



Western Sydney Aerotropolis

Land Use and Infrastructure Implementation Plan

Stage 1: Initial Precincts



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Department of Planning and Environment
Printed August 2018

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Acknowledgement

The long-term planning for the Western Sydney Aerotropolis acknowledges more than 40,000 years of continuous Aboriginal connection to the land that makes up NSW.

This Plan recognises that, as part of the world's oldest living culture, traditional Aboriginal and Torres Strait Islander owners and custodians of the Australian continent and adjacent islands share a unique bond to Country — a bond forged through thousands of years of travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

The Deerubbin, Gandangara and Darug people are the traditional custodians of the land in the Aerotropolis. The Aerotropolis is close to tribal boundaries with the Tharawal and Eora people, which may give rise to sites of shared interest relating to ceremonial gatherings.



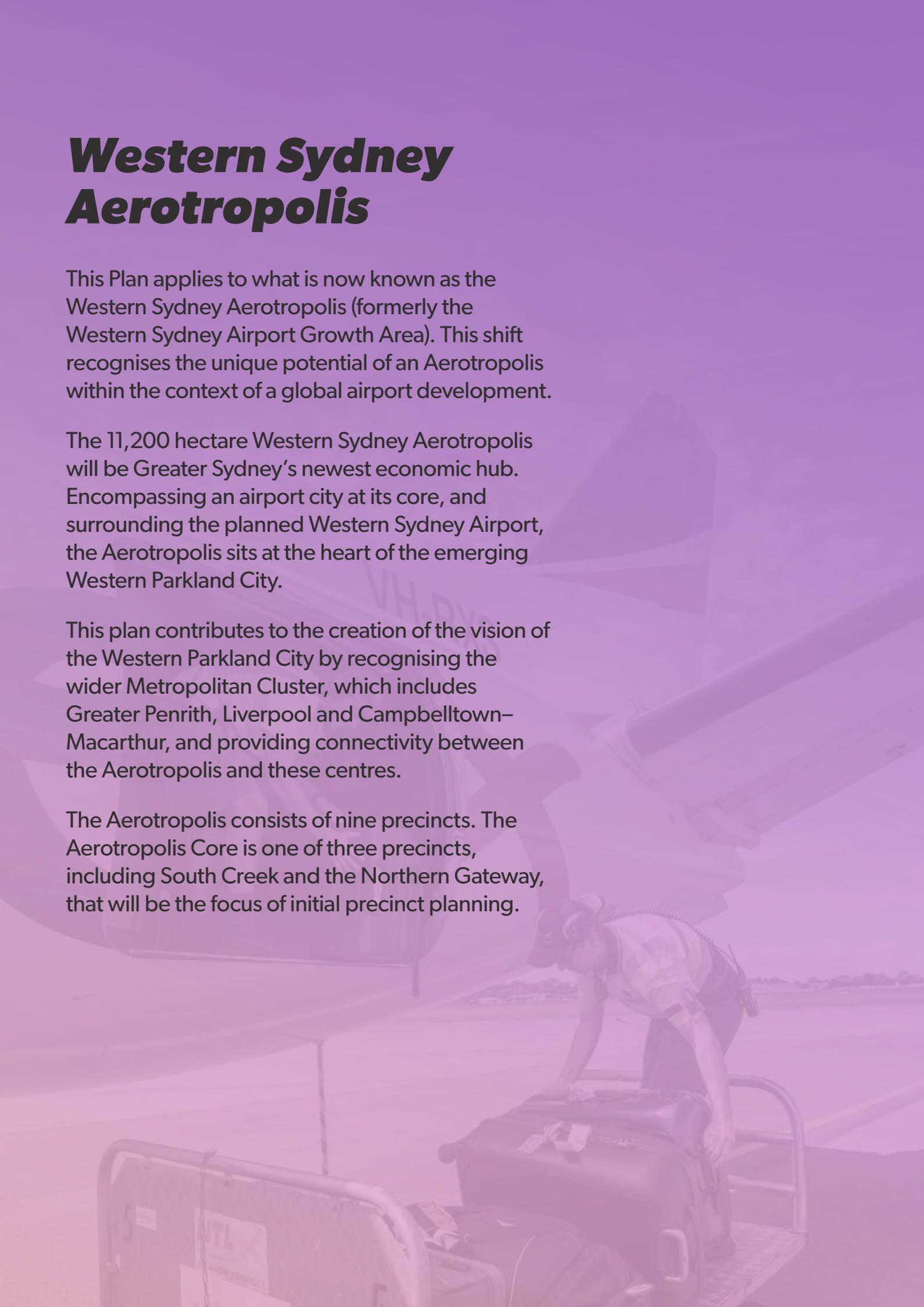
Western Sydney Aerotropolis

This Plan applies to what is now known as the Western Sydney Aerotropolis (formerly the Western Sydney Airport Growth Area). This shift recognises the unique potential of an Aerotropolis within the context of a global airport development.

The 11,200 hectare Western Sydney Aerotropolis will be Greater Sydney's newest economic hub. Encompassing an airport city at its core, and surrounding the planned Western Sydney Airport, the Aerotropolis sits at the heart of the emerging Western Parkland City.

This plan contributes to the creation of the vision of the Western Parkland City by recognising the wider Metropolitan Cluster, which includes Greater Penrith, Liverpool and Campbelltown–Macarthur, and providing connectivity between the Aerotropolis and these centres.

The Aerotropolis consists of nine precincts. The Aerotropolis Core is one of three precincts, including South Creek and the Northern Gateway, that will be the focus of initial precinct planning.



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Executive summary

The opportunity

The 40-year vision for the Greater Sydney Region, set out in *A Metropolis of Three Cities*, seeks to meet the needs of a growing and changing population by transforming Greater Sydney into a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City.

This Land Use and Infrastructure Implementation Plan for the Western Sydney Aerotropolis is essential to the vision for a thriving Western Parkland City focused on the planned Western Sydney Airport. It implements the regional vision of the *Western City District Plan*, complementing and supporting its delivery.

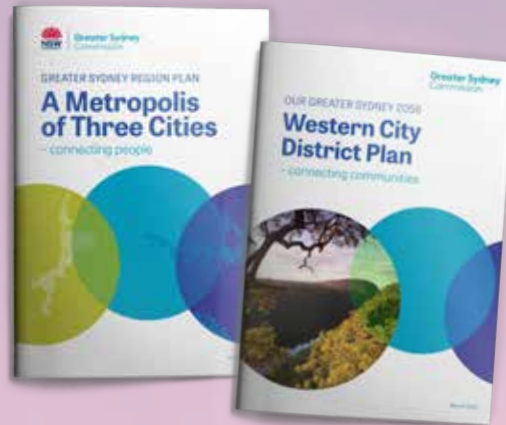
An Aerotropolis is a metropolitan area with infrastructure, land uses and the economy centred on an airport. It includes aviation-orientated business and residential development that benefit from each other and their accessibility to an airport.

The 11,200-hectare Western Sydney Aerotropolis will be Greater Sydney's newest economic hub at the heart of the emerging Western Parkland City.

The Aerotropolis Core sits at the centre of the Western Sydney Aerotropolis and will develop with the new Airport. Its combination of uses, activities, development and places will rely on and be complementary to the operation of a global airport.

This Plan embraces the transformational potential of the Aerotropolis and the Airport. It sets out a planning framework to support all levels of government and spread the benefits of population and economic growth across Greater Sydney.

It does this in two stages, sequencing the planning and delivery of nine precincts will begin with three initial precincts to kickstart the development of the Aerotropolis – where a combination of uses, activities, development and places complement the Airport and offer a greater diversity of jobs and social opportunities. This sequenced approach aligns with the once-in-a-lifetime opportunity of a greenfield airport, the collaborative approach established through the Western Sydney City Deal, significant transport investment and the spatial framework for development offered by the Aerotropolis's waterways and green spaces.



About the Plan

This Land Use and Infrastructure Implementation Plan recognises that the catalyst of the Airport and the Western Sydney City Deal – and potential for significant investment in road and rail connections – deserves a new approach and a strong foundation to drive and coordinate Australian Government, NSW Government and local government planning, investment and decision-making.

The draft Stage 1 plan provides a foundation for a conversation with the community and industry, enabling a collaborative approach to the finalisation of the Plan, which will set the strategic direction for the Aerotropolis.

The Plan does this by defining how the broader region's environment, waterways, infrastructure and economics will come together to create the Aerotropolis as a contemporary metropolitan city. It:

- identifies a first-stage Structure Plan to illustrate the rationale for the three initial precincts and how future development in the Aerotropolis could be arranged
- sets the groundwork for an Aerotropolis that will make a significant contribution to 200,000 jobs in Western Sydney and up to 60,000 new homes and new communities
- enables the creation of great communities and recognises that the operation of a world-class, 24-hour/seven-day a week international airport is crucial to the success of the Western Parkland City
- describes how the Aerotropolis's precincts will be planned to integrate with designated growth areas, as well as growth in Greater Penrith, Liverpool, Camden, Campbelltown–Macarthur, Hawkesbury, Fairfield, Blacktown and Wollondilly Shire.

This Plan and future precinct plans are required to be consistent with *A Metropolis of Three Cities* and the *Western City District Plan* just as local plans prepared by councils are required to be consistent with these documents.

It should be recognised that this document is Stage 1 in a planning program that will evolve to guide development over decades to come. In order to finalise this Stage 1 plan, it will need to take into account the findings of a range of studies including that for South Creek and more detailed transport analysis.

Sequenced land use and infrastructure planning

The Plan prioritises the planning and development of three initial precincts, capitalising on infrastructure investment to achieve agreed land use and infrastructure outcomes and recognises South Creek and its catchment as the Western Parkland City's green spine.

These initial precincts will be the impetus for the Aerotropolis's growth. They are:

- Aerotropolis Core, one of the centres of the Metropolitan Cluster of the Western Parkland City. It will offer a diversity of industries including defence and aerospace jobs connected to potential new Science, Technology, Engineering and Mathematic (STEM) based universities, a planned Aerospace Institute and a new public high school focused on the aerospace and aviation industries, as identified in the City Deal.
- Northern Gateway, a second centre at the Airport's entrance, focused on education, high technology, and research and development associated with food production and processing.
- South Creek, encompassing the full extent of South Creek and its tributaries through the Aerotropolis to act as the central structural element to a connected open space network that connects pedestrian and cycle paths with community facilities, restaurants and cafes, as well as water management.

The initial precincts of the Aerotropolis Core and Northern Gateway offer the greatest growth potential, due to their proximity to planned major public investment in Western Sydney. The third precinct of South Creek will be a central element of the urban design and water management of the Western Parkland City.

The public investment begins with Western Sydney Airport, one of Australia's few greenfield metropolitan airports of this generation. The Airport represents a \$5.3 billion investment for Stage 1, and offers comparative locational advantages, access to global opportunities for economic growth and the ability to operate without curfews.

The Australian and NSW Governments have a shared objective to connect rail to Western Sydney Airport in time for opening, informed by the business case. People and businesses in Western Sydney will have stronger north-south connections thanks to the first stage of the North-South Rail Link from St Marys to the Aerotropolis Core via Western Sydney Airport.

The Airport will also benefit from the Western Sydney Infrastructure Plan, a joint Australian and NSW government funded 10-year, \$3.6 billion road investment program.

The precincts will also benefit from a strong structural framework comprising other planned major infrastructure, as identified in the recently announced Western Sydney Corridors including:

- North-South Rail Link between St Marys, Macarthur and Leppington
- Outer Sydney Orbital linking Western Sydney to the Central Coast and Illawarra
- Western Sydney Freight Line linking the Outer Sydney Orbital and the Main West Line to Port Botany.

The initial precincts will embrace South Creek as the central organising principle for the Aerotropolis. As the Aerotropolis's green spine, South Creek will act as a corridor for open space, biodiversity and amenity functions.

The planning for these initial precincts will align with planning for a new growth area for the Greater Penrith to Eastern Creek Corridor, particularly around St Marys where the proposed North-South Rail Link will connect to the existing transport network.

A feasibility study by the Department of Primary Industries under the City Deal will consider the size and location of a potential agri-port for the Western Sydney Aerotropolis. If this suggests an appropriate location for this facility, it will be added to the initial precincts.

The remaining six precincts will be sequenced to match infrastructure investment and population and employment growth. Detail on how these precincts will be rezoned will be provided in the second stage of the Land Use Plan.

Making it happen: collaboration and a sensible planning framework

The Western Sydney Planning Partnership, established under the Western Sydney City Deal, brings together the councils of the Western Parkland City (the eight Western City District councils and Blacktown City Council), the NSW Government and the Greater Sydney Commission. The Partnership will also work in consultation with the Australian Government.

The Partnership will be used as the driving force that transforms the planning for Western Sydney Aerotropolis and the broader Western Parkland City. It will be responsible for preparing the rezonings in the initial precincts and will support the rezoning of the remaining precincts. The Partnership will play a vital role in providing a coordinated approach to planning within Western Sydney; the decision-making powers of local, State and Commonwealth planning authorities will remain unchanged.

This model breaks the mould of traditional siloed planning and represents an unprecedented level of collaboration across governments. The Planning Partnership will:

- deliver better, more efficient planning outcomes within Western Sydney
- accelerate Western Sydney's transformation and development
- maximise the benefit of Western Sydney Airport.

Supporting the Partnership's planning work, a new Authority and the recently established Sydney Metro Authority will share the progressive development and delivery of the Aerotropolis precincts. The new Authority will be created through legislation and be similar to development authorities for Barangaroo, Sydney Olympic Park and Honeysuckle in Newcastle. Both the new Authority and Sydney Metro Authority will work with landowners in the initial precincts.

As master planners, the new Authority and Sydney Metro Authority will facilitate infrastructure delivery including the creation of new places, streets, open space and public areas in the Aerotropolis.

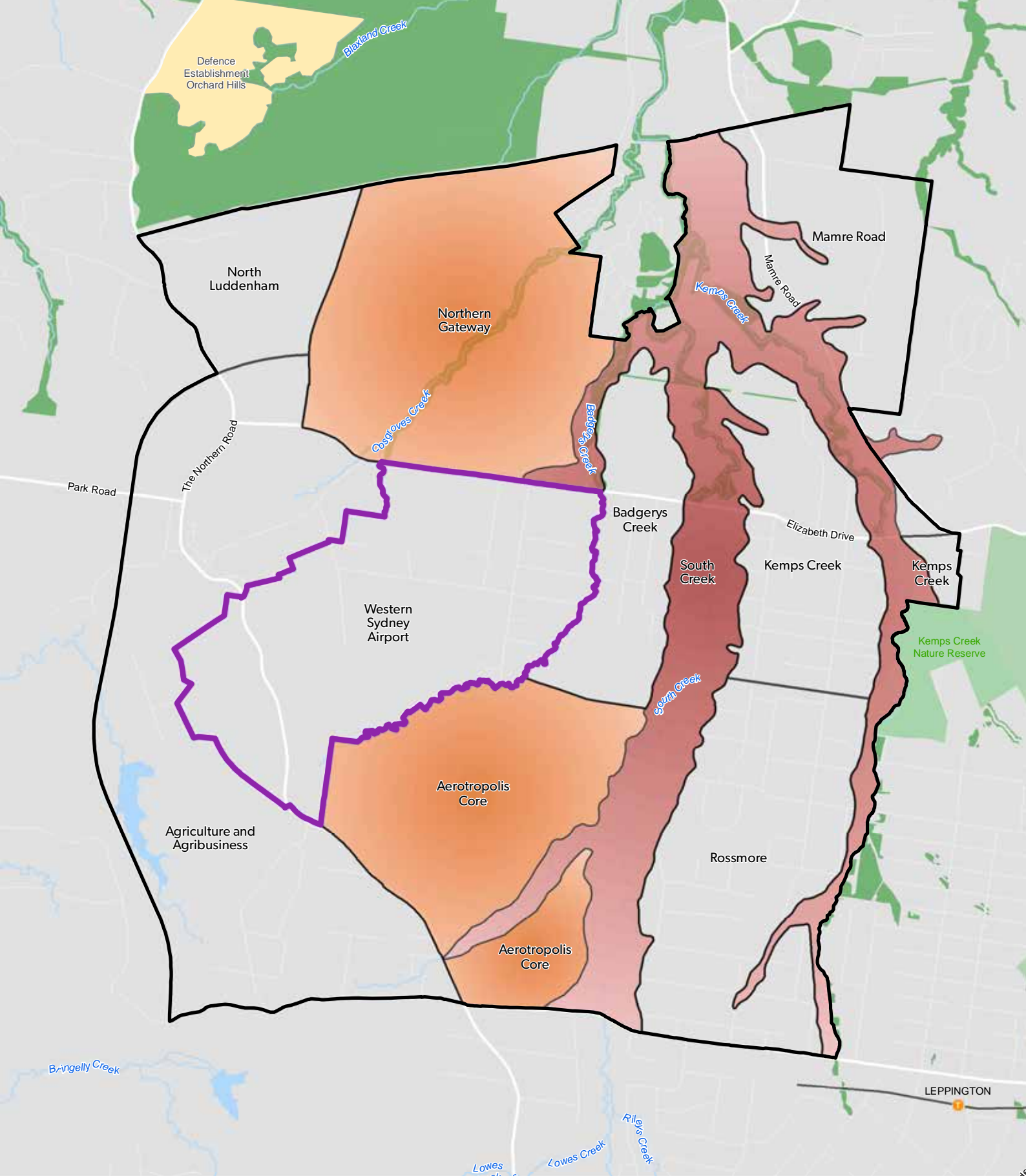
The organisations will also be expected to manage value sharing mechanisms. Mechanisms will be implemented in addition to the standard range of development contributions, including a Special Infrastructure Contribution to at the least, the same value as adjoining growth areas. Additional value sharing mechanisms are being explored to ensure that the increase in land value is shared following the investment in new transport infrastructure.

