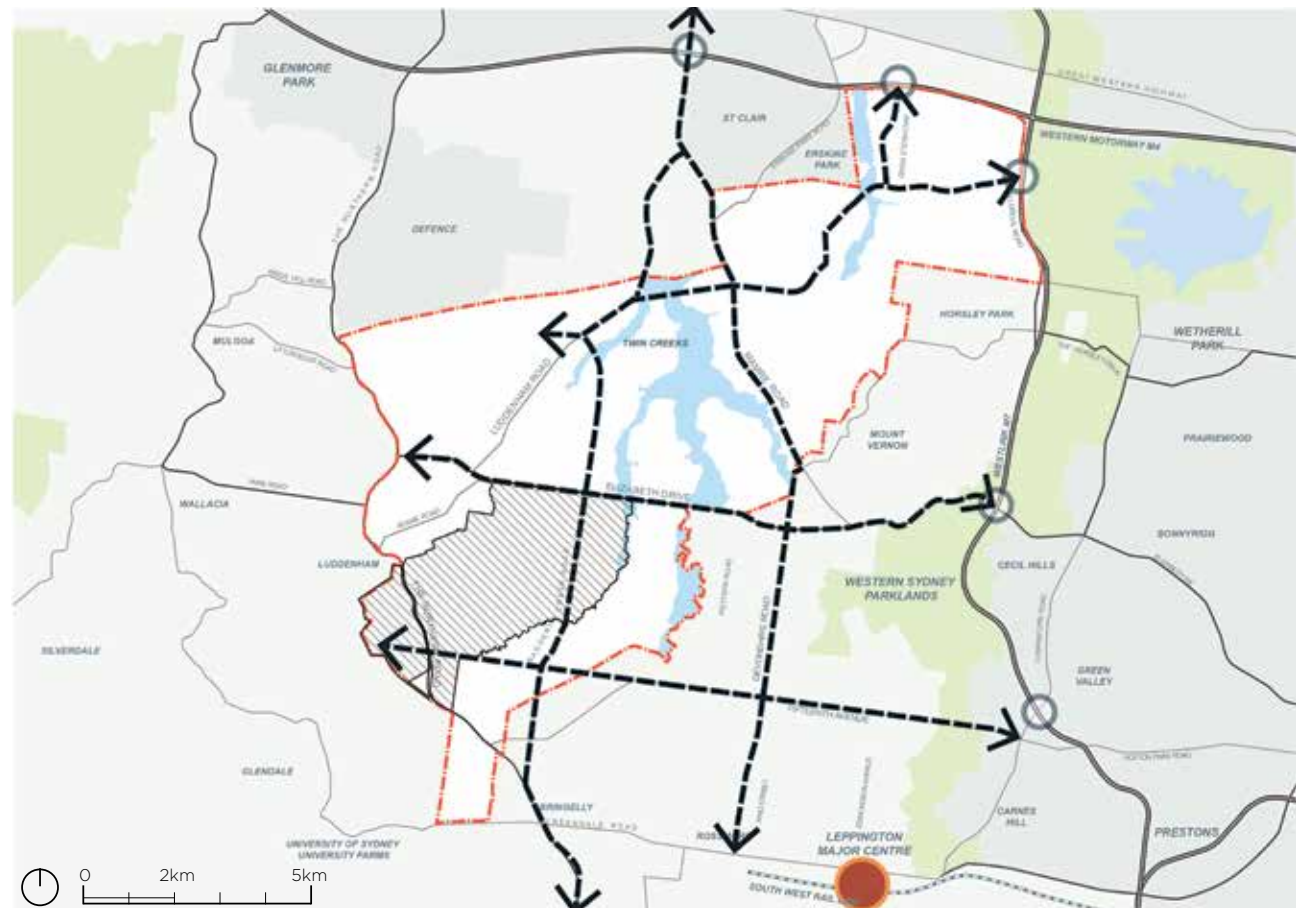
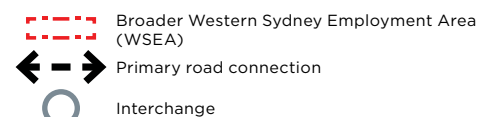


Figure 26 Proposed road network



Draft Broader Western Sydney Employment Area Structure Plan

- Fifteenth Avenue connecting the OSO with the M7 Motorway through the northern parts for the SWGC.
- Additional secondary east-west connections are also identified.

North-South Connections

- The primary north-south connections include:
 - Mamre Road connecting the M4 Motorway with Elizabeth Drive.
 - Badgerys Creek Road extension northwards to connect Luddenham Road.
- Additional secondary north-south connections are also identified.