Where these governance processes bring different levels of government together towards the one goal, a proposed innovative and flexible State Environmental Planning Policy (SEPP) will balance the need to kickstart investment in the Aerotropolis. The SEPP will also provide important protections for the community of the new Aerotropolis from aircraft noise of the Airport as well as biodiversity conservation. It will introduce an Urban Development Zone that provides a more strategic approach to master planning in greenfield release areas. It will describe development activity as either complying development, council assessed development or State Significant development.

The Planning Partnership will prepare and assess precinct plans that will enable the new Urban Development Zone to be applied with the approval of the Minister for Planning under the proposed SEPP.








Landowners will be able to apply to accelerate the rezoning of a precinct earlier. However, a decision to proceed will only occur if the NSW Government, on the advice of the Planning Partnership, is convinced the proposal meets the principles of the strategic planning for the Western Parkland City and:

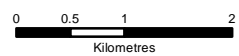
- demonstrate compliance with *A Metropolis of Three Cities* and the *Western City District Plan*
- not compromise the integrated land use and transport planning that has focused the initial development areas on the Northern Gateway or Aerotropolis Core
- be at no cost to government and represent orderly development
- be fully supported by enabling infrastructure
- not preclude future urban development identified in this Plan.



Initial Precincts

Western Sydney Aerotropolis

- | | |
|---|--|
|  Western Sydney Aerotropolis |  National Parks and Nature Reserves |
|  Western Sydney Airport |  Environmental Conservation |
|  Initial Precincts |  Waterways |
|  South Creek Precinct | |



Visioning for success

Every level of planning, development, infrastructure coordination, cross-government collaboration and engagement with landowners, the community and industry will be underpinned by this Plan's principles for success:



Productive

The Aerotropolis will be an accessible, innovative 24-hour city, connected globally, nationally, locally and digitally, and a prime location for investment. The Aerotropolis will make a significant contribution to 200,000 jobs for Western Sydney, creating an innovation precinct and a home for technology, science and the creative industries.



Compact and connected

A compact urban form will minimise the urban footprint, preserve environmentally valuable lands and allow for a diversity of housing within 10 minutes of centres and five minutes of parks and open space.



Liveable

A diversity of jobs and homes including affordable housing, high-quality public transport, vibrant urban centres and unique amenity, creativity and recreation will attract a new, highly skilled and diverse community.



Sustainable

Planning in each of the Aerotropolis's precincts will create opportunities to introduce aspirational energy and water solutions, and sustainable approaches to the creation of public areas, new built form and social infrastructure.



Aligned with infrastructure and funding

Sequenced precinct planning will align population and economic growth, with the planning and construction of new transport, services and community facilities for residents and workers.

The timely and efficient provision of enabling infrastructure is a key consideration to activate precincts. In the context of the major investments by the Commonwealth and NSW, particularly in Stage 1 of North-South Rail Link, the use of additional value sharing mechanisms will also be considered. This plan represents the beginning of a discussion regarding the potential mechanisms available to the government while the specifics of potential and practical value sharing mechanisms will be explored and developed for reporting in the second state of the Land Use Plan.



Compatible with a landscape led approach to urban development

South Creek and its tributaries will shape an open space network that combines recreation, stormwater management and biodiversity, making water an important part of the Aerotropolis's character. As one of the warmest parts of Greater Sydney, where heat can influence the health and lifestyle of residents and workers, the Aerotropolis will be planned around the network of waterways to create greater environmental, social and amenity benefits. This includes responses to mitigate urban heat, flooding and intense storm events and locating noise sensitive land uses in areas considered acceptable to liveability outcomes to allow unencumbered airport operations.

1

A once-in-a-lifetime opportunity

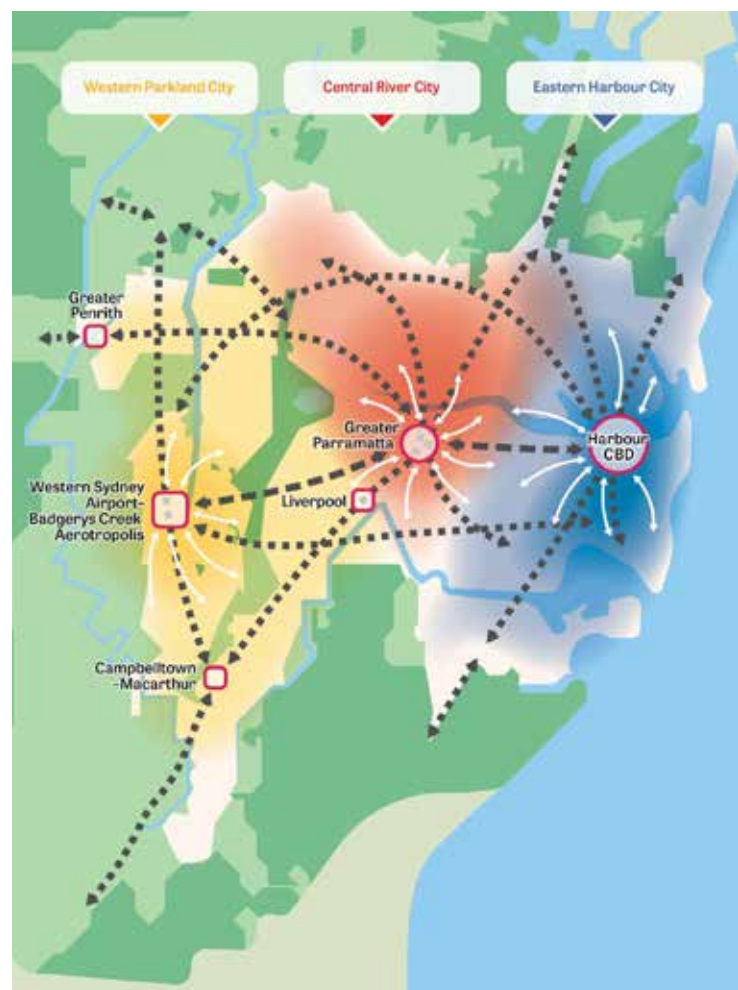
1.1 Western Sydney Airport and the Aerotropolis

The 11,200-hectare Western Sydney Aerotropolis will be Greater Sydney's newest economic hub. Encompassing an airport city at its core, and surrounding the planned Western Sydney Airport, the Aerotropolis sits at the heart of the emerging Western Parkland City.

This Land Use and Infrastructure Implementation Plan (the Plan) for the Aerotropolis capitalises on the once-in-a-generation economic boom created by the Airport, Aerotropolis and the Western Economic Corridor. A key enabling factor for this boom is the multi-billion dollar investment by the Australian and NSW Governments, including the Australian Government's up to \$5.3 billion investment in the Western Sydney Airport. The Australian and NSW Governments have jointly announced \$3.6 billion towards the Western Sydney Infrastructure Plan to upgrade and build new roads to support the region's economy and a joint commitment to fund the North-South Rail Link Stage 1 as equal partners.

This Plan is the key mechanism to link significant transport investment with sequenced precinct planning for the Aerotropolis to make a significant contribution to the 200,000 new jobs for Western Sydney. It sets out the vision, land use policies and infrastructure that will define and support the detailed planning for three initial precincts that will kickstart development in the Aerotropolis and optimise public investment in major infrastructure.

This Plan recognises the catalytic growth and change that will occur in Western Sydney as Greater Sydney moves towards a metropolis of three cities. It sets out a sensible, sequenced approach to precinct planning that optimises planned investment in major infrastructure and creates the impetus for the early activation of the Western Sydney Aerotropolis – a key success factor for a liveable, productive and sustainable Western Parkland City.



Sydney as Three Cities
Source: Greater Sydney Commission

This Plan helps to drive the vision for the Western Parkland City by:

- recognising South Creek and its catchment as a central organising principle to development and the green spine of the Aerotropolis, requiring new approaches to water sensitive design
- recognising the wider Metropolitan Cluster, which includes Greater Penrith, Liverpool and Campbelltown–Macarthur, and providing connectivity between the Aerotropolis and these centres
- guiding landscape-led forms of urban development that are accessible, connected to the natural environment and sustainable
- embedding urban design principles in the layout of streets and buildings consistent with *A Metropolis of Three Cities* so that the new Aerotropolis is liveable, sustainable and connected
- facilitating the establishment of specialisations in aerospace and defence, advanced manufacturing, agribusiness and science, technology, engineering and mathematics education as a foundation for an emerging Western Economic Corridor
- providing practical, clear planning controls that can adapt to changing circumstances, industry needs and environmental performance
- ensuring the long-term, sustainable operations of the Airport through appropriate land use planning and development controls
- identifying and preserving corridors to secure the future delivery of key transport infrastructure.
- supporting the conditions that will enable technology, science and the creative industries to flourish and to support the development of an innovation precinct.

1.2 Innovation in planning and delivery

As one of Australia's only greenfield metropolitan airports in the last 50 years, the Western Sydney Airport offers comparative locational advantages and access to global opportunities for economic growth. Significant committed and planned public investment in road and rail infrastructure around the Airport will create the Aerotropolis Core as a global airport city.

This ambition is supported by the Australian Government, NSW Government and Western Sydney councils, who want to use the investment in the Airport to facilitate new jobs and a new way of planning for Western Sydney.

This Plan details a multi-level, cross-government approach to coordinating new infrastructure and potential land uses around the new greenfield airport and a new greenfield city. Occurring within Australia's third-largest economy and one of the country's fastest growing regions, the opportunities realised through this Plan to structure the greenfield development of the Aerotropolis will make it an engine for jobs growth, will optimise the significant rail and road investment in the region and will facilitate private sector investment.

1.3 A simple land use planning and approvals framework

The planning and approvals framework established through this Plan will allow complementary development between the Aerotropolis and the Airport. Development will align to the principles, objectives and targets of *A Metropolis of Three Cities* and the *Western City District Plan*.

This begins with three precincts – of nine – that will form the core of the new Aerotropolis. These precincts are already subject to public investment to support the development of the Airport and Aerotropolis.

While the planning framework will evolve once there is greater clarity around the planning and layout of the Airport and supporting infrastructure, the initial framework includes:

- this Land Use and Infrastructure Implementation Plan, developed in stages to provide the strategic vision, identify development precincts and their characteristics, and how infrastructure will be coordinated and funded
- State and local infrastructure contributions plans to identify necessary infrastructure and the contributions that will be sought from development to fund that infrastructure

- a proposed State Environmental Planning Policy (SEPP), also developed in stages, that will:
 - appropriately locate development to protect the community from airport uses
 - implement Parkland urban design and landscape principles in the precinct plans that rezone land to urban use
 - streamline development assessment processes, according to each proposal's size and complexity
 - allow for housing diversity including affordable housing
 - allow a coordinated approach to development assessment
 - enable the rezoning of precincts consistent with this Plan
- individual precinct plans, which, combined with a new Urban Development Zone in the SEPP, will give legal effect to rezone the precincts under the SEPP.

This Plan represents the first stage of the process. Over the coming months, as the Western Sydney City Deal moves into an implementation phase, this Plan will be further developed along with the initial precincts to create the Aerotropolis.

A Ministerial Direction issued under the *Environmental Planning and Assessment Act 1979* (EP&A Act) will only allow changes to local zonings and development controls if they are consistent with this Plan. This direction will require the assessment of rezoning proposals to consider the *Western City District Plan* and this Plan.

The coordinated delivery of infrastructure will be explored through place-based business cases allowing a whole of government approach to infrastructure to ensure the necessary infrastructure is provided to support the Aerotropolis.

Western Sydney Aerotropolis Planning Framework



1.4 Collaborative approaches

Delivering such an ambitious project and creating a new Aerotropolis requires collaboration and coordination across all three levels of government.

1.4.1 Western Sydney City Deal

Released on 4 March 2018, the Western Sydney City Deal is a 20-year agreement between the Commonwealth, State and eight Western Sydney councils to invest in significant infrastructure, lifestyle and amenity assets, and to improve employment opportunities. The City Deal leverages additional jobs, housing and liveability improvements from the Australian Government's investment in the Airport.

A signature infrastructure project from the City Deal is the proposed first stage of the North–South Rail Link from St Marys on the existing metropolitan rail network to the Aerotropolis Core via Western Sydney Airport. As a mass transit connection, this unlocks the potential for commercial, residential and retail centres along the proposed rail corridor.

This Plan builds on the City Deal's infrastructure and governance agreements to frame the development of the Aerotropolis.

The City Deal focuses on:

- **delivering a new North–South Rail Link to the existing Sydney rail network, including connections from the Aerotropolis to the new airport and beyond**
- **supercharging the Aerotropolis and delivering industry precincts to create 200,000 new jobs across Western Sydney**
- **skilling residents in Western Sydney for this new opportunity by creating an Aerospace Institute – including a vocational training facility, high performance secondary school, a STEM university and skills exchange**
- **more efficient planning outcomes through better coordination**
- **an enduring governance arrangement involving all levels of government and private sector to deliver the Western Parkland City**
- **a \$150 million Liveability Program to enhance local amenity**
- **delivering a Smart Western City Program to enable NSW agencies to embed smart and secure technology – such as transport and utility monitoring systems – into new infrastructure as it is rolled out**
- **development of a 5G strategy for the Western Parkland City.**



1.4.2 Western Sydney Planning Partnership

The Western Sydney Planning Partnership will align growth and enabling infrastructure in the Aerotropolis and beyond. It includes the councils of the Western Parkland City (including the eight councils of the Western City District and the adjoining Blacktown City Council), the Department of Planning and Environment and the Greater Sydney Commission, working in consultation with the Australian Government.

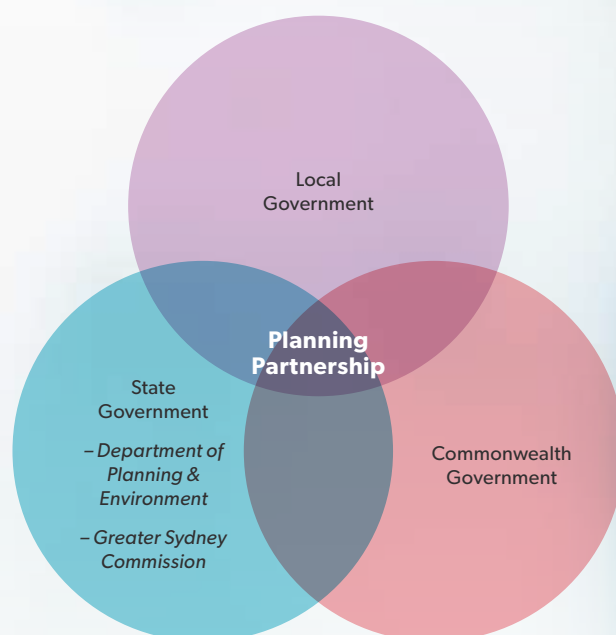
The Planning Partnership will implement this Plan's detailed rezoning and infrastructure planning for the Aerotropolis.

The Partnership model provides greater scope and capability to improve planning processes and coordinate better development outcomes. It removes jurisdictional boundaries – instead of the traditional approach where a council or the NSW Government rezones land, assesses development proposals or delivers infrastructure without integration with other plans or investments. The Planning Partnership will enable coordinated delivery of the rezoning of land that also integrates with the planning and delivery of infrastructure. It is also expected to facilitate new design standards that would be used for sustainable greenfield development throughout the Western Parkland City.

This level of collaboration across governments is unprecedented. With this Plan as its guide, the Partnership will build confidence in the way public agencies and the private sector interact to create the Aerotropolis's new centres, open spaces and connections.

Objectives:

- **Place-based planning is essential to create great places.**
- **Project coordination across the region will gain transformational outcomes.**
- **A partnership model provides the capacity to take a granular design detail approach and scale the solutions across a region.**
- **Localised understanding of community needs is a potent tool for design-led planning and coordinated infrastructure delivery.**
- **Maintenance of the status quo will not provide the best outcomes.**



1.5 Alignment with the State's Integrated Planning Framework

The vision of the Western Sydney Aerotropolis, with an integrated approach to social infrastructure, transport and planning reflects the underlying strategies and actions of the *State Infrastructure Strategy*, the *Future Transport Strategy 2056*, and *A Metropolis of Three Cities*. These plans were developed together and released in March 2018 to deliver important long-term outcomes for the future.

Building on the actions in the three plans, this Plan will assist to deliver the long-term vision for the Western Parkland City – creating jobs close to where people live and the infrastructure to ensure our cities and regions are connected and liveable. Importantly this Plan operates within the parameters of the three long term plans. The vision for the Western Sydney Aerotropolis as a green and prosperous city draws from the ambitions of *A Metropolis of Three Cities*; connecting transport infrastructure and embracing the possibilities of new technologies to move people and goods at the Aerotropolis will align with the actions and initiatives of *Future Transport Strategy 2056*. Using a joined up, place-based approach to plan for infrastructure at the Aerotropolis is driven by the recommendations of the *State Infrastructure Strategy*, with a focus on building the smart cities concept into early planning.



2

A vision for the Aerotropolis



contribute to 200,000 jobs for Western Sydney residents, including specialisations in defence and aerospace, agribusiness, health, education and tourism, powered by modern, sustainable energy infrastructure.

South Creek catchment and its tributaries will be an environmental asset, part of an integrated water cycle management system, and a central spine for amenity and recreation. It will shape the Aerotropolis's environment and the lifestyles on offer, connected via walking and cycling links, and public transport. The Aerotropolis will be green, smart and sustainable, leveraging the greenfield nature of the area and creating a destination attractive to residents, visitors, companies and workers.

This Plan sets the foundations for the land use, infrastructure, sustainability and urban design work that will guide and shape the development of the Aerotropolis. In its initial form, this Plan proposes a vision for the Aerotropolis.

The Western Sydney Aerotropolis at the heart of the Western Parkland City will incorporate Australia's first greenfield Aerotropolis — Greater Sydney's next global gateway built around the exciting new Western Sydney Airport. As part of the Western Parkland City, the Aerotropolis will

Housing density and diversity will reflect its location and include terrace housing and modern low to medium-rise units. This will contribute to housing affordability and create exciting neighbourhoods with varying character.

New communities will have access to artistic and creative spaces which allow them to express themselves, connect with others and develop local identities. Cultural infrastructure will create new jobs for creative industries and will be integrated to drive innovation within science, health and education precincts.