Public Transport Corridor

Three potential public transport corridors linking the study area and its centres to Mt Druitt, Leppington and the Liverpool-Parramatta Transitway have been identified. These are:

- A north-south route linking Mt Druitt to Leppington through Erskine Park Road, Aldington Road and Western Road.
- A second north-south route linking Penrith to Leppington through the Northern Road, Littlefields Road extension and Western Road.
- An east-west route linking the Liverpool to Parramatta Transitway with Penrith through the Horsley Drive, Aldington Road, Littlefields Road extension and the Northern Road.



Figure 27 Proposed transit corridors

- Broader Western Sydney Employment Area (WSEA)
- ← → Primary road connection
- Secondary road connection
- Public transport corridor
- Interchange

Freight rail

- In accordance with the NSW Long Term Transport Master Plan and the draft Metropolitan Strategy for Sydney to 2031 the draft Structure Plan identifies possible opportunities for freight infrastructure.
- The draft Structure Plan identifies opportunities for two freight rail corridors and potential locations for two intermodal terminals.
- The potential freight rail corridor alignments are as follows:
 - A corridor following the alignment of the Western Freight Line Study connecting the intermodal terminal at Chullora with the Western rail line.
 - A corridor alongside the potential OSO corridor alignment linking to Port Kembla.
- Two potential intermodal terminal locations have been identified:
 - A site within the Eastern Creek precinct of the Existing WSEA as indicated in the Western Freight Line Study.
 - A location north of Elizabeth Drive and west of Luddenham Road. An alternative location for this terminal could be within the Commonwealth land adjacent to the Northern Road.

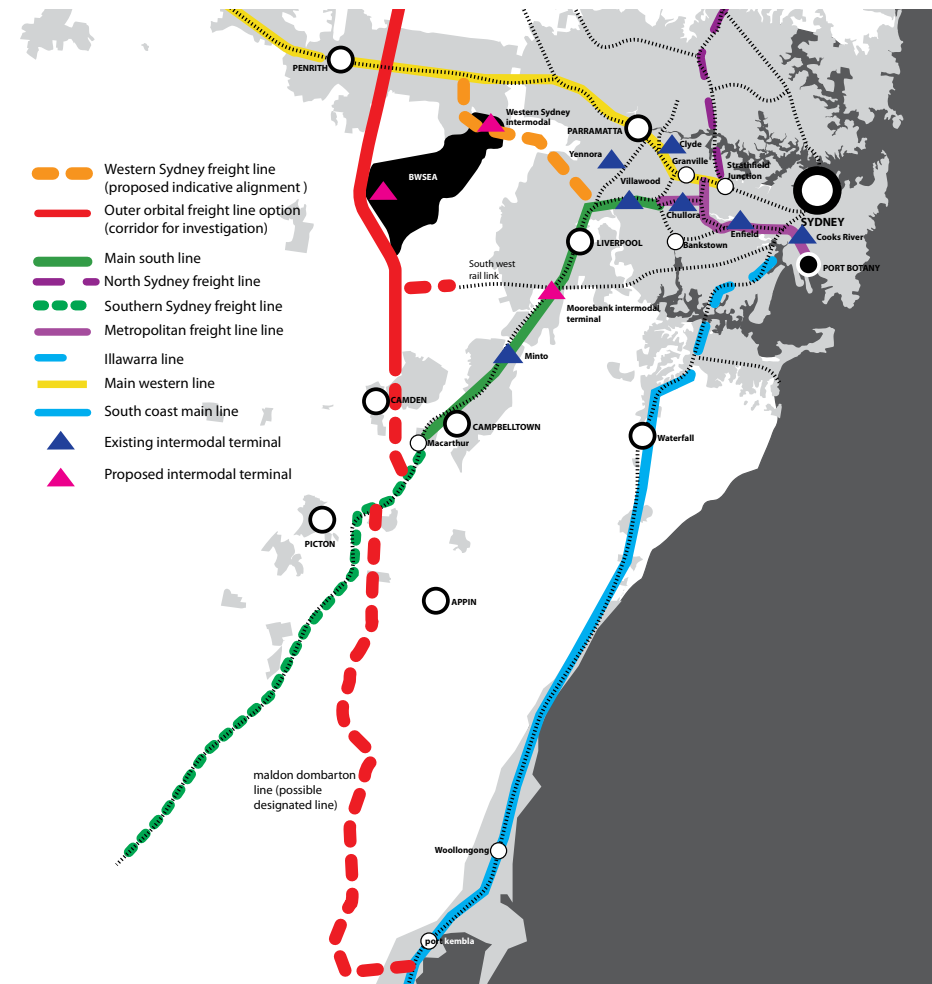


Figure 28 Potential freight and passenger rail network (source: GHD)