Protected Natural Area

- Greater Blue Mountains World Heritage Area
- State Conservation areas: Burragorang, Yerranderie and Nattai
- Drinking water catchments

Metropolitan Rural Area

- includes primary production and resource extraction, tourism and recreation assets, towns and villages
- Strategic Centres at Richmond-Windsor and Katoomba

Committed Transport Infrastructure

- Western Sydney Airport
- First stage of a North-South Rail Link from St Marys to Western Sydney Airport and Badgerys Creek Aerotropolis
- Northern Road
- Bringelly Road
- M12 Motorway

Announced Transport Corridors

- Outer Sydney Orbital (Stage 1)
- North-South Rail Link – St Marys to Macarthur via Badgerys Creek Aerotropolis
- Western Sydney Freight Line (from Outer Sydney Orbital to M7)
- Western Sydney Freight Line (M7 to Southern Sydney Freight Line)

Western Economic Corridor

Jobs growth leveraging the investment in infrastructure and new communities

Greater Penrith to Eastern Creek Growth Area

Integrated land use and transport planning to optimise north-south links

South Creek Project

Creating a green corridor spine for the Western Parkland City

The Western Parkland City Metropolitan Cluster

- Western Sydney Airport and Aerotropolis
- Liverpool
- Greater Penrith
- Campbelltown-Macarthur

Transport Investigation

- East West Link, Western Parkland City to Central River City

Growth Areas

- Western Sydney Aerotropolis
- South West
- Greater Macarthur
- Wilton

Source: Greater Sydney Commission (modified to reflect Future Transport Strategy 2056 and recent transport corridor announcements on 22 June 2018)

A Continue with the previously gazetted 1951 corridor for the Bells Line road Castlereagh connection and relinquish section of Bells Road corridor from Castlereagh to Kurrajong Heights

B Relinquish the section of the Outer Sydney Orbital north of Richmond Road while continuing to work on future options with a view to mitigating any future impact on homes

C Provide for a future tunnel of approximately 10 kilometres from north of Cobbitty Road, Cobbitty to south-east of Cawdor Road, Cawdor

D Interchange adjusted north into Government (RMS) land

2.1 Meeting the vision

This Plan sequences the planning for the Aerotropolis and introduces new planning frameworks and governance arrangements to build competitive advantages and to optimise the outstanding economic opportunities from Western Sydney Airport and the emerging Western Parkland City. It focuses on:

- smart and resilient jobs, including aerospace and defence industries
- creative industries and the technology sector
- agricultural processing and export
- advanced manufacturing and logistics
- environment and amenity
- sustainability
- tourism and the visitor economy
- world-class health and education
- arts and cultural opportunities and the infrastructure needed to support them
- mixed use living.

Successfully linking the development of the Airport, the Aerotropolis and the Western Parkland City requires a coordinated approach and a clear vision on how these connected cities, precincts and projects can leverage from each other.



Artist's impression of the Western Sydney Aerotropolis



3

Initial precinct planning

3.1 The first-stage Structure Plan

The Western Parkland City is an emerging city reliant on the established centres of Liverpool, Greater Penrith and Campbelltown–Macarthur combined with the opportunities presented by the Aerotropolis to provide access to a higher concentration of higher order jobs and a range of goods and services. This polycentric urban structure is central to the metropolis of three cities concept.

As the Aerotropolis evolves, there will be changes in how people live, work, travel and interact with the environment. This Plan introduces a staging and sequencing approach to precinct planning to enable the flexibility to respond to various future possibilities such as staging of airport development, and future treatment and management of South Creek.

The Plan sets the parameters for appropriate, shorter-term development outcomes and preserves longer-term opportunities. This allows all levels of government to continue working towards the development of the Aerotropolis as major decisions around issues such as off-site airport impacts or exact transport alignments are investigated.

The Structure Plan for the Aerotropolis looks at how the vision and important policy elements will sit within the landscape of the Aerotropolis. This will be a preliminary and high-level Structure Plan to show how future development at the Aerotropolis could be arranged. It considers the current understanding of the South Creek catchment and its floodplains, proposed new infrastructure corridors and the importance of ensuring the continued operation of the Airport. A more detailed Structure Plan will be released with the second stage of the Land Use Plan.

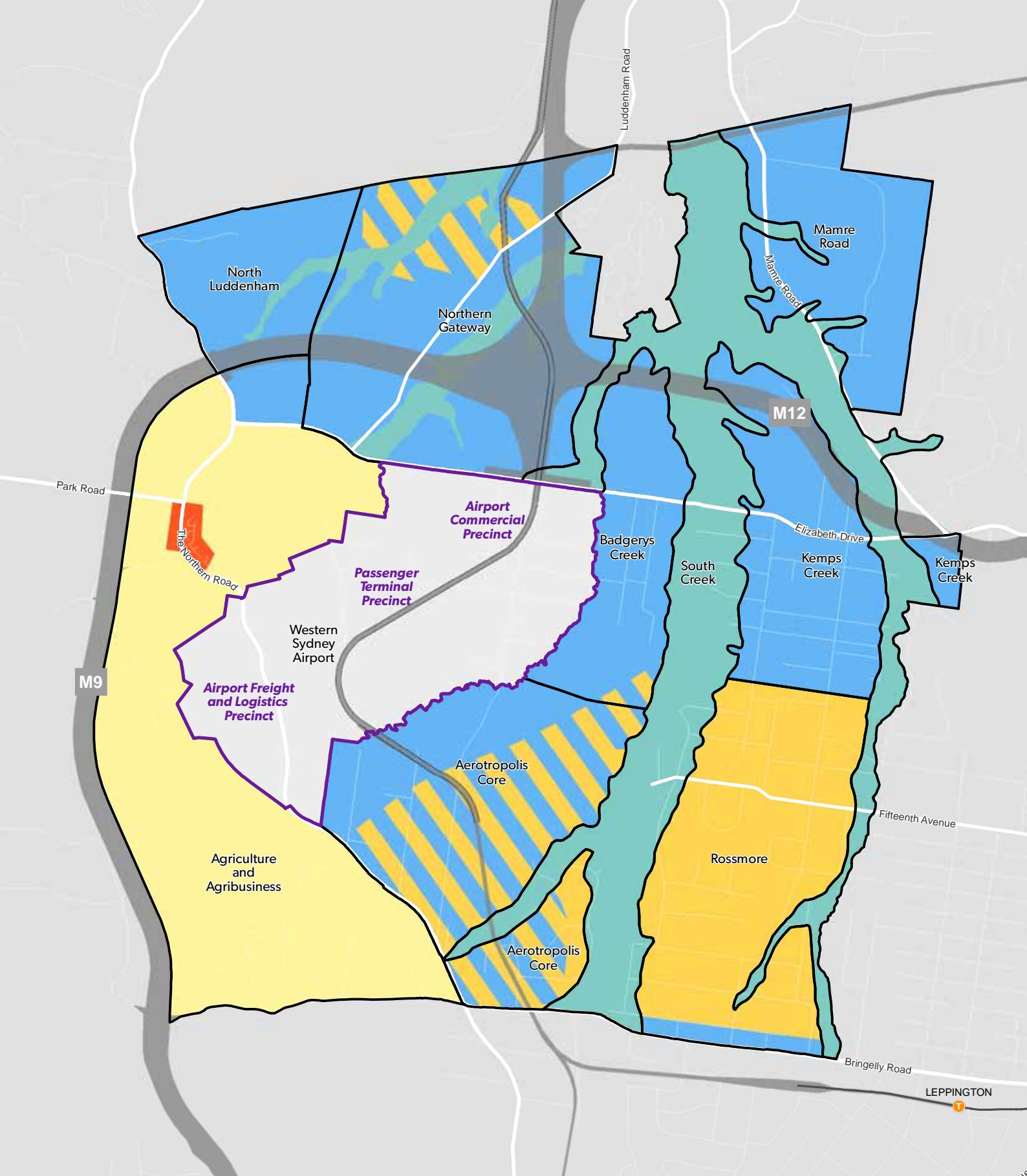
Development of a detailed Structure Plan and subsequent Precinct Plan will embrace opportunities for a digital design process that can be used from early inception of plans through to implementation and construction.

The Structure Plan on the opposite page is based on the following principles:

- Existing agricultural uses within the Aerotropolis will be transitioned further west as the Aerotropolis and Airport are constructed. This provides an opportunity for agriculture to transition to more intensive forms and

with activities structured to take advantage of the Airport. A new agri-port and agri-business activities will catalyse this agricultural transition.

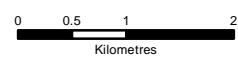
- Potential new rail lines to the north and south of the Airport provide an opportunity to create intensive employment centres around new stations. Away from the rail line a broader and flexible approach to employment and industrial activity may occur.
- Freight lines and better connections to global markets through gateways at the new Airport, as well as Port Botany and Port Kembla, will create opportunities for new freight terminals as well as logistics and freight handling industries.
- Residential opportunities will be provided in the east and the south to boost the area's economic potential. These new residential areas, built in a way that minimises noise intrusion, will be home to higher densities to provide a diversity of housing more comparable to inner city locations than urban fringe environments.
- Water and energy will be used more efficiently and effectively. The potential to keep water in the landscape rather than sending it to the ocean will allow the Aerotropolis to thrive, with South Creek as its green spine. Innovative technology and distributed energy will focus on clean, reliable and affordable energy supplies.
- Embedded design for sustainability and resilience will recognise the opportunities and constraints provided by the natural environment and the proposed future land uses by the appropriate location of development.
- Location of land uses provides safe, diverse, innovative and healthy communities by maximising the opportunities provided by the greenfield nature of the site, so that development is consistent with the Region and District Plan.
- Appropriate forms of development will achieve compact, smart development and support the sustainable development objectives.
- Designing for an ecologically sustainable and adaptable future will focus on the changing needs of the community.



Structure Plan

Western Sydney Aerotropolis

- | | | |
|------------------------------|---------------------|--|
| Precinct Boundary | Agricultural | Non Urban Land |
| Western Sydney Airport | Luddenham Village | Mixed Flexible Employment & Urban Land |
| Proposed Transport Corridors | Flexible Employment | Urban Land |



3.2 Initial precincts

The Aerotropolis provides opportunities to secure new jobs well into the future. Sequencing the release of this land in the Aerotropolis is critical to efficient development and infrastructure delivery. This Plan identifies nine precincts based on opportunities and constraints as well as likely future character and connectivity. These are:

- Aerotropolis Core
- Northern Gateway
- South Creek
- North Luddenham
- Rossmore
- Mamre Road
- Kemps Creek
- Badgerys Creek
- Agriculture and Agribusiness Precinct.

Three initial precincts have been identified in recognition of the growth and open space opportunities enabled by major government infrastructure to support development, particularly the Western Sydney Airport, the proposed first stage of the North–South Rail Link and the Western Sydney Infrastructure Plan (see Chapter 4).

Two of these initial precincts will be the focus of planning growth for the next five years while South Creek will create the parkland spine to the Aerotropolis and the broader Western Parkland City. All precincts will be subject to more detailed planning before the release and rezoning of land. The expected planning outcomes for these precincts are set out in the Appendix 8.1. Principles for planning of subsequent precincts in Appendix 8.3.

A feasibility study by the Department of Primary Industries under the City Deal will consider the size and location of a potential agri-port for the Western Sydney Aerotropolis. The outcomes of this study will be adopted in precinct planning work. The agri-port will provide for the movement and storage of agricultural commodities and should be connected to the commercial entrance of the airport. Key issues to be addressed in the location of the agri-port will include its ability to access the Airport, connect to WSA Co.'s (Western Sydney Airport Corporation) business planning and the ability to provide access to Asian markets. This work will define the best location for the new agri-port.

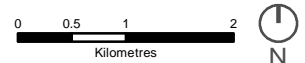




Precinct Map

Western Sydney Aerotropolis

- Precinct Boundary
- Western Sydney Airport



3.2.1 Aerotropolis Core

The Aerotropolis Core will be a 24-hour, global centre for workers, residents and visitors coming to and from the Airport. A thriving after-hours economy will provide entertainment, arts and cultural experiences and accommodation options within one stop of the Airport.

It will include 114 hectares of Commonwealth-owned land to ensure its evolution within the Metropolitan Cluster that also includes Greater Penrith, Liverpool and Campbelltown–Macarthur.

Located south east of the Airport, the Aerotropolis Core is largely outside of the Australian Noise Exposure Concept (ANEC) 20 contour (see Chapter 4 for more detail). It will include a commercial mixed use core, with approximately 80% of land used for employment uses, including an aerospace and defence industries sub-precinct and other associated business uses. Higher density residential areas will enhance the centre's vitality, but will have strict building design controls to prevent noise intrusion outside the 20 ANEC contour and should only proceed to complement, not detract from the operation of the Airport and the Aerotropolis.

Thompsons Creek will offer parkland and waterway environments through the heart of the precinct.

Design principles

The commercial core will be focused on activated main streets with squares, parks and streetscapes. As a principle, internalised shopping centres will be avoided except where they maintain direct visual and physical access between streets and full activation of street frontages.

Potential rail stations serviced by the first stage of the North–South Rail Link will integrate with other public transport services to provide connections to key centres.

Fifteenth Avenue has the potential to increase access into the area through dedicated public transport links to enable efficient and reliable services. It is included in the *Future Transport Strategy 2056* as a route for city shaping services for investigation in the first 10 years. The link connecting the Airport, Aerotropolis Core and Liverpool could potentially include an extension of the Liverpool–Parramatta T-way, and upgrades along Fifteenth Avenue. Development along this corridor will be designed to integrate transport and land use outcomes.

A future potential rail connection between the Airport, Greater Parramatta and the Eastern Harbour City will attract professional services, research and development, aerospace and defence, health and education jobs. A major interchange will provide rapid connections to Greater Penrith, Liverpool, Blacktown and Campbelltown–Macarthur.

Businesses will be attracted to the centre's amenity, accessibility to the Airport and the opportunity for staff to live nearby while remaining connected to other key commercial hubs.

World-class health and education facilities could potentially include a major public hospital, a private hospital, at least one university campus and a high school within a co-located hub.

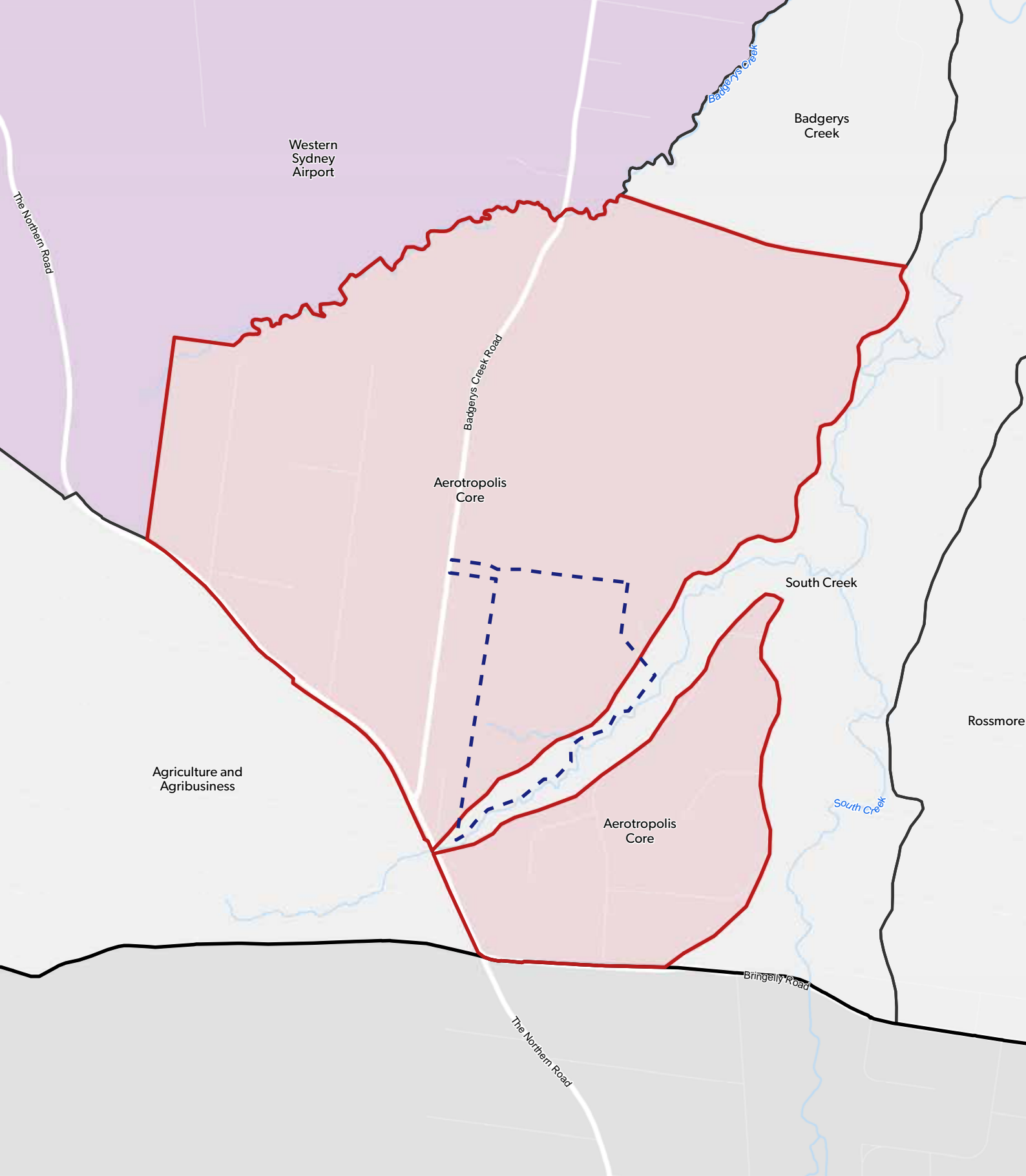
Employment lands east and south of the Airport will encompass a mix of employment uses within a green campus-style setting that encourages aerospace, defence and high technology industries.