Passenger Rail

- In accordance with Action 28.1 of the draft Metropolitan Strategy for Sydney to 2031 the draft Structure Plan investigates opportunities for the extension of the South West Rail Line and North West Rail Line.
- The draft Structure Plan identifies a potential passenger rail corridor running north-south through the study area to connecting the South West Rail Link at Leppington to Penrith or St Marys.
- Opportunities for station locations include the Commonwealth land and north of Luddenham Road. These stations are approximately 4 kilometres apart.
- Potential rail corridors and stations require further detailed investigation. See **Figure 29** and **Figure 30**.



Figure 29 Potential passenger rail extension in Broader WSEA

- Broader Western Sydney Employment Area (WSEA)
- ← North-West Rail Link
- ← South-West Rail Link
- ← Potential Passenger Rail Link

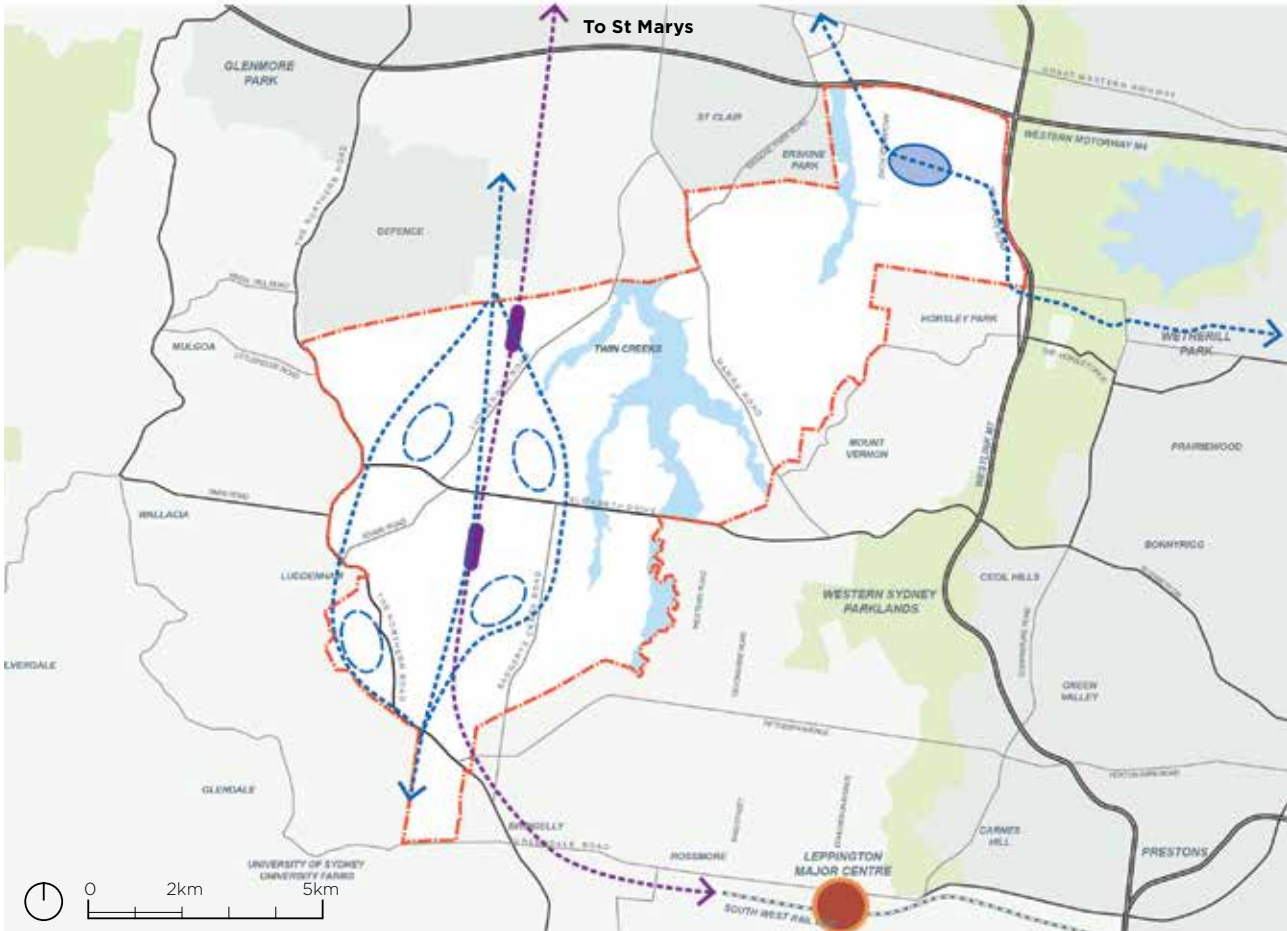


Figure 30 Potential freight and passenger rail in Broader WSEA

- Broader Western Sydney Employment Area (WSEA)
- Potential intermodal facility
- Potential intermodal facility in study area
- Potential passenger rail station
- ← Potential freight rail corridor
- ← Potential passenger rail corridor

Centres

- The draft Structure Plan identifies possible locations for two specialised centres and one local centre to support more intensive employment activities, office-based services and services to support employees.
- The two specialised centres are located:
 - Within the Commonwealth land south of Elizabeth Drive and along the potential passenger rail corridor. This location has been identified subject to potential development of catalyst higher order employment uses on the Commonwealth land.
 - Near the potential junction of Aldington Road and the Erskine Park Southern Link Road. Proximity to key road junctions and potential public transport corridors may promote higher order employment uses to occur at this location.
- A local centre is identified in association with a potential rail station north of Luddenham Road. See **Figure 31**.