A contemporary city environment articulated with trees and moderate building heights will include built form up to 12 storeys (subject to operational airspace requirements).

Residential development will be located along the creek line outside of the 20 ANEC/ANEF to integrate and activate the waterway into future communities. Residential development will also need to be located and designed so it is compatible with the noise environment.

Residential densities of 45 to 55 dwellings per hectare will frame the South Creek corridor, increasing to 65 to 80 dwellings per hectare in locations serviced by high frequency public transport.

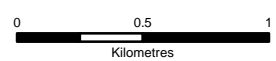
Landscaped connections between South Creek, Badgerys Creek, Kemps Creek and east to Western Sydney Parklands will integrate remnant vegetation and pedestrian and cycleways.



Aerotropolis Core

Western Sydney Aerotropolis

- Aerotropolis Core
- Precinct Boundary
- Western Sydney Airport
- Commonwealth Owned Land
- Waterways



3.2.2 Northern Gateway

The Northern Gateway Precinct will support the development of the Western Economic Corridor. Sitting on the northern side of the Airport, its proximity to the first stage of the North–South Rail Link creates the possibility for a high technology centre, focused on tourism, health, education, research and development associated with food production and processing.

The precinct will be connected via the M12, Elizabeth Drive and the Agriculture and Agribusiness precinct to the Airport. An east to west road north of the Outer Sydney Orbital corridor will be investigated and subject to business cases and investment decisions.

Land around the central employment hub will offer a mix of employment and other complementary uses. The precinct will leverage its accessibility to the Airport, with links to food research and development associated with the approved Sydney Science Park development, surrounded by retail and commercial. Residential development will be permitted within walking distance of public transport and outside the ANEC/ANEF 20 contour. However, residential development will also need to be located and designed so it is compatible with the noise environment.

The Precinct could also accommodate export related activities adjacent to the Airport to facilitate trade, such as cold storage, food processing and packaging, and agricultural warehousing and logistics.

More intensive agribusiness uses in this precinct would be subject to consideration of airport constraints and landscape/scenic considerations.

3.2.3 South Creek

The South Creek precinct is the central green spine of the Aerotropolis. It represents the central structural element to the Aerotropolis's connected open space network and the broader Western Parkland City. It will provide an important interface to surrounding development, providing open space, amenity, biodiversity and wellbeing values.

Planning for the South Creek precinct will embrace the urban design principles of *A Metropolis of Three Cities*:

- orientate development to face towards the creek corridor
- create a transect of creek-oriented place types and things to do
- build a network of everyday uses within a walkable creek catchment
- provide creek connections and encourage waterfront activities.

The South Creek precinct and its broader catchment represents an opportunity to change the way waterways are planned for and managed in greenfield areas. Planning for the Aerotropolis will embrace natural systems as valuable assets, rather than constraints.

Rehabilitation of South Creek and its associated waterways will include replanting of appropriate vegetation to provide canopy cover, as well as the creation of permanent water bodies with the potential to provide a network within the South Creek corridor. This will contribute to urban cooling and encourage the residents to use and enjoy riparian lands.

The precinct will connect to the surrounding regional road network via Elizabeth Drive and Mamre Road. Regular pedestrian and cycle connections across waterways will support active transport use.

3.3 Delivering the initial precincts

3.3.1 Collaboration

All three levels of government, along with landowners, industry and the community, will work together for these initial precincts to kickstart the creation of the Aerotropolis.

Implementation of the City Deal will provide an opportunity to embrace the latest technological tools provided by the Smart Western City Program and the Strategy.

To implement the Aerotropolis the Planning Partnership will be responsible for:

- **implementing outcomes consistent with *A Metropolis of Three Cities* and the *Western City District Plan***
- **preparing precinct plans to rezone the initial precincts by the end of 2019**
- **advising on business planning for South Creek, North–South Rail Link and innovation in value capture with the land use planning work**
- **collaborating with business planning activities of WSA Co, the developer of the Western Sydney Airport**
- **working with the new Authority and Sydney Metro Authority in their role as master planners of the initial precincts.**

Collaborating with industry will build understanding of the expectations of a range of industry sectors including new defence and aerospace, health and medical research or STEM-based education facilities. The collaborative approach and use of the new Urban Development Zone in the proposed SEPP will provide a platform to encourage and support a diverse range of employment uses. Precinct planning will take account of the variety of needs and competing priorities of industries, households and businesses and will be reflected in the street layout, building form, infrastructure and complementary activities. Precinct planning will allow industry to co-design the shape and form of employment precincts.

Landowners outside the initial precincts can still prepare for future rezonings by compiling an understanding of the capabilities of their land. Clear criteria will be established so proposals to assess rezonings are dealt with quickly when it comes time to rezone the precincts.

Collaboration with landowners in the initial precincts will help the Planning Partnership to understand their aspirations and commitment to the delivery of development, with necessary essential infrastructure like water and electricity.

There are several existing communities within the Aerotropolis, particularly the village of Luddenham and the adjoining Twin Creeks area. Understanding how these communities want to integrate into the Aerotropolis will include collaboration between the communities and planners to understand and manage expectations of local character and the rate/extent of change.

The Councils' Community Strategic Plans will provide guidance and insight into community needs and priorities for the provision of social infrastructure, which can be addressed through the planning partnership.

3.3.2 A new Authority for the Western City

A new Authority will be established to coordinate development within all nine precincts of the Aerotropolis. It will ensure the development of the Aerotropolis is consistent with the vision of this Plan and will work with the Sydney Metro Authority and the Planning Partnership to ensure the new precincts can be feasibly developed.

The new Authority will be jointly governed by the NSW and Australian governments, and will be created under NSW legislation with powers and responsibilities to:

- acquire and consolidate land
- plan for infrastructure provision and coordination, including public domain and open space
- develop government-owned land, including potential joint ventures with private landowners
- assist with industry/business attraction initiatives
- liaise with WSA Co.

3.3.3 Sydney Metro Authority

Sydney Metro is a key part of delivering the NSW Government's *Future Transport Strategy 2056* priorities. Sydney Metro Authority will work across government to deliver a world-class metro rail system focused on customers and creating great local places.

The principal objectives of the Sydney Metro Authority are to:

- deliver safe and reliable metro passenger services in an efficient, effective and financially responsible manner
- facilitate and carry out the orderly and efficient development of land in the locality of (existing or proposed) metro stations, depots and stabling yards.

Sydney Metro Authority will focus on the delivery of the North–South Rail Link (Stage 1) connecting to the Airport and the development of the land adjoining new stations, depots and stabling yards. Sydney Metro Authority will work closely with the new Authority on the development and delivery of the infrastructure to assist the new Authority in delivering the Aerotropolis.

3.3.4 Integration

The Western Parkland City is an emerging city that includes the Metropolitan Cluster – the established centres of Liverpool, Greater Penrith and Campbelltown–Macarthur and the newly created Aerotropolis. The Metropolitan Cluster will offer concentrations of higher-order jobs and a wide variety of goods and services. Delivering the NSW Government's ambition for a 30-minute city in the Western Parkland City will require a focus on improving access to all four centres of the metropolitan cluster.

The most immediate step to integrating the planning for the Aerotropolis is to integrate its precinct planning with other growth areas. Precinct planning for the initial precincts will be coordinated with precinct planning in adjoining growth areas.

Coordinating the planning of the initial precincts with the planning around the St Marys interchange will allow a consistent approach to design, infrastructure and sustainability principles. A coordinated approach also assists with timely staging of services to the area plus the delivery of new employment and residential lands.

Planning is underway for the new release areas at South Creek West, Lowes Creek, Marylands and Pondicherry to support the Western Sydney Aerotropolis's development. To the east, the potential to extend the existing South West Rail Link beyond Leppington to enable convenient access to the Aerotropolis and Airport will also be considered in the planning for precincts at Leppington and Glenfield.

The area to the west of the Aerotropolis is identified as Metropolitan Rural Area (MRA). The *Western City District Plan* requires the maintenance or enhancement of the MRA using place-based planning to deliver targeted environmental, social and economic outcomes. The District Plan also requires that urban development be limited to within the Urban Area and the Investigation Areas at Horsley Park, Orchard Hills and east of The Northern Road. The area west of the Aerotropolis is not an investigation area but does include the villages of Warragamba and Silverdale which have important connections to the Aerotropolis.

The Planning Partnership approach will ensure infrastructure delivery is related to development patterns, while creating a more consistent approach to planning and design standards across Liverpool, Wollondilly, Penrith, Camden, Campbelltown and Blacktown local government areas.

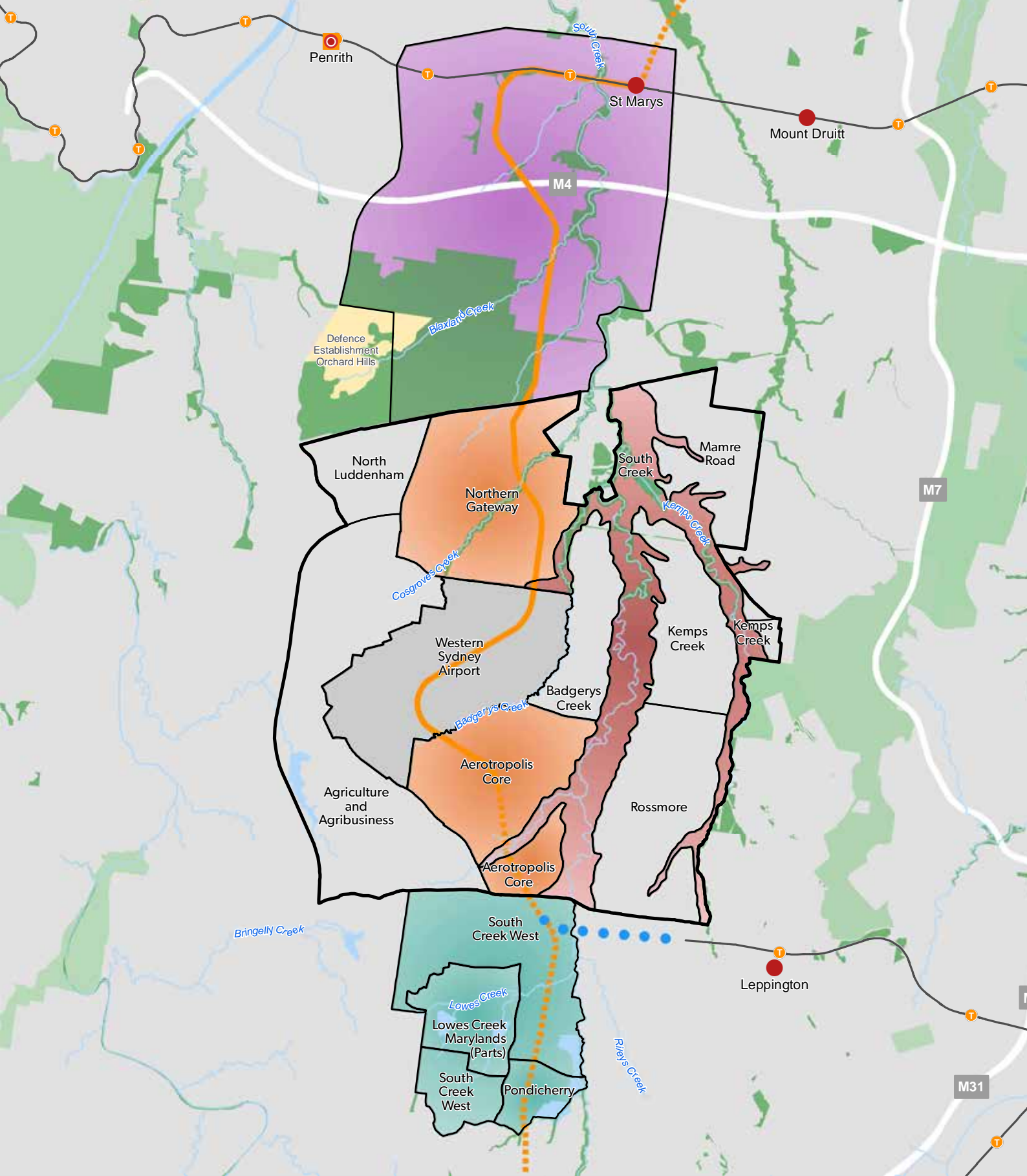
Aboriginal people

The District's Aboriginal people, their histories and connection to Country and community make a valuable and continuing contribution to the District's heritage, culture and identity.

Supporting Aboriginal self-determination, economic participation and contemporary cultural expression through initiatives, such as the development of culturally-appropriate social infrastructure, will strengthen the District's identity and cultural richness.

The District contains landholding acquired under the *Aboriginal Land Rights Act 1983* where Local Aboriginal Land Councils can work towards planning outcomes that will help support self-determination and economic participation.

As the Western Sydney Aerotropolis LUIP is implemented, engagement with Aboriginal communities will be founded on self-determination and mutual respect, and aims to foster opportunities for economic participation, culturally appropriate social infrastructure and contemporary cultural expression.



Connected Corridors

Western Sydney Aerotropolis and Surrounds

- | | | |
|-----------------------------|------------------------------------|--|
| Western Sydney Aerotropolis | Metropolitan Cluster | Proposed North South Rail Link - Stage 1 |
| Western Sydney Airport | Health and Education Precinct | North South Rail Link - Future Stages |
| Initial Precincts | Strategic Centre | South West Rail Link Potential Extension |
| South Creek Precinct | National Parks and Nature Reserves | Railway |
| Related Precincts | Environmental Conservation | Waterways |
| Surrounding Precincts | Defence Land | |



4

Policy drivers

This Plan aims to respond to and implement policy requirements that will safeguard:

- the future operation of the Airport
- new environmental and water sensitive responses to development
- important infrastructure corridors.

4.1 Airport operations

The Western Sydney Airport will be a catalyst for significant growth and development with its \$5.3 billion construction for Stage 1. As Commonwealth-owned land, the airport development, including ancillary commercial areas and business parks, are subject to the planning and approval framework under the *Airports Act 1996*.

This requires planning to prevent encroachment of sensitive land uses into areas affected by aircraft noise and operational airspace and integrating planning with WSA Co's planning and the context provided by this Plan. This includes planning for the potential future orbital road around the Airport and associated connections and any mass transit connections between the Airport and surrounding developments.

The Western Sydney Airport will be a new gateway for Greater Sydney, and will provide many visitors with their first impression of the city. The design and experience of the Airport can showcase Sydney's creativity to the world.

The proposed SEPP (see Chapter 5) will include provisions to protect the community from aircraft noise, safeguard the operation of the Airport and plan for appropriate development within its operational space. Planning will at all times ensure a precautionary approach is taken to the design and location of less noise tolerant development.

Western Sydney Airport proposes three sub-precincts on their site as described below:

- **Airport Commercial Precinct**
WSA has been planned to accommodate complementary commercial activities at the "front door" of the airport, accessible from the new M12 motorway and Elizabeth Drive. The Commercial Precinct may include a mix of airport related and non-aviation uses that will include business, retail and light industrial uses.

- **Passenger Terminal Precinct**

A passenger terminal catering for 10 million annual passengers will be built at Stage 1, with room to expand over time to meet demand. The terminal will be integrated with all ground transport connections – rail and buses, taxis and ride sharing, parking for private vehicles, and active travel connections. The Passenger Terminal Precinct will also have commercial opportunities including hotels, retail and duty free.

- **Airport Freight and Logistics Precinct**

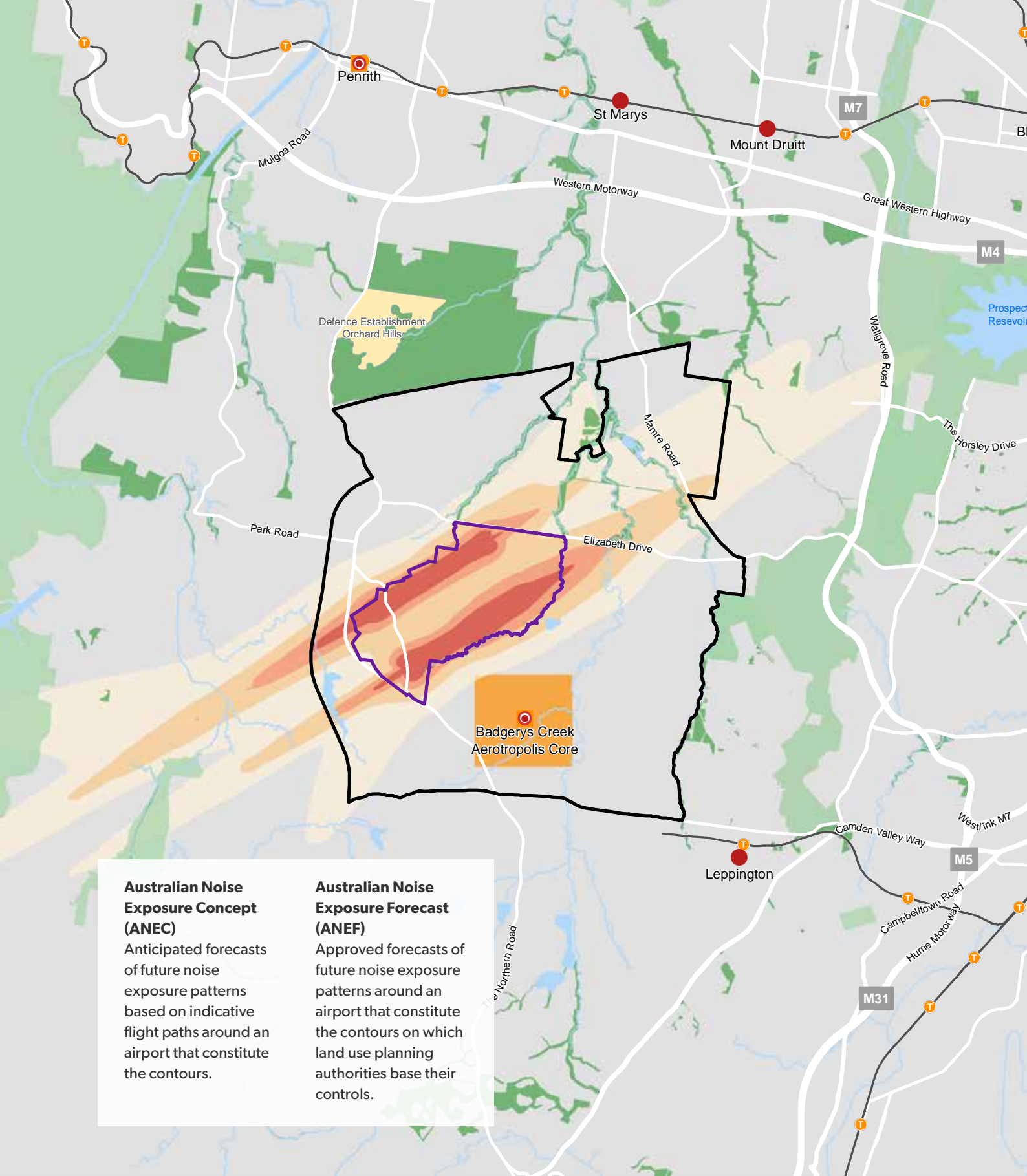
The Freight and Logistics Precinct will be directly accessible from the upgraded The Northern Road. This precinct will maximise the air cargo and export opportunities for the Western Parkland City. It will also serve to provide aircraft maintenance and, potentially, related commercial opportunities.