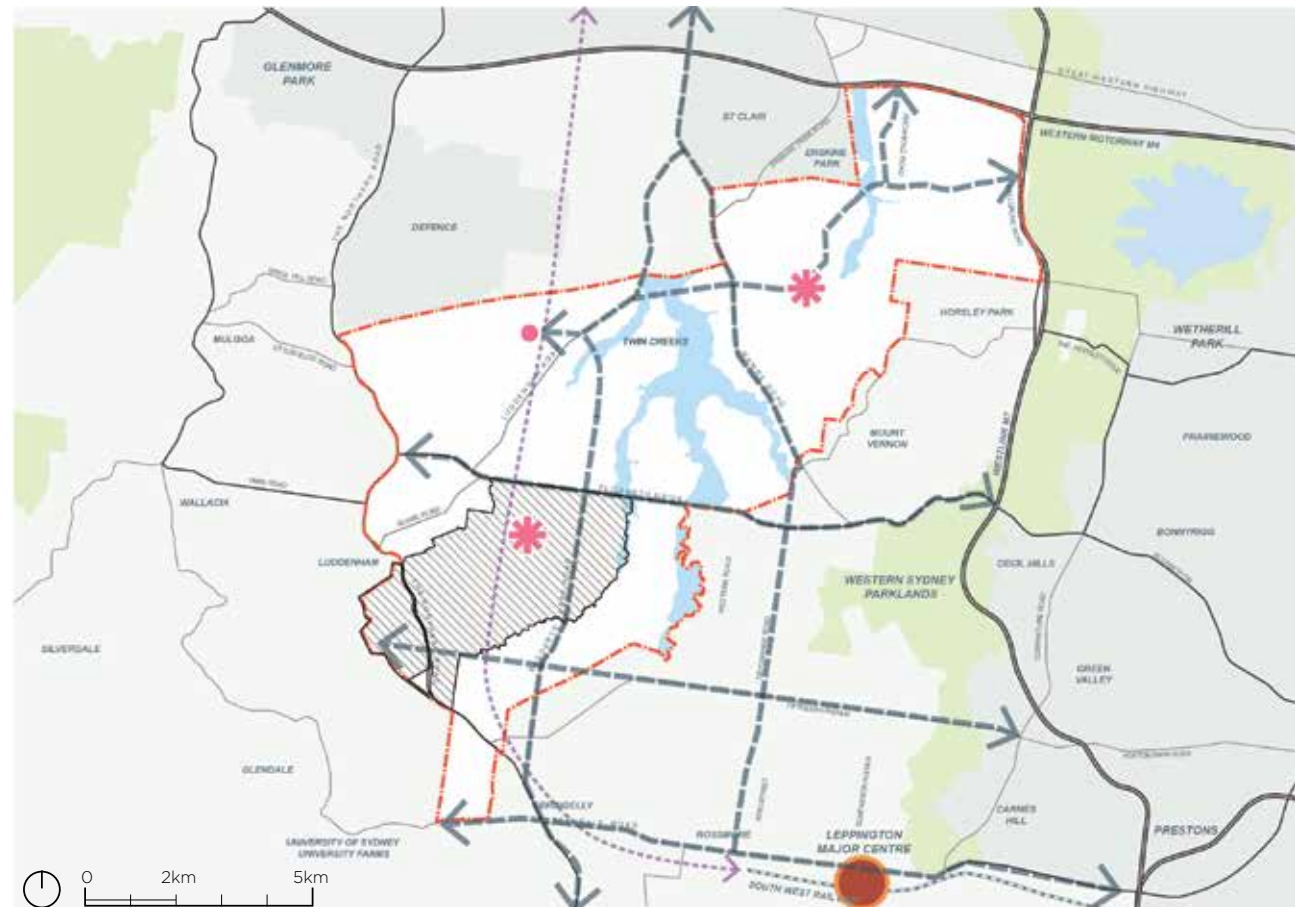


Figure 31 Potential specialised and local centres

- Broader Western Sydney Employment Area (WSEA)
- * Specialised centre
- Local centre
- Primary road connection
- Potential passenger rail corridor



Boundary Adjustments

A boundary adjustment is proposed for Broader WSEA so that it includes only the identified Employment Areas in the Structure Plan see **Figure 32**.

Excluded land areas will continue to be subject to existing planning controls.



Figure 32 Proposed boundary adjustment

-  Broader Western Sydney Employment Area (WSEA)
-  Proposed boundary adjustment

Water and sewer servicing

The following sections discuss the potential expansion of Sydney Water systems.

South West Growth Centre Proposed Servicing Strategy

Sydney Water developed a high level servicing strategy in 2010 (**Figure 33**) to expand potable water and wastewater services into this area. This strategy is under review.

Potable Water Expansions

The Prospect WFTP will not need amplifying in the short term (next 30 years). The Prospect System can be supplemented with additional capacity from the Desalination Plant at Kurnell.

Minor augmentations are planned to service the Existing WSEA precinct from the existing Cecil Park Reservoir. A second reservoir is proposed at the existing Cecil Park Reservoir site referred to as “Austral Reservoir”. The proposed Austral Reservoir will supply a proposed Badgerys Creek Reservoir (the location and need of this reservoir is under review). The connecting systems between the two proposed reservoirs will be used to distribute water to the north of the SWGC. This proposed distribution system could be considered to also supply the Broader WSEA.

Additionally, the existing Minchinbury Reservoir may have spare capacity that could be used to enhance potable water services to the Broader WSEA.