Western Sydney Airport to operate without a curfew, ensuring 24/7 connectivity, more jobs and increased economic benefits.

4.1.1 Aircraft noise

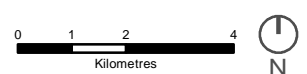
The Airport will operate without a curfew. New development proposed under this Plan must meet controls on the location and design of residential development around the airport. At a minimum this will mean meeting controls on the location and design of residential development around the airport. Aircraft noise is considered a key constraint in land use planning for the Aerotropolis.

New residences will be prevented from being developed in the higher noise zone (above ANEC/ANEF 20) around the airport. This restriction is one of the most important factors in protecting the new Aerotropolis community from any potential noise-related impacts of airport operations. There should not be a presumption of residential development and planning will ensure a precautionary approach to the design and location of development. Above the ANEC/ANEF 20 it is not intended to remove the ability to construct a dwelling on land where a subdivision for houses has already been approved. In addition, renovations to existing houses or minor extension will still be allowed subject to design to manage noise intrusion. The intention is to ensure that there is no further intensification of sensitive uses in those areas affected by the ANEC/ANEF 20.



ANEC/ANEF Contours

Western Sydney Aerotropolis



- | | | | |
|------------------------------------|-------------------|-------------------------------|-----------|
| Western Sydney Aerotropolis | ANEC/ANEF = 20-25 | Metropolitan Cluster | Railway |
| Western Sydney Airport | ANEC/ANEF = 25-30 | Health and Education Precinct | Waterways |
| National Parks and Nature Reserves | ANEC/ANEF = 30-35 | Strategic Centre | |
| Environmental Conservation | ANEC/ANEF = 35+ | | |

Incorporating aircraft noise into planning decisions happens in two ways. Firstly, the location of potential development is managed so more noise tolerant land uses (like industry) are located in louder areas and less noise tolerant uses (like schools and hospitals) are located in quieter areas. Secondly, a direct connection is made between the design of a building (including insulation standards) and the expected amount of noise.

Predicting the amount of noise is dependent on the combination of flight paths, expected aircraft number and types, and operation of an airport – this process is governed by an Australian Standard (AS-2021: *Acoustics – Aircraft noise intrusion – Building siting and construction*). The Australian Standard references noise contours established under the Australian Noise Exposure (ANE) system. Western Sydney Airport has an ANE Concept (ANEC) established under the 2016 Environmental Impact Statement (EIS). In time, when detailed flights paths are finalised, an ANE Forecast (ANEF) will be established as at other major airports.

Using the Airport's projected 'Practical Ultimate Capacity' contours, activity levels and the associated 20 ANEC contour, a more conservative approach to aircraft noise is being used than at existing airports.

Under this Plan and the proposed SEPP, development up to the 20 ANEC/ANEF contour will need to adopt appropriate design and construction standards to reduce any further potential for aircraft noise impacts.

Over time, the ANE contours will be reviewed and recalibrated in accordance with the requirements of the *Airports Act 1996*. These noise exposure contours will be prepared by the airport operator and presented in future airport master plans.

With advances in aircraft technology, noise contours may be reviewed and recalibrated. This is unlikely in the short to medium term.

4.1.2 Aviation safety

An airport's operational airspace is the volume of airspace above a set of imaginary surfaces. These surfaces are established with the aim of protecting aircraft from obstacles or activities that could be a threat to safety. An Obstacle Limitation Surface (OLS) is one of the surfaces contained within operational airspace.

OLS refers to an area of airspace extending outward and upward from aircraft flight paths within which development may be restricted to protect aircraft flying close to built structures.

Tall structures or other obstructions have the potential to create air safety hazards and/or limit the ability of aircraft to arrive and depart.

The implications of the OLS Chart for the Airport have been mapped and appropriate development controls will be imposed to protect airspace. As the airport gets closer to operations additional airspace surfaces such as the PANS-OPS (Procedures for Air Navigation Services – Aircraft Operations) will also be mapped.

Any encroachment into operational airspace for Western Sydney Airport will require Commonwealth approval. The Commonwealth approvals framework is set out under Part 12 of the *Airports Act 1996*.

4.1.3 National Airports Safeguarding Framework

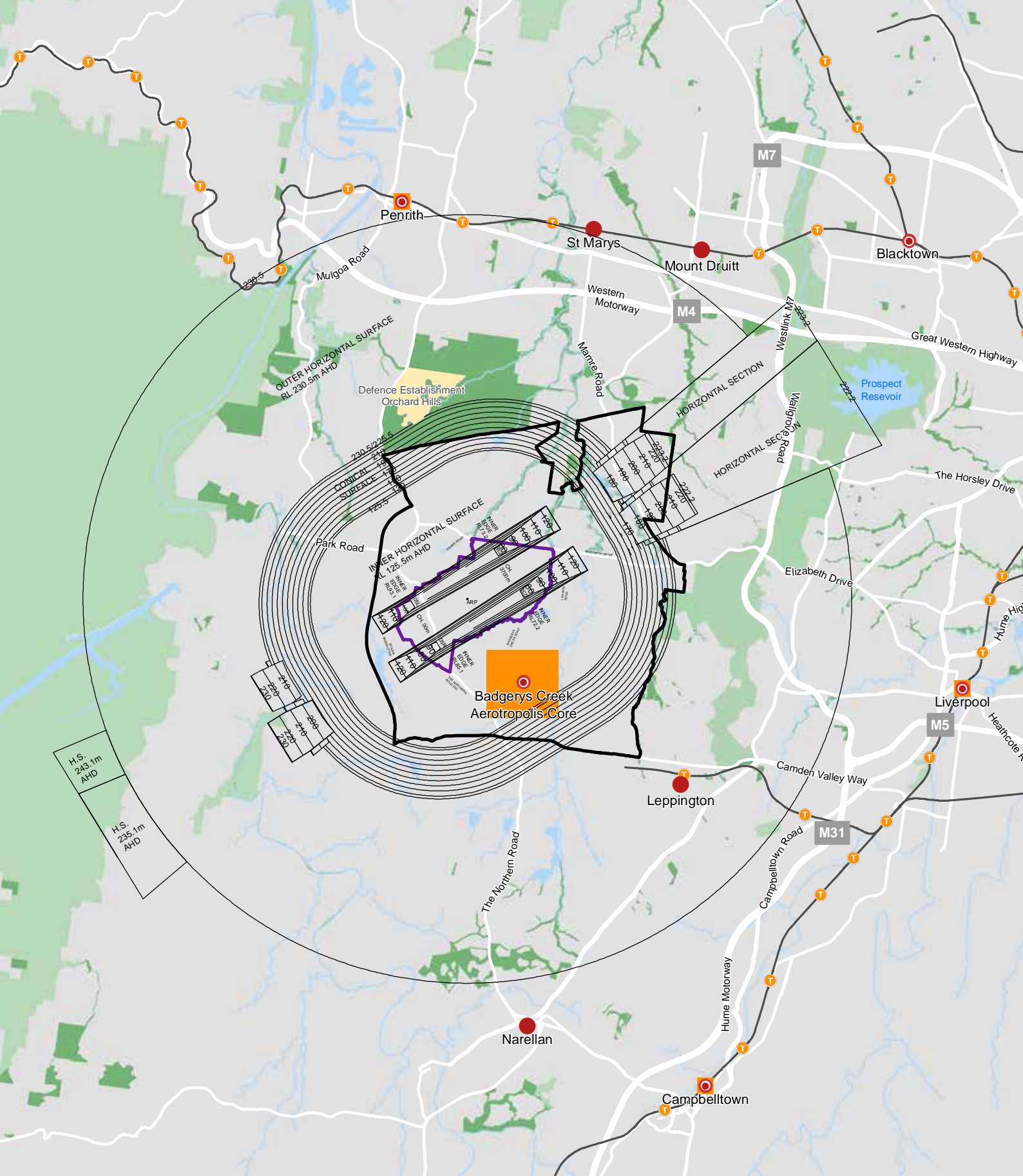
The National Airports Safeguarding Advisory Group (NASAG) has developed the National Airports Safeguarding Framework (NASF), a national land use planning framework to enhance current and future safety, viability and growth of aviation operations at strategic Australian airports. The Framework also requires consideration of other airport safety matters including wildlife strike, wind shear and public safety zones.

Birds can physically impact aircraft, particularly during take-off and landing. Land uses and/or embellishments that could attract significant birdlife must be considered in the context of airspace safety. This could affect the location of dams and other permanent water bodies, wastewater treatment facilities and even some biodiversity conservation sites.

Wind shear can be generated by buildings adjacent to an airport and can affect aircraft stability on take-off and landing. This becomes critical when a significant obstacle, such as a building, is in the path of a crosswind to an operational runway. In this situation, the wind flow is diverted around and over the buildings, causing variable crosswind speeds along the runway.

The risk of building-generated windshear will be addressed during detailed precinct planning. Typically, development proposals in high-risk locations will require referral to the Airport operator for review and concurrence.

Public safety zones are often defined by a trapezoidal area extending from either end of the runway. The risk of hazard associated with aircraft incidents is highest within these zones. Planning will exclude land uses that attract large numbers of people or include the storage or use of certain dangerous goods within these zones.



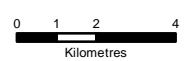
OLS Chart

Western Sydney Aerotropolis

- OLS Chart
- ▭ Western Sydney Aerotropolis
- ▭ Western Sydney Airport
- ▭ National Parks and Nature Reserves
- ▭ Environmental Conservation

- ⬢ Metropolitan Cluster
- ⬢ Health and Education Precinct
- Strategic Centre

- Railway
- Waterways



4.2 Infrastructure to connect the Aerotropolis

Several critical transport infrastructure and corridor preservation projects planned or under investigation in and around the Aerotropolis will influence the location and nature of development. At this stage, the LUIP reflects corridors as exhibited/announced and it is recognised that these corridors may shift, planning within the Aerotropolis will respond to any changes. Powering this development through sustainable, modern energy infrastructure, including locally produced clean energy, energy storage solutions, smart grid technology and innovative power purchasing options will be a focus for energy providers.

4.2.1 Public transport

Transport planning for the Aerotropolis will focus on making public and active transport the easiest and most convenient choice. The public transport network will reflect the service hierarchy adopted in *Future Transport Strategy 2056* including potential:

- city-shaping services – mass transit public transport services providing higher frequency, speed and volume linkages between our cities and centres that shape locational decisions of residents and businesses
- city-serving services – high to medium capacity, high frequency services, with more frequent stopping patterns
- centre-serving services – medium to low capacity, high frequency or on-demand services that provide customers with access to their nearest centres and transport node.

Public transport services to the Aerotropolis and surrounds will be staged with development to provide efficient, reliable and easy-to-understand journeys. Initial services on the North–South Rail Link and rapid bus services linking Liverpool, Penrith and Campbelltown with the Airport and Aerotropolis Core will be supported by local services that are likely to transition from regular bus services to dedicated other transit services, based on demand. This allows the system to adapt to the needs of the growing community.

Mass transit rail

The Western Sydney City Deal proposes the first stage of the North–South Rail Link from St Marys to Aerotropolis Core via Western Sydney Airport, with a joint objective of having rail connected to the Western Sydney Airport in time for its opening. Work has commenced on a business case for the North–South Rail Link, which also includes the South West Rail Link to connect Leppington to the Western Sydney Airport via an interchange at Aerotropolis Core.

Proposed public transport infrastructure for further investigation includes a potential passenger rail connection providing services between the Aerotropolis Core, Airport, and Parramatta.

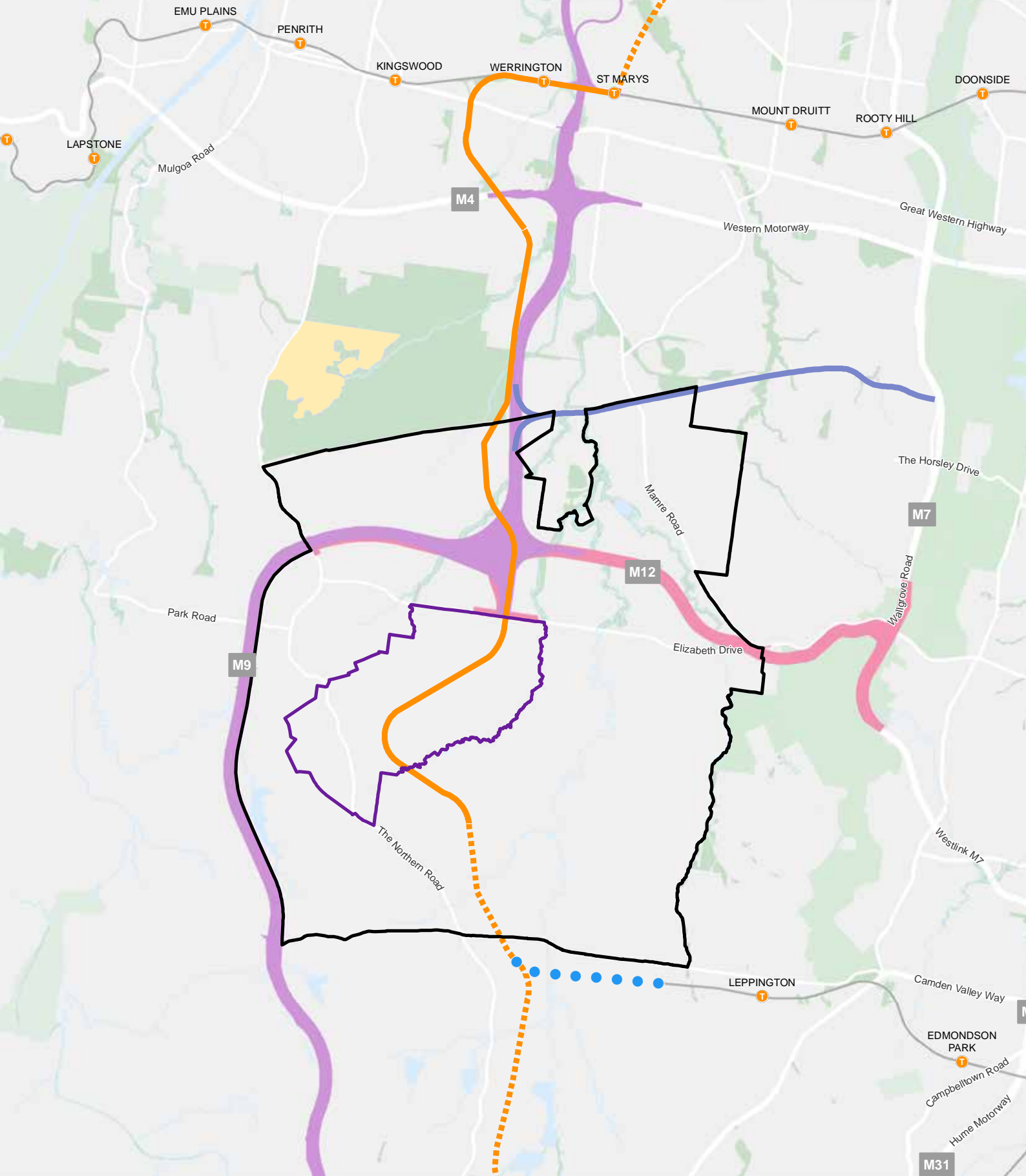
Bus connections

Early provision and planning of rapid bus connections between the surrounding centres and the Aerotropolis will create more flexible access arrangements. These rapid bus services can support the construction of the new centres within the precincts, as well as providing early access to the Airport.


Proposed bus infrastructure for further investigation includes:

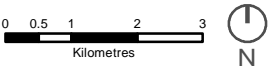
- potential dedicated bus links or bus priority on existing and new roads to enable efficient and reliable rapid bus links between the Airport, Aerotropolis and Penrith, Liverpool, Blacktown and Campbelltown–Macarthur.
- the bus link between Liverpool and the Airport and Aerotropolis Core could potentially include an extension of the Liverpool–Parramatta T-way, and upgrades along Fifteenth Avenue, as identified in the *Future Transport Strategy 2056* for investigation in the first 10 years
- a new bus interchange to improve connectivity between the centres within the Metropolitan Cluster.





Potential Transport Corridors
Western Sydney Aerotropolis

- | | |
|--|--|
|  Western Sydney Aerotropolis |  Western Sydney Freight Line |
|  Western Sydney Airport |  Proposed North South Rail Link - Stage 1 |
|  M9 - Outer Sydney Orbital Corridor |  North South Rail Link - Future Stages |
|  M12 Motorway |  South West Rail Link Potential Extension |



4.2.2 Road connections

Planning for the future road network will be underpinned by a movement and place framework that aims to balance the needs of:

- customers visiting vibrant commercial centres who want easy access and pedestrian-friendly environments
- public transport customers who depend on corridors for efficient movement to destinations
- private car users who want corridor access and on-street or nearby parking areas
- freight operators who need efficient corridors and kerbside access to meet delivery timeframes
- local communities who want to live in walkable and accessible places.