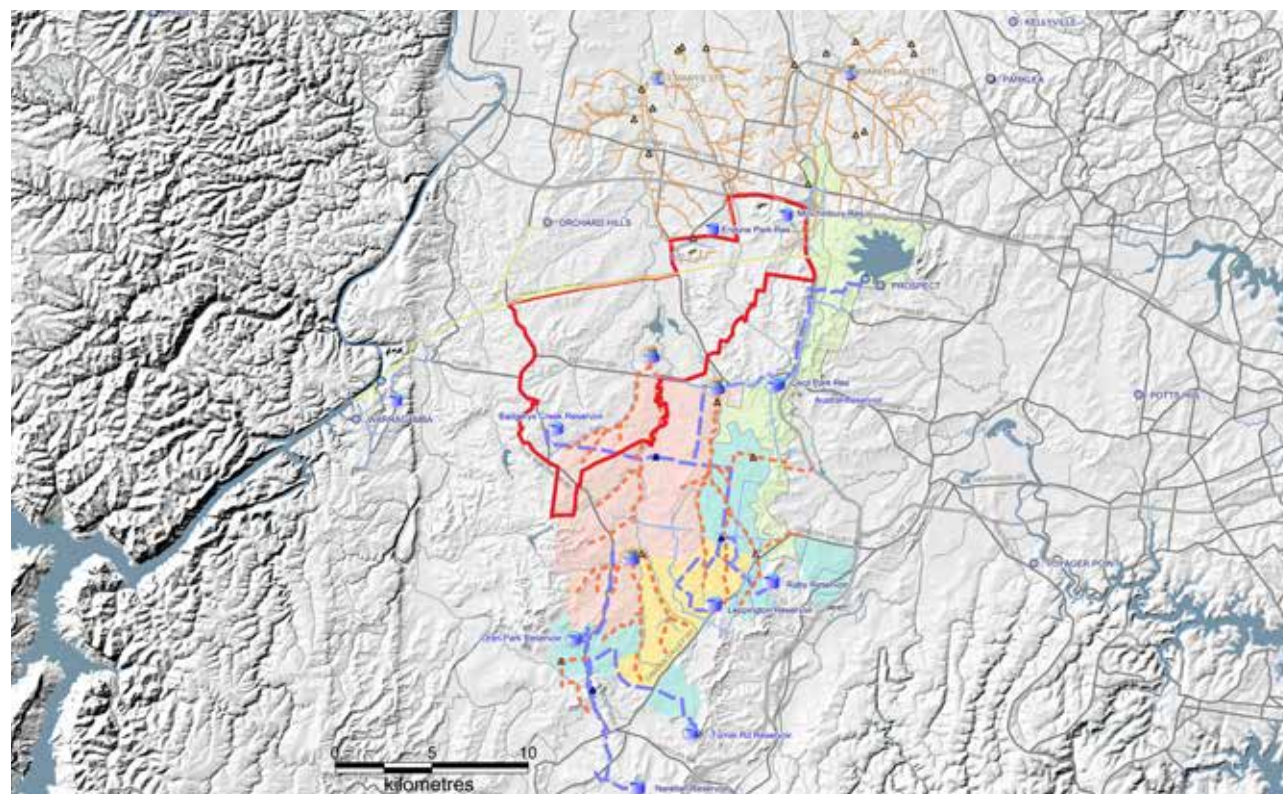
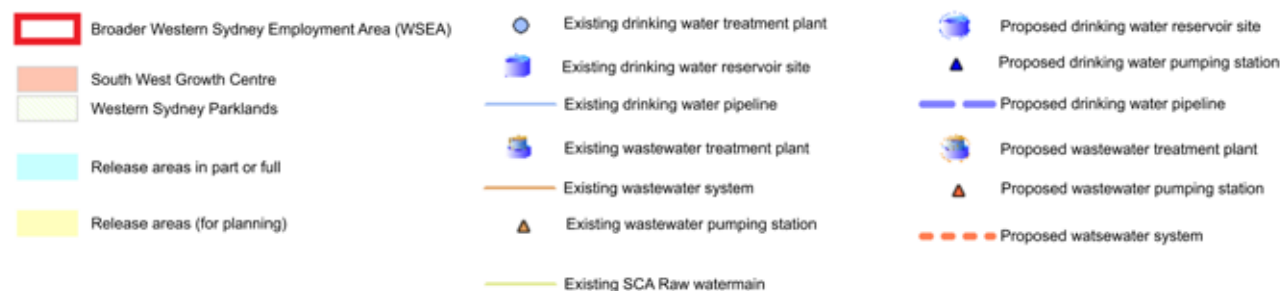


Figure 33 Sydney Water High level servicing strategy for the South West Growth Centre (under review)



Other Potential Water Sources

Orchard Hills WFTP

Orchard Hills WFTP, located 8 kilometres to the north of the Broader WSEA, may have some capacity available. No infrastructure currently exists connecting this system to the Broader WSEA.

Sydney Catchment Authority Prospect supply pipelines

The main water supply pipelines supplying Prospect WFTP bounds Luddenham Road West and South Creek precincts to the north and cuts through the middle of the Existing WSEA. Water within these pipelines is untreated. This main is owned and operated by the Sydney Catchment Authority. Water supply direct from this pipeline to development is not possible.

Rainwater Harvesting

The economic report identifies the area is likely to attract logistic and light industries, typically with large roofs and relatively low levels of water demand. This type of development may lend itself to rainwater harvesting with reasonably high levels of reliability with modest storage. The requirements of Fire Suppression Systems would have to be considered.

Wastewater Expansions

The existing St Marys STP currently services in part the Existing WSEA precinct. Sydney Water has developed a strategy to enhance services within this area to cater for increased employment activity. The extent that additional

land could be serviced via St Marys STP would need to be investigated. The investigation would need to consider cost of conveyance and possibly STP amplification.

Quakers Hill STP services part of Existing WSEA. Quakers Hill is planned to service growth within the North West Growth Centre. Provisional investigations suggest that the capacity of Quakers Hill STP is limited and would require augmentation to service Broader WSEA. The conveyance system capacity would also have to be investigated.

Other Potential Waste Effluent Management Options

The Protection of the Environment Operations Act 1999 (POEO Act) is administered by the Environment Protection Authority (EPA) and provides for the control and regulation of water, air and noise pollution, waste transport and disposal, and littering.

It is a mandatory requirement of the POEO Act to obtain an environment protection licence from the EPA for scheduled development work and scheduled activities. A licence is required under the POEO Act if a sewage system has a capacity exceeding 2500 people (or 750kL/day) and would discharge wastes or by-products to land or waters. A sewage system with a capacity under this threshold does not require a license under the POEO Act.

Effluent discharged to land would also need to comply with the Environmental Guideline for the Reuse of Treated Effluent by Irrigation (December 2004). This requires a range of studies to demonstrate that the impacts will be managed on the site.

Sydney Water along with the Office of Environment and Heritage (OEH) and other relevant government agencies are investigating water quality influences and impacts within the Hawkesbury Nepean Catchment (which includes this area). This study is likely to guide any future decisions on effluent management within the region. The outcomes of the study will not be available until mid 2014 at the earliest; however, some information may be available in late 2013.

Within the South West Growth Centre strategy two proposed STPs are currently planned (subject to review and effluent management strategies).

The precise locations of the STPs are not fixed. The timing and locations of the two proposed STPs will require further investigation with the Broader WSEA Structure Plan. Indicative locations for the proposed STPs are provided at **Figure 33**. These locations would provide only limited coverage of Broader WSEA.

Decentralised systems can be considered as long as they comply with the POEO Act and other relevant regulations including the Environmental Guideline for the Reuse of Treated Effluent by Irrigation (DEC 2004).

5.2 Staging

Detailed planning and land release in Broader WSEA will be contingent on the staging of infrastructure. Staging and sequencing scenarios will be refined as part of the final Structure Plan.

The draft Structure Plan has considered three potential staging scenarios comprising:

- An extension of the Existing WSEA following water and sewer infrastructure. See **Figure 34**.
- Development occurring on two fronts: (i) an extension of the Existing WSEA development; and (ii) from the Commonwealth land should a catalyst development occur. See **Figure 35**.
- An extension of the Existing WSEA plus potential 'out of sequence' development would need to proceed at no cost to Government.

Fragmented out of sequence development patterns propose both challenges and opportunities for the development of the area, acting as both a potential catalyst for development through the provision of infrastructure previously identified for long term delivery; and resulting in implications for the timing and costing of planned infrastructure.

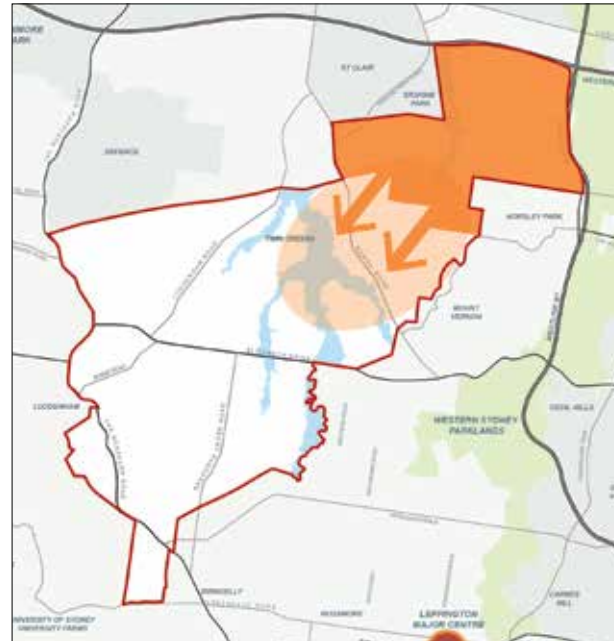


Figure 34 Single front staging scenario

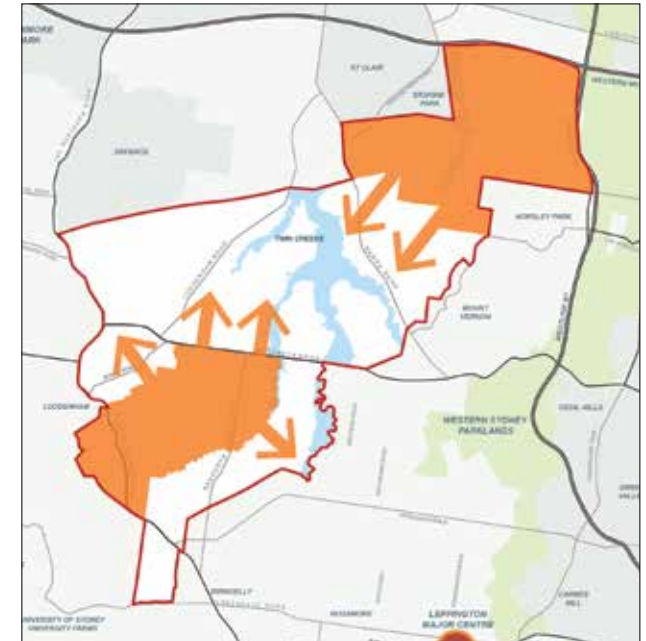


Figure 35 Two front staging scenario

5.3 Delivery mechanisms and Precincts

The Broader WSEA may consider a governance model such as the one used to develop the North West and South West Growth Centres.