The key road infrastructure proposed to service the Aerotropolis includes:

- The Northern Road, providing the primary north–south connection along the western boundary of the Aerotropolis
- Elizabeth Drive, providing the key east-west link in the north of the Aerotropolis
- Bringelly Road providing the key east-west link in the south of the Aerotropolis
- smart technology on the M4 (committed under the first 10 years of the *Future Transport Strategy 2056*).

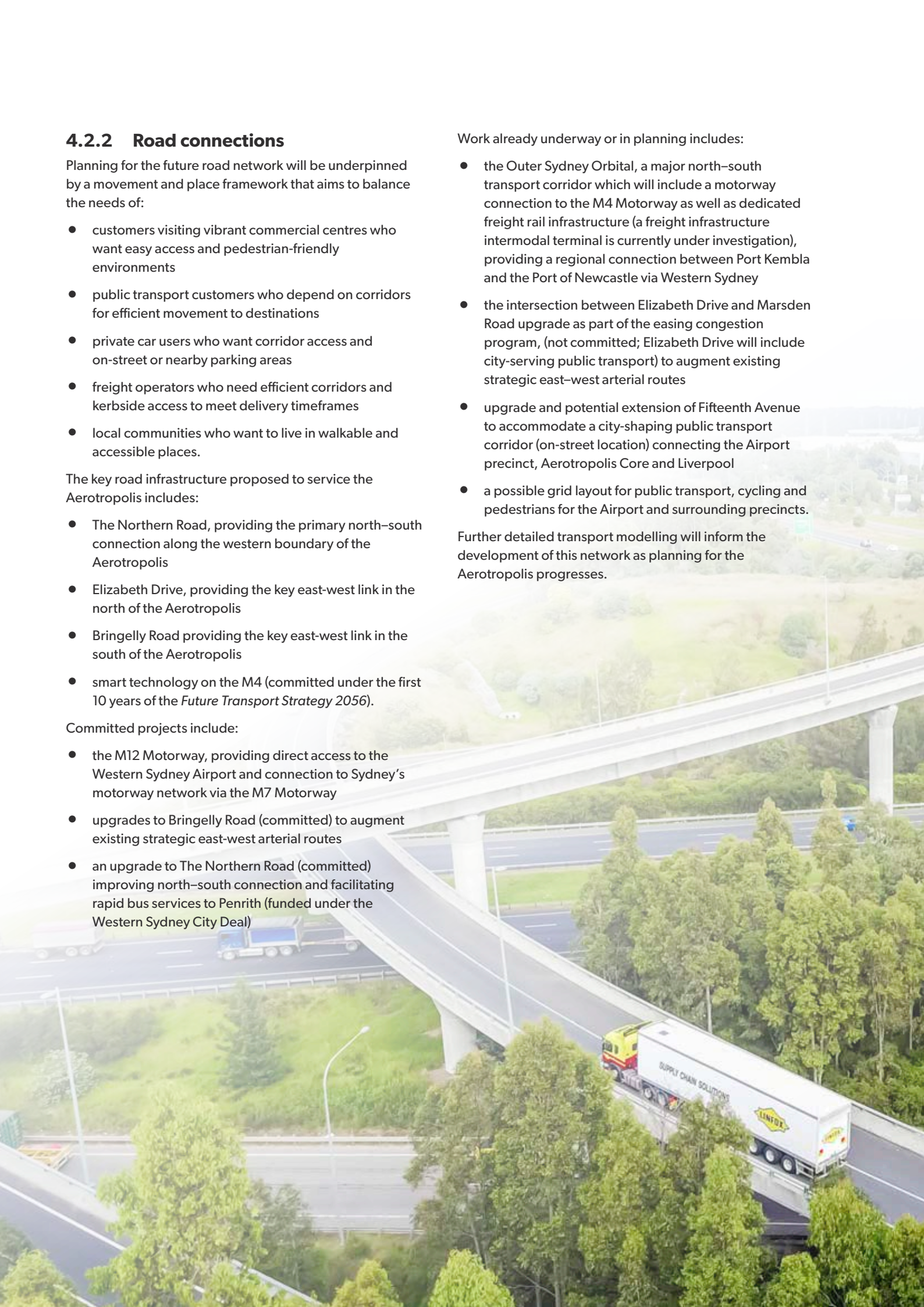
Committed projects include:

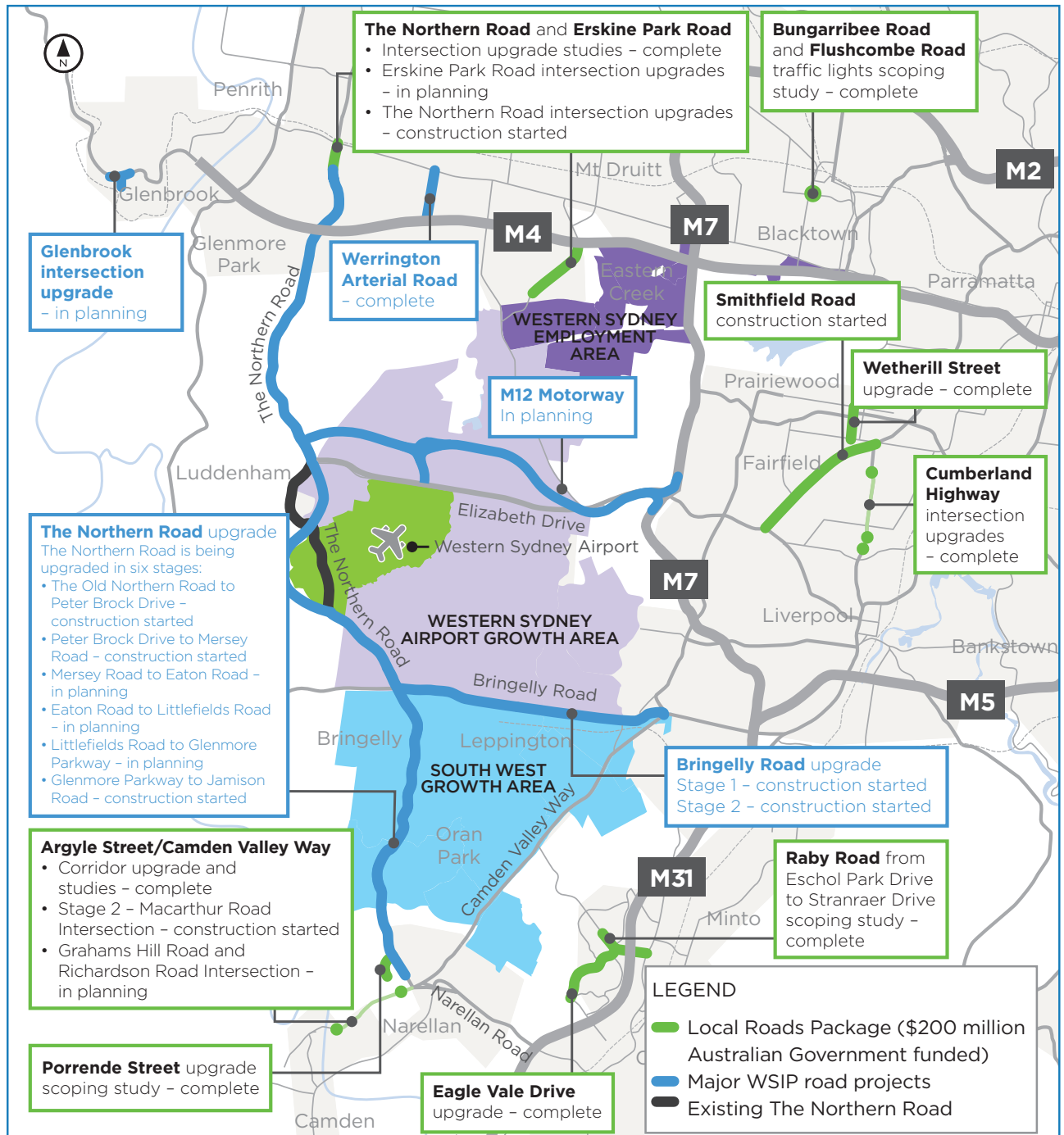
- the M12 Motorway, providing direct access to the Western Sydney Airport and connection to Sydney’s motorway network via the M7 Motorway
- upgrades to Bringelly Road (committed) to augment existing strategic east-west arterial routes
- an upgrade to The Northern Road (committed) improving north–south connection and facilitating rapid bus services to Penrith (funded under the Western Sydney City Deal)

Work already underway or in planning includes:

- the Outer Sydney Orbital, a major north–south transport corridor which will include a motorway connection to the M4 Motorway as well as dedicated freight rail infrastructure (a freight infrastructure intermodal terminal is currently under investigation), providing a regional connection between Port Kembla and the Port of Newcastle via Western Sydney
- the intersection between Elizabeth Drive and Marsden Road upgrade as part of the easing congestion program, (not committed; Elizabeth Drive will include city-serving public transport) to augment existing strategic east–west arterial routes
- upgrade and potential extension of Fifteenth Avenue to accommodate a city-shaping public transport corridor (on-street location) connecting the Airport precinct, Aerotropolis Core and Liverpool
- a possible grid layout for public transport, cycling and pedestrians for the Airport and surrounding precincts.

Further detailed transport modelling will inform the development of this network as planning for the Aerotropolis progresses.





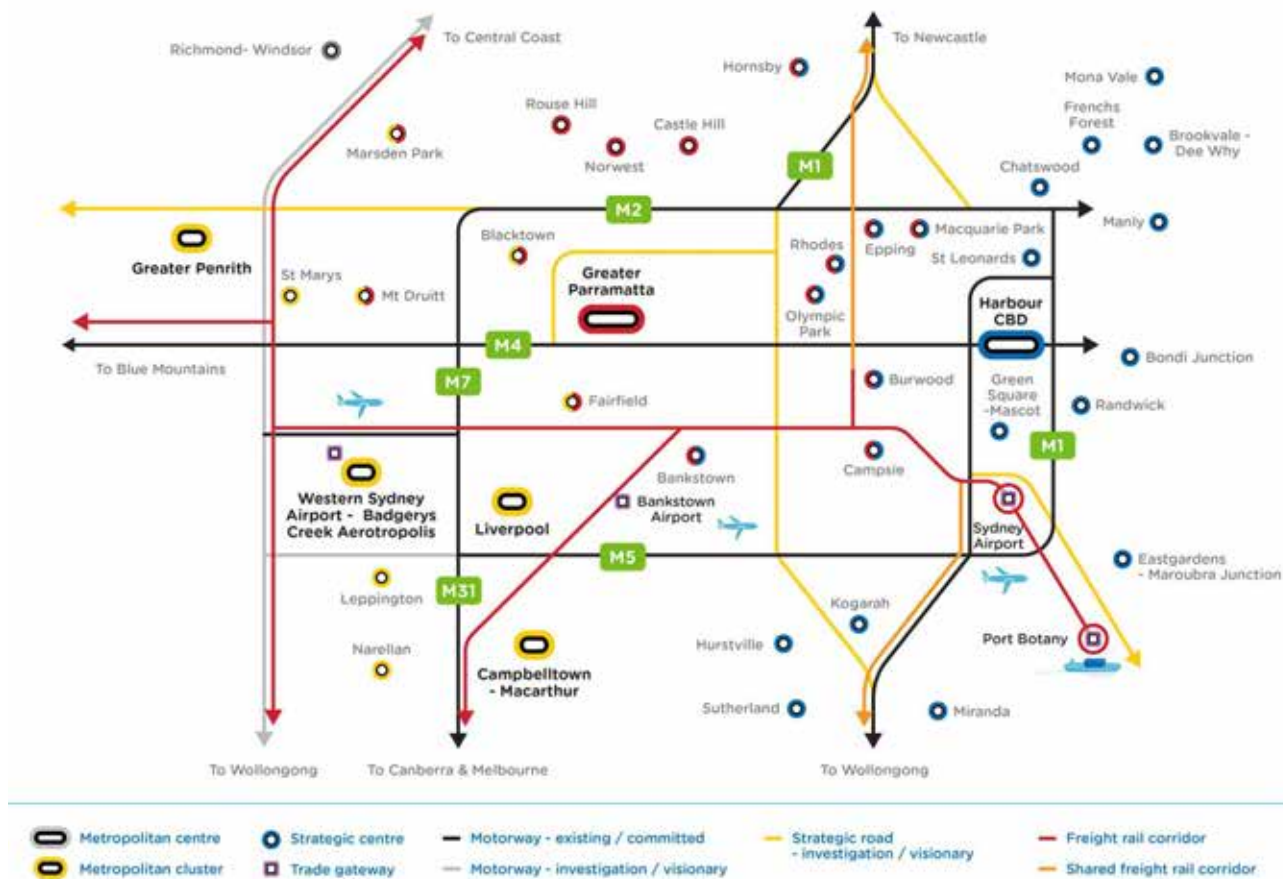
4.2.3 Freight requirements

Planning for the Aerotropolis should maximise the opportunity for it to be a central hub for the State's freight network. The Western Sydney Freight Line corridor has been proposed for protection to provide a dedicated freight rail connection between the Southern Sydney Freight Line near Yennora and the Outer Sydney Orbital with connection to potential new intermodal terminals in the Western Parkland City. The freight line, which is under investigation, will open opportunities for freight, logistics and related industries to better connect to global markets.

This will support the established Western Sydney Employment Area, a key freight and logistics hub. Planning for the Aerotropolis will accommodate this planned new freight infrastructure, as well as freight and logistics development enabling flexible employment precincts to support the increasing freight task and changes in global freight requirements. The Aerotropolis will provide a much-needed extension of Western Sydney Employment Area.

Greater Sydney Strategic Freight Network

2056



Source: Future Transport Strategy 2056

4.2.4 New generation communication

Creating the Aerotropolis and equipping its future economic capacity for growth requires a commitment to the latest generation of communications technology. This Plan will help to integrate digital connectivity, including 5G, broadband and wi-fi connections, into the delivery of services and enabling infrastructure. The State Infrastructure Strategy identifies smart cities as a focus for planning and infrastructure delivery.

Integrating digital infrastructure should be incorporated into all stages of land use planning design and construction. This is consistent with the Smart Western City Program under the City Deal, which will support connectivity, liveability and planning objectives. Initial scoping is considering a digital built Western Parkland City – including digital engineering for all Government infrastructure and the development of a digital twin of the area to improve planning and asset management.

Building a smart city will be an important focus for the planning of new precincts.

Digital connectivity and smart technology

Western City Digital Action Plan

Local governments will lead the development of a Western City Digital Action Plan in collaboration with the Australian and NSW governments, and industry partners.

Smart Western City Program

The NSW Government will deliver a Smart Western City Program to enable NSW agencies to embed interoperable smart and secure technology – such as transport and utility monitoring systems – into new infrastructure as it is rolled out.

5G strategy

The NSW and local governments will develop a 5G strategy for the Western Parkland City, which will include partnering with a telecommunications carrier to deliver a trial of 5G technology.

Openly available data sets

NSW and local governments will explore, identify and make data publicly available in line with open-data principles. To facilitate this, the Australian Government will establish a Western Parkland City data catalogue on data.gov.au and NationalMap, and support local governments to fully utilise the platform. Better access to local data has the potential to drive innovation and improved service delivery across the Western Parkland City.

4.3 A sustainable, liveable and green Aerotropolis

The Aerotropolis contains natural assets that represent opportunities and constraints to future urban growth. Key environmental considerations include waterways and riparian lands, biodiversity values and flooding. The greenfield nature of the area increases opportunities to introduce advanced sustainability initiatives to create an attractive destination for travellers, residents and millennial workers. Infrastructure investment will be coordinated through place-based business cases.

4.3.1 Water smart planning in the South Creek catchment

Consistent with the strategic vision for the Western Parkland City, the Aerotropolis must develop in accordance with the principles of the *Greater Sydney Region Plan* that ensures green spaces and landscape are valued. This requires planning to value the quality of the natural environment of the Aerotropolis to achieve a cool, green parkland living and working community.

This Plan and the *Western City District Plan* embrace the natural systems of the South Creek catchment as valuable assets rather than constraints. This requires a new approach that brings riparian lands to the centre of urban activity and form, while improving and preserving environmental values.

This will be delivered through a NSW Government, cross-agency program that involves Infrastructure NSW, the Greater Sydney Commission, the Department of Planning and Environment, the Environmental Protection Authority, Office of Environment and Heritage and Sydney Water. The program will establish a framework for the long-term integrated, sustainable management of South Creek, addressing its environmental, aesthetic, biodiversity and hydrological values.

The outcomes of this program will be incorporated into all future planning for the Aerotropolis. This will integrate management of water across the catchment and see South Creek incorporate linear parklands that also protect biodiversity and endangered ecological communities including remnant Cumberland Plain Woodland. South Creek will be accessible, attractive and environmentally rich. Activity centres will be focused on the creekline and development will be integrated within the corridor to provide surveillance, promote activity and encourage community ownership and identity.