Seven potential precincts have been identified within Broader WSEA as indicated in **Figure 36** & **Table 4**.

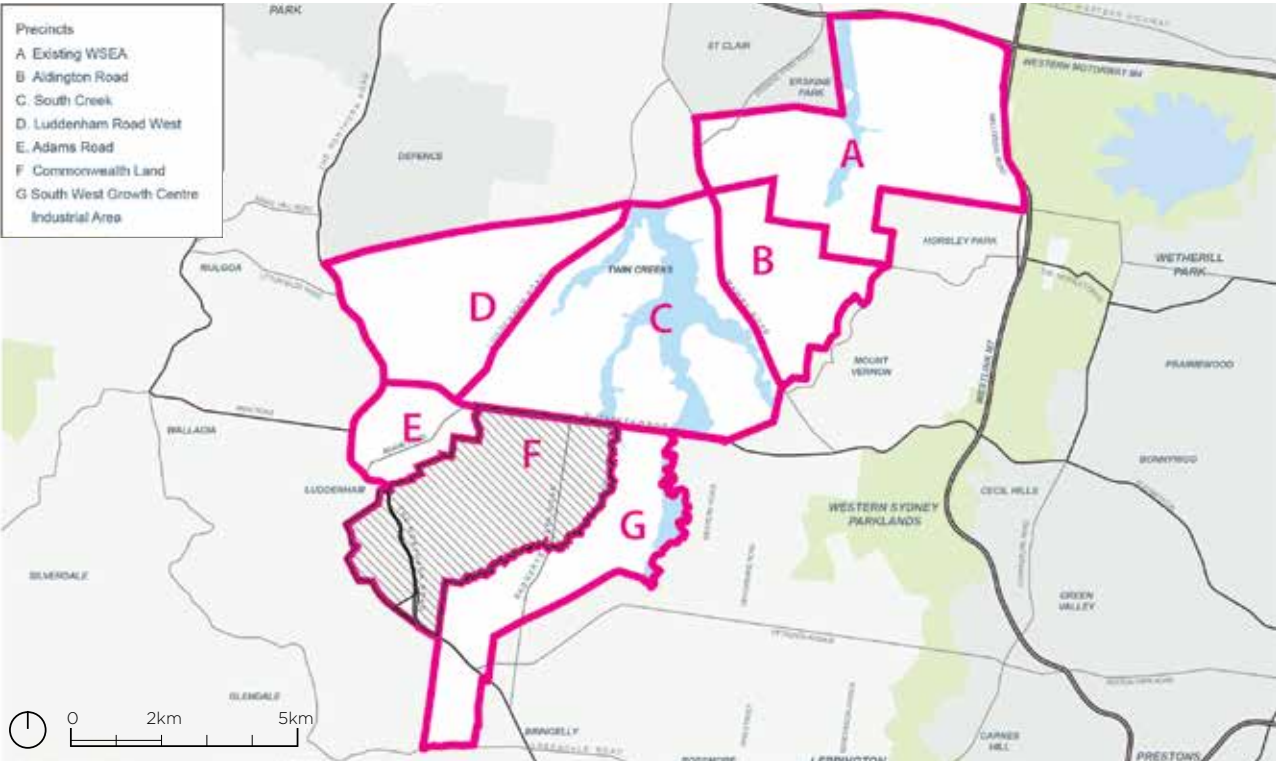


Figure 36 Broader WSEA Precincts

Precinct	Name	Employment Area	Area (ha)				Non Employment	Total
			General Industrial (WSEA)	Environmental Conservation (WSEA)	Floodplain			
A	Existing WSEA		1,750	254	75		291	2,370
B	Aldington Road	493					377	870
C	South Creek	1,732			612		212	2,556
D	Luddenham Road West	823					588	1,411
E	Adams Road	407					66	473
F	Commonwealth land	1,674			20			1,694
G	South West Growth Centre Industrial	1,200			116			1,316
Grand Total		6,329	1,750	254	823		1,534	10,690

Table 4 Precinct Area Breakdown

5.4 Next steps

The draft Structure Plan will be exhibited for eight weeks. There will be comprehensive community and stakeholder consultation during this time. The results of the consultation will be collated and analysed and published on the DP&I website.

Ways you can provide feedback



Online

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

- make a submission
- register for a community drop in session
- see the future Broader WSEA by viewing in our 3D video



Email

community@planning.nsw.gov.au



Post

Planning Strategies, Housing
& Infrastructure
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