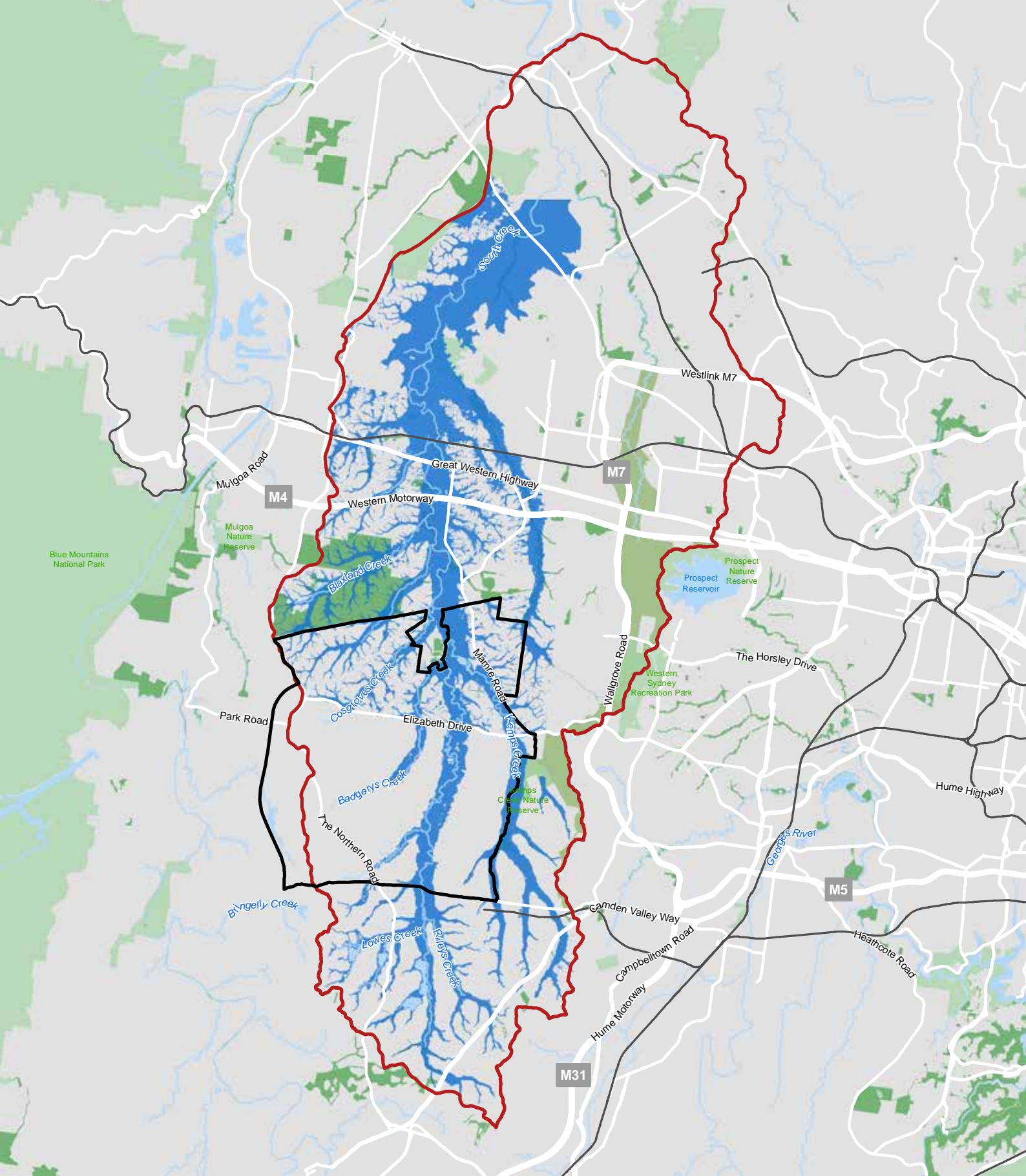
East-west green links will connect the South Creek parklands to Kemps Creek and further east to the Western Sydney Parklands, offering recreational opportunities such as walking trails, picnic grounds, working farms, water sports and mountain biking tracks. A network or grid of new roads and transport corridors will be developed as parkways to create vegetated corridors.

The Aerotropolis is in one of the warmest parts of Greater Sydney and heat can influence the health and lifestyle of residents and workers. The network of waterways offer potential to create greater environmental, social and amenity benefits through strategies and solutions to mitigate urban heat.

Water Sensitive Urban Design

More closely matches the pre-development stormwater regime, in both quality and quantity.

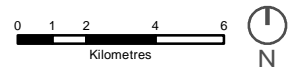
- Fits sensitively into its context.
- Reduces the amount of water transported between catchments intersected by developments or by road and rail corridors.
- Provides a higher level of consideration to projects passing through more sensitive waterways and catchments, and projects which cause the greatest amount of change to effective imperviousness.
- Best uses water resources (e.g. rainwater, stormwater etc.) that enters a project area.
- Is durable, functional and sustainable.



South Creek Catchment

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- South Creek Sub Catchment
- Probable Maximum Flood (PMF) (JACOBS, 2017)



4.3.2 Contemporary, liveable neighbourhoods

New design guidelines will be developed through the Planning Partnership to create workable and innovative standards for street layouts, building design, infrastructure and utilities (incorporating digital connectivity), open space and water management.

The Aerotropolis, at the heart of the Western Parkland City, also provides the opportunity to lead new design approaches to landscape management and the expansion of the tree canopy. The tree canopy will provide shade, cool buildings and prevent roads from becoming heat sinks.

A well designed built environment, such as the mixed use living precinct in Rossmore, will create enjoyable, attractive and inclusive places, with opportunities for social interaction and connection, new housing and employment opportunities, and social infrastructure. It will include public spaces and integrated cultural infrastructure that support people to participate in arts and creativity and to develop a sense of place, identity and a connection to their community.

Connected and legible street networks will provide direct, safe and convenient pedestrian, cycle and public transport access for people of all ages and abilities. At ground level, streets will be active and busy, with a mix of retail, restaurants, cafés and services.

Public areas will be designed for people, offering intimate urban spaces and plenty of greenery and tree canopy. Wide footpaths will create space for outdoor dining, places for people to meet, public art and large trees. Public spaces should be designed to be inclusive and to encourage and support creative and cultural uses such as music and performance that bring people together and activate the public domain.

Western Sydney is rich in Aboriginal history and heritage significance and is also home to the largest Aboriginal population in Australia. Despite this, there is a shortfall in cultural infrastructure for Aboriginal people to practice and share culture and for the wider community to visit to interact with and understand the Aboriginal culture, history and heritage of Western Sydney.

Celebrating the rich Aboriginal, cultural and natural heritage of the Aerotropolis, including the South Creek spine which holds special significance to the traditional owners of the land, could include a Aboriginal cultural centre in the Aerotropolis to support Aboriginal people to connect with their heritage and culture and to access economic opportunities. It could reinforce the unique history and identity of the Aerotropolis and support communities to develop a sense of place and belonging. It would also provide an exciting experience to attract people to visit the areas or for tourists arriving in Western Sydney to stay.

Artist's impression of residential neighbourhoods





Open space areas will be celebrated as places of shared importance to Indigenous and non-Indigenous people while maintaining important landscapes and views. An Indigenous reading of the landscape is essential to its interpretation and curation and the management of the changing landscape of the Western Parkland City. Indigenous heritage items and areas are expected to be found predominantly in riparian areas along the South Creek corridor. This work will inform the precinct plans.

Aerotropolis planning will ensure that residential or employment development is within close proximity to local open space (at least 3,000m²) and district open space (two to five hectares). People living in high density areas (including mixed use residential areas with more than 60 dwellings per hectare or mixed use employment areas with greater than 60 jobs per hectare) will live within 200 metres of open space.

District-scale open space such as playing fields will be provided towards the edge of centres to maximise catchment areas. Sporting fields will be shared with educational institutions wherever possible.

4.3.3 A culture of arts and creativity

Considering creativity and cultural infrastructure as a central dimension of the planning process will strengthen the competitiveness, liveability, sustainability and cohesiveness of the Aerotropolis as it develops and grows. It will ensure that culture emerges in the Aerotropolis as a consumable asset, but as a carrier of metropolitan DNA, a driver of design and placemaking, and a source of identity, belonging and cohesion.

Public art, spaces where people can connect, create and engage with arts and culture, and the development of new cultural infrastructure, are critical for building strong and cohesive communities. Cultural and creative spaces will

play an important role in building local character and amenity, place-making and developing a sense of place, unique vernacular and feelings of identity and belonging in newly established communities.

Cultural infrastructure will support the Aerotropolis's ambition to be a home for science, health and education. Culture and creativity will enable and strengthen the productive growth of these precincts, driving other kinds of innovation (social, environmental and educational), creating jobs and ensuring that the Aerotropolis does not become a second division player in the innovation economy. It will help the area to develop to meet the expectations of future generations for a high-amenity high-experience urban life – a place where people want to live and work, and where employers want to invest in the creation of jobs. Co-locating artistic and creative organisations in science, health and education precincts will encourage collaboration, drive enterprise and innovation and support the development of creative industries.

Planning for the Aerotropolis will include investigation for cultural infrastructure that supports the tourism economy in the area, which will be a new gateway for Sydney, and address existing gaps in Western Sydney. This infrastructure has the potential to provide unique and exciting arts and cultural products and experiences and help to develop a night-time economy – attracting people to visit the area and encouraging visitors arriving via Western Sydney to remain in the area.

The second stage of the Land Use Plan will provide greater detail on potential projects to support creative opportunities in the Aerotropolis. These projects will be a combination of specific infrastructure investments, or strategies to embed creative industries with future development areas.

4.3.4 Environmental conservation in the Cumberland Plain

Western Sydney is home to some of the last remaining critically endangered plant communities on the Cumberland Plain as well as other threatened flora and fauna.

Strategic biodiversity certification allows for biodiversity values to be considered early in the planning process. It protects areas of high conservation value, identifies areas suitable for development and offsets any residual impacts to biodiversity. Strategic biodiversity certification removes the need for site-by-site threatened species assessment, provides certainty for developers and landowners and enables better environmental outcomes.

The *Cumberland Plain Conservation Plan*, a strategic conservation plan, will support an application by the Department of Planning and Environment for the biodiversity certification of the Aerotropolis and other new development areas in Western Sydney under the *Biodiversity Conservation Act 2016*. It will also propose a range of conservation measures, including protection of high conservation value core and corridor areas, revegetation and renewal, protection using development controls and investment in species recovery initiatives.

The development of the *Cumberland Plain Conservation Plan* and the biocertification of the Aerotropolis and other new areas in Western Sydney will run concurrently with precinct planning. The Aerotropolis includes an area which was biodiversity certified in 2007 and the conditions and planning controls that apply in this area will continue.

The Department of Planning and Environment has carried out field surveys to identify the biodiversity values in the Aerotropolis so that precinct plans can avoid or minimise impacts to biodiversity. The Department has also undertaken preliminary mapping of core biodiversity sites.

4.3.5 Clean, reliable, affordable modern energy infrastructure

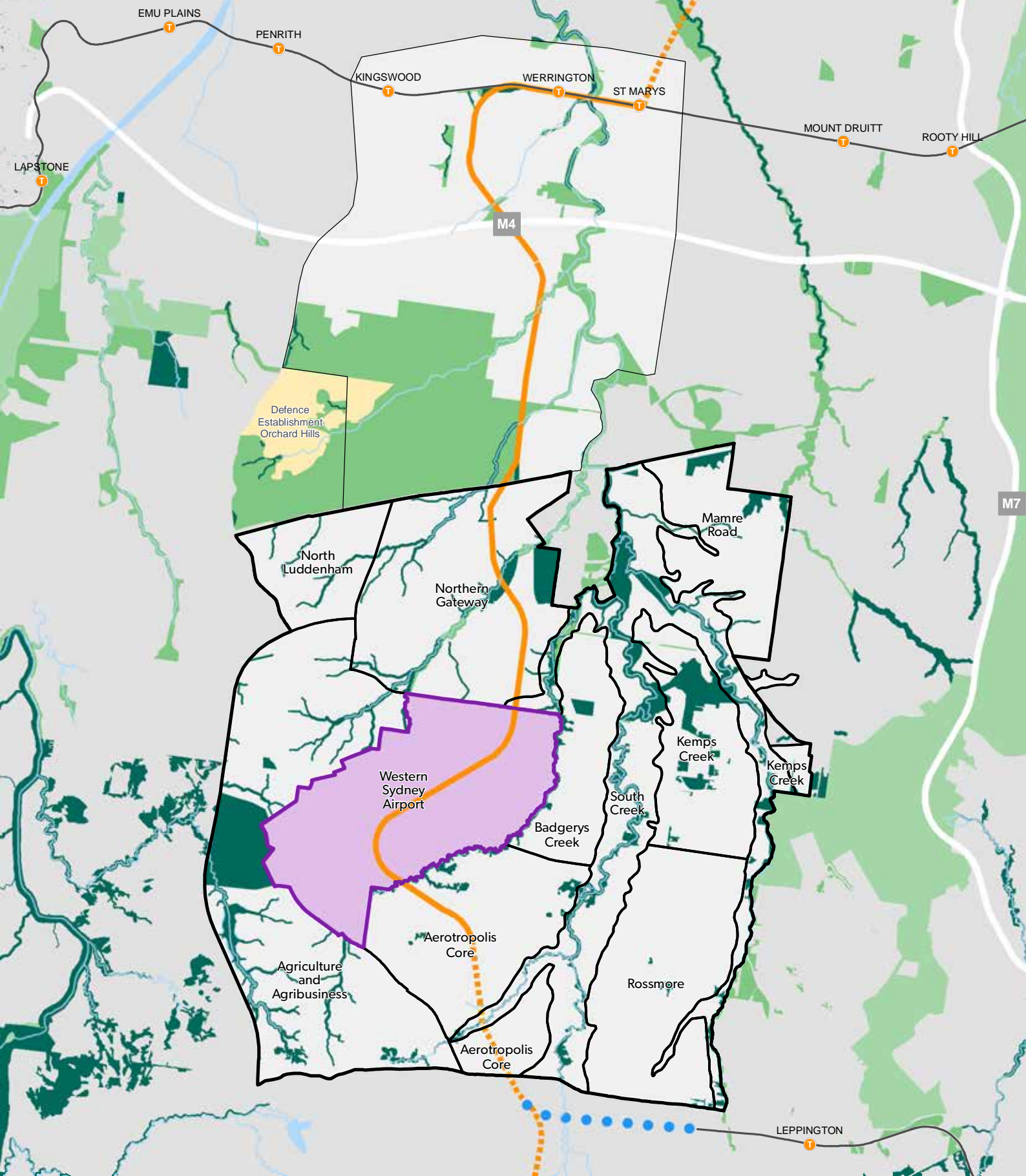
The energy sector is going through exciting changes. New energy technologies, solar and storage, combined with digital metering and software are changing the way energy is delivered to customers.

Planning for the Aerotropolis will consider how households and businesses can benefit from these changes. The Department of Planning and Environment will work with existing and new energy infrastructure providers to deliver energy infrastructure which meets the NSW Government's objectives for a modern energy system. This will seek to combine local generation, such as small and medium scale solar, and storage with advanced electricity network management systems.

The development of the energy supplies will draw on Australian and international experience in combining locally generated electricity with the existing large-scale electricity network. This includes:

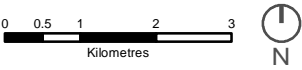
- installing solar rooftops and solar gardens models for new residences
- requiring all new industrial buildings and warehouses to have solar rooftops and/or co-located, behind-the-metre solar farms (similar to the 4MW solar power facility at Darwin Airport)
- using smart grid technologies, with onsite battery storage.





Conservation Values **Western Sydney Aerotropolis**

- Western Sydney Aerotropolis
- Precinct Boundary
- Western Sydney Airport
- Potential and Existing Conservation Land
- National Parks and Nature Reserves
- Environmental Conservation
- Defence Land
- Proposed North South Rail Link - Stage 1
- North South Rail Link - Future Stages
- South West Rail Link Potential Extension
- Railway
- Waterways



5

A flexible and adaptive planning framework

5.1 A proposed State Environmental Planning Policy (SEPP)

The proposed statutory planning framework for the Aerotropolis must encourage innovation and manage growth in a sustainable way, sequenced to reflect demand and infrastructure delivery. It will also address the unique airspace protection issues critical to the success of the Airport and the Aerotropolis.

A proposed State Environmental Planning Policy – Western Sydney Aerotropolis (the SEPP) will:

-  endorse the *Structure Plan* outlined in a Final (second stage) *Land Use and Infrastructure Implementation Plan*, to guide land use and investment decisions
-  introduce incentives to encourage future desired land uses
-  support the implementation of the South Creek Corridor Project and the vision of the Aerotropolis parkland setting
-  identify necessary infrastructure and associated corridor protection
-  recognise existing agricultural and agribusiness land use zones that will be retained until precincts are rezoned
-  identify appropriate sequencing of land release precincts and establish strict criteria to guide alternative release scenarios
-  introduce an assessment framework to consider aircraft noise and operation for development around the Airport
-  implement new flexible land use zones unique to the Aerotropolis to fast-track precinct planning and attract business investment and jobs growth
-  integrate with the broader infrastructure contributions and biocertification regimes

The SEPP will apply three new zones to the Aerotropolis:

- An Urban Development Zone will apply to developable lands within the Aerotropolis. This will identify broad land uses that are acceptable and allow strategic planning work to inform the layout of land uses when detailed site, engineering and urban design work is undertaken.
- An Infrastructure Zone will apply to new and existing road and rail corridors, as well as education and health infrastructure.
- An Environment Zone will apply to sensitive environmental areas such as South Creek.

The exception to these new zones will be the Agricultural and Agribusiness Precinct where the existing rural zones in Liverpool and Penrith local government areas will be reviewed and updated as necessary.

The SEPP will incorporate clauses relating to airspace to prevent encroachment of sensitive land uses into areas affected by aircraft noise and other airspace protection measures. These clauses will apply to land in the Blue Mountains, Penrith, Wollondilly, Camden, Liverpool, Campbelltown, Fairfield and Blacktown local government areas.

5.2 Urban development zone

An innovative new zone, the urban development zone will be applied to precincts through the SEPP. It allows for strategic planning directions to be given more prominence when detailed site, engineering and urban design work is undertaken.

The creation of this broad urban development zoning linked to strategic planning and enabling more detailed neighbourhood planning by a proponent is a feature of successful land release processes in Victoria, Queensland and Western Australia.

The aims of the Urban Development Zone will be to:

- implement the objective of the Western Parkland City objectives in accordance with the *Greater Sydney Region Plan*
- manage the transition of non-urban land into urban land in a way that is consistent with the requirements of this Plan

- ensure the development of well-planned and well-serviced, high-amenity and culturally vibrant new urban communities in accordance with this Plan and future precinct plans
- ensure a range and location of uses that can build the social fabric of new communities and consistent with the strategic planning for the Aerotropolis
- safeguard non-urban land from use and development that could prejudice its future urban development.

To ensure consistency with the strategic planning directions in the Final Plan and the SEPP, planning and development proposals will require a consistency assessment, to be included in the application. A referral mechanism to the Department of Planning and Environment will ensure new development proposals are assessed against the requirements of this Plan.

The new Urban Development Zone offers a clear line of sight from *A Metropolis of Three Cities*, through this Plan to each precinct plan and then to subdivision assessments for each site. Additionally, the new zone will eliminate the need for costly planning and zoning amendments that occur as greenfield delivery occurs – this allows new release areas to change and adapt over time.

5.3 Streamlined development assessment

The SEPP will encourage desired future land uses through the expanded use of complying development, provisions to support interim land uses and subdivision controls to preserve land for future development outcomes. Innovative measures to attract investment, such as greater use of complying development will be a further catalyst for diverse investment, subject to further investigation and government approval.

Detailed development controls will be established during precinct planning to specify employment and housing densities and height, infrastructure, open space, community facilities and services. Development controls will also include provisions to streamline complying development approvals for certain development types, such as those that encourage business investment and job creation.



5.4 Interim and out-of-sequence arrangements

Some landowners may wish to submit 'out of sequence' proposals to develop land early. Assessment of out of sequence proposals will consider the role of staging and sequencing in the efficient delivery of infrastructure and in supporting the broader vision for the Aerotropolis, beyond the aspirations of individual landowners.

Out of sequence proposals must demonstrate consistency with the strategic planning for the Western Parkland City and the specific requirements of this Plan via an assessment, against the following criteria:

- demonstrate compliance with *A Metropolis of Three Cities* and the *Western City District Plan*
- not compromise the integrated land use and transport planning that has focused the initial development areas on the Northern Gateway or Aerotropolis Core
- be at no cost to government and represent orderly development
- be fully supported by enabling infrastructure

- not preclude future urban development identified in this Plan by virtue of:
 - the proposed subdivision of land and subsequent lot size, subdivision pattern or tenure arrangement
 - the proposed investment in, and the operational and/or economic life of, the proposed development.

Out of sequence proposals must be submitted to, and assessed by, the Department through a planning gateway process with referral to the Department of Premier and Cabinet, Greater Sydney Commission, Transport for NSW, Department of Industry, the new Authority, Sydney Metro Authority and the relevant councils.

The governance processes for out-of-sequence development will be modelled on the NSW Government's *Unsolicited Proposal Guide 2017*.

A Ministerial Direction under section 9.1 of the EP&A Act will give effect to this Plan. Planning proposals can be considered; however support for rezonings will not occur until the Final Plan is released.

Artist's impression of the town centre of the Aerotropolis



6

Funding, coordination and delivery of infrastructure

A *Metropolis of Three Cities* provides the spatial foundation for more effective and efficient planning for existing and new city-shaping infrastructure, and its enhanced utilisation for the Greater Sydney Region. While each of the three cities will require new infrastructure, the focus will vary depending on:

- existing infrastructure and its service levels, capacity, and amount of industry and housing activity
- existing levels of committed and planned investment
- time scale of development needed (projected population and service demand growth).

Future infrastructure investments must better connect the three cities by providing public transport and roads. Importantly, planning decisions need to accommodate population growth through coordinated provision of other essential infrastructure and services such as education and health facilities, utilities, as well as social, cultural and community infrastructure.

NSW's infrastructure capital program creates jobs and stimulates the economy in the short-term, enabling NSW to function more productively in the long-term. The NSW Government's capital investment framework integrates land use and infrastructure planning, project selection, and funding and delivery assurance, to ensure the right projects are built at the right time at the most efficient cost, and delivered on time and on budget.

Infrastructure in NSW is funded from a variety of sources including taxation, other State revenues and borrowings, the Restart NSW fund, Commonwealth grants, user charges, contributions from local developments, voluntary planning agreements, council rates and private investment.

Within the Aerotropolis, the Commonwealth Government has committed to fund the development of the Western Sydney Airport.

The Australian and NSW governments have committed to deliver the first stage of the North–South Rail Link from St Marys to Western Sydney Airport and the Aerotropolis Core. Both governments have committed to contribute up to \$50 million, each to a business case process in consultation with local government. This will include

investigation of integrated transport and delivery options for a full North–South Rail Link from Schofields to Macarthur and a South West Rail Link to connect Leppington to Western Sydney Airport via an interchange at the Aerotropolis Core.

In addition, the two governments have been in partnership since April 2014 to jointly deliver the *Western Sydney Infrastructure Plan* – a 10 year \$3.6 billion road investment program for Western Sydney.

However, government resources are finite and it is not possible to cover the cost of new or improved infrastructure across the entire Greater Sydney Region simultaneously. Infrastructure investments need to be prioritised to deliver maximum benefits to communities both locally and across the region. Assessment and coordination of infrastructure will be undertaken through a placed based business case.

6.1 State and local infrastructure requirements

As the planning framework for the Aerotropolis evolves the detail on infrastructure demand and provision will also evolve. The Final Plan is expected to include a list of key infrastructure that will require further investigation and funding decision, and a delivery framework for the initial precincts.

6.1.1 Transport

Chapter 4 details the major infrastructure that will influence the growth and development of the Aerotropolis.

This includes connections to the Airport and Aerotropolis Core such as an extension of the Liverpool–Parramatta T-way, potential passenger rail connection providing service to Parramatta and a potential South West Rail Link to connect Leppington to Western Sydney Airport via an interchange under investigation at the Aerotropolis Core, to facilitate an interchange with the North–South Rail Link.

East-west transport links will directly connect to centres on the north–south train corridor. These links include Elizabeth Drive and Fifteenth Avenue, and will be investigated as part of more detailed planning for the Aerotropolis.

Future Transport Strategy 2056 notes that transport services are rapidly changing with new technology, delivery models and service hierarchies. Forward-looking, responsive and agile planning will ensure new business and residential communities get the best value from new services and models. Transport networks must be able to adapt to a range of possible future uses and travel behaviours and should not be constrained by existing modes of transport.

The map on the right shows the transport initiatives to be staged over 20+ years as described in *Future Transport Strategy 2056*. Investment and sequencing is subject to prioritisation across all government projects.

6.1.2 Education

The NSW Department of Education's School Assets Strategic Plan sets the direction and framework for the future of school infrastructure. Schools Infrastructure NSW, a new specialist unit within the Department, will undertake school community planning and deliver the education infrastructure program, working with other State agencies and groups to develop schools as community hubs.

Schools Infrastructure NSW will assess the requirements and respond to school needs in the Aerotropolis through broad consultation to determine the distribution, scale and timing of new schools.

In all instances, community hubs incorporating schools and other social infrastructure will be integrated with open spaces and green links to allow for activation of green spaces as well as easy repurposing, expansion and contraction.

While accessibility via active transport will be important, secondary schools and major social infrastructure will be located close to major transport routes, particularly public transport, to allow for out-of-area travel. Primary schools and lower order social infrastructure will be integrated into walkable neighbourhoods.

Schools Infrastructure NSW will explore innovative approaches such as joint use agreements that bring schools and community facilities together to generate greater public benefit and to address gaps in social and cultural infrastructure in local communities.

Child care facilities will be provided in local and employment-based centres to be convenient for workers. Co-location or integration of facilities will be considered, where appropriate.

6.1.3 Health facilities

Regional-level health facilities are provided by NSW Health through the South Western Sydney Local Health District (SWSLHD). NSW Health has a range of infrastructure projects underway to meet the short to medium demands of growth in the broader Western Parkland City.

To meet longer term demand, NSW Health will plan for future health services in the Aerotropolis as part of usual clinical services and asset strategic planning processes. NSW Health is investigating a site for an integrated health facility within the Aerotropolis in a metropolitan or strategic centre location supported by public transport. This could serve up to 250,000 people from around the Western Parkland City.

6.1.4 Open Space

Ropes Creek, Kemps Creek, Badgerys Creek, Western Sydney Parklands and South Creek will all contribute to an open space network combining recreation, stormwater management and biodiversity conservation functions within the Aerotropolis. The open space network will provide a generous series of interconnected green corridors both north to south and east to west that combine to create a series of connected public areas.

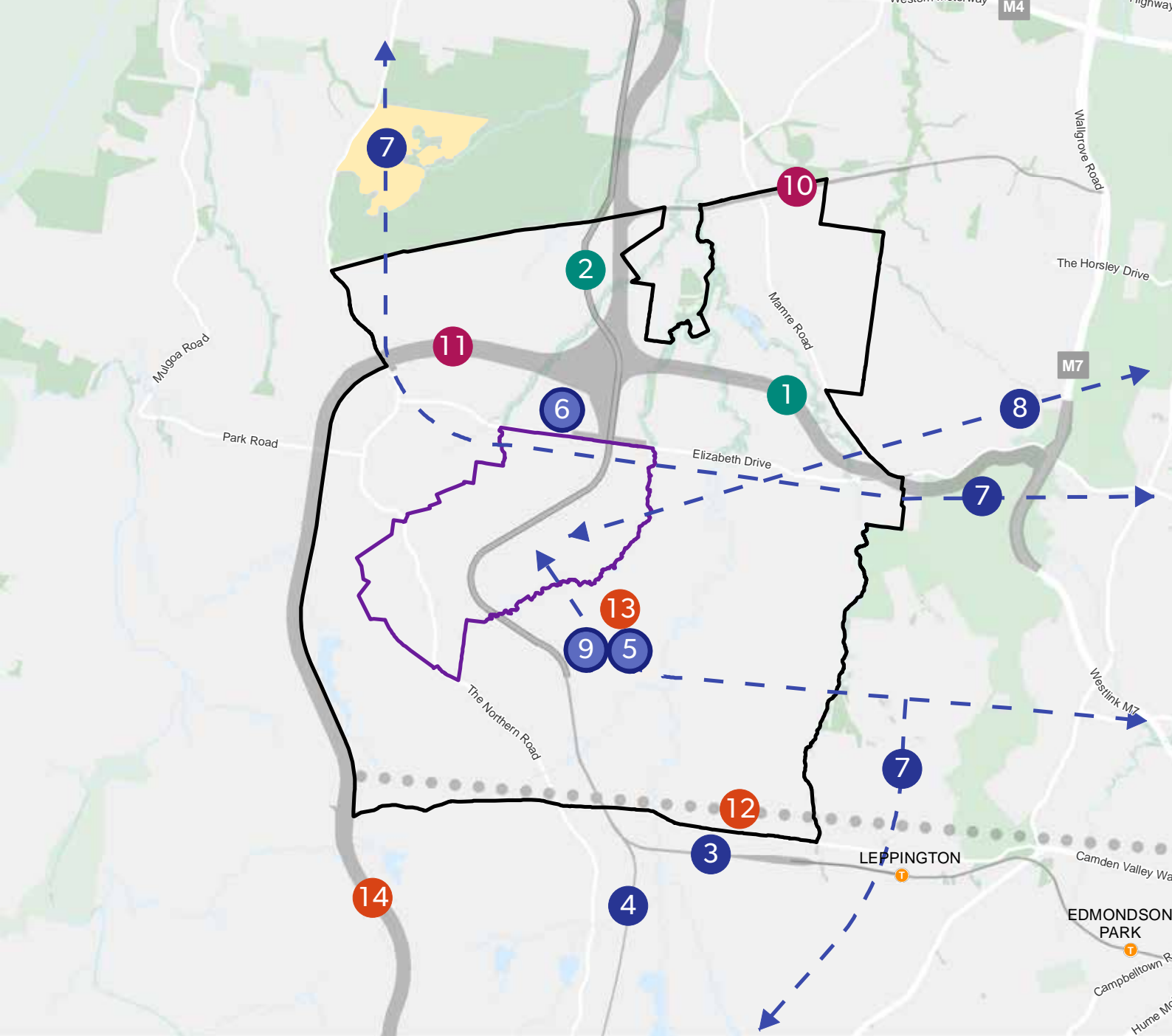
South Creek and its open space will be a key community asset with improved water quality and new crossings. The core open space and conservation corridor will provide for ecological protection and enhancement, high quality stormwater treatment and a regionally significant corridor.

Connections across South Creek and Kemps Creek and their floodplains will prioritise active transport. While the strategic road network will need to be flood free, other connections across the landscape will be integrated into the parkland setting.

Returning the floodplain to public ownership in certain locations, where feasible, will integrate passive and active recreation with the natural environment and water management mechanisms, while re-establishing tree canopy cover including Alluvial Woodland and Shale Plain Woodland.

Some sections of the core open space and conservation corridors will remain in private ownership and may continue to be used for activities compatible with the open landscape character, such as small grazing enterprises and market gardening subject to protection of ecological values.

Badgerys Creek, which defines the south-eastern boundary of Commonwealth-owned land, and running broadly from the south-west to the north, will create a landscape buffer between future employment lands and the Airport.



Future Transport Initiatives

Western Sydney Aerotropolis

Committed Initiatives (0 - 10 years)

- 1 Western Sydney Infrastructure Plan including the new M12
- 2 North-south Rail link in Western Parkland City: St Marys - Western Sydney Airport - Badgerys Creek Aerotropolis

Initiatives for Investigation (0 - 10 years)

- 3 Leppington to Western Sydney Airport - Badgerys Creek Aerotropolis Rail Link
- 4 Proposed North-south Rail Link in Western Parkland City: Western Sydney Airport - Badgerys Creek Aerotropolis - Campbelltown-Macarthur
- 5 Western Sydney Airport - Badgerys Creek Aerotropolis Connected and Automated Vehicles zone*
- 6 Western Sydney Fuel Pipeline*
- 7 Infrastructure to support Rapid Bus Connections and Improved Bus Connections between Western Sydney Airport - Badgerys Creek Aerotropolis and Penrith, Liverpool, Blacktown and Campbelltown-Macarthur

- 8 Western Sydney Airport - Badgerys Creek Aerotropolis - Parramatta Rail Link

- 9 Western Parkland City Bus Interchange*

Initiatives for Investigation (10 - 20 years)

- 10 Western Sydney Freight Line
- 11 Outer Sydney Orbital from Great Western Highway to Western Sydney Airport - Badgerys Creek Aerotropolis

Initiatives for Investigation (20+ years)

- 12 M5 motorway extension from Liverpool to Outer Sydney Orbital
- 13 Western Sydney Airport - Badgerys Creek Aerotropolis Inner and Outer Ring Roads
- 14 Outer Sydney Orbital from Western Sydney Airport - Badgerys Creek Aerotropolis to Hume Motorway

* Indicative Location



6.1.5 Arts and culture

The NSW Government's future support and investment in Arts, Screen and Culture is guided by a number of strategies. Arts 2025 is the overarching strategic framework which details the strategic priorities for the arts, screen and cultural sectors for the next eight years. This Strategic Framework draws from the actions in the NSW Government's Arts and Cultural Policy Framework: *Create in NSW*, and incorporates the ambitions of supporting excellence, participation, sustainability and diversity in the arts, screen and cultural sectors.

Key focus areas in the Strategic Framework include working across Government to make NSW a place that inspires and connects people through arts and creativity; growing and promoting NSW through Sydney as a creative destination and a cultural capital of the Asia Pacific; improving Liveability across the State by integrating arts, screen and culture in urban regeneration, cultural precincts and creative placemaking; building sustainable arts, screen and cultural sectors throughout NSW, with best practice business models to support vibrant artistic communities; and supporting diversity, facilitating participation and access to life enhancing arts, screen and cultural experiences for all communities.

The *Cultural Infrastructure Plan 2025+* sits underneath the Arts 2025 Strategic Framework as a detailed plan for the delivery of cultural infrastructure to support creativity and strong communities and thriving arts, screen and cultural sectors. The *Cultural Infrastructure Plan 2025+* will provide a strategic framework that guides how NSW plans and delivers cultural infrastructure. A key strategic priority of the Plan is to ensure that cultural infrastructure planning is integrated with state and local planning processes for land use and precinct planning so that its social and economic benefits are maximised.

Delivering cultural infrastructure in the Aerotropolis will require a coordinated effort and partnerships between the NSW Government, Commonwealth Government, councils, private enterprise and the not-for-profit sector that deliver on joint strategic priorities, and that leverage innovative and flexible solutions for funding and delivery.

Opportunities will be sought to integrate cultural infrastructure into the delivery of other infrastructure projects, such as transport, education and health precincts.

6.2 Utilities and services

The timely and efficient provision of enabling infrastructure is a key consideration to activate precincts. Limited trunk infrastructure means significant planning and investment is required to unlock development in the Aerotropolis.

As work continues to investigate the accommodation of trunk infrastructure, consideration needs to be given to how this will be funded and the timing and impacts of any infrastructure maintenance on road corridors. As an example, trunk infrastructure is not to be located within the Elizabeth Drive corridor but adjacent to that corridor within service roads or easements.

The second stage of the Land Use Plan (the Final Plan) will include a flexible servicing strategy that will provide long-term direction, ensure certainty of utility supply and allow for alternative servicing solutions as technologies and hybrid servicing methodologies. Precinct planning must build in a reduction in carbon emissions and recognise the use of urban design and smart infrastructure to manage energy, water and waste efficiently.

Other constraints that will be explored as part of the Final Plan include:

- out of sequence developments and capacity for development to pay for infrastructure
- fragmented land
- isolated development separated from existing infrastructure
- lead time for constructing ultimate infrastructure
- service provider funding and business models
- environmental obligations and aspirations
- timing of infrastructure investment
- temporary infrastructure
- industry acceptance of economically viable sustainable alternative servicing solutions
- rethinking the business as usual approach.

The limited infrastructure within the Aerotropolis presents a unique opportunity to efficiently and collaboratively plan for and explore alternative and innovative servicing solutions. The Department of Planning and Environment will continue to work with utility providers, Infrastructure NSW and WSA Co. to develop an innovative and sustainable servicing strategy for the Aerotropolis which will include consideration of initiatives such as smart cities and zero carbon cities and smart grid systems.

Given the size and complexity of the utilities and services delivery, the new Authority will be responsible for coordinating timely delivery of infrastructure and services for the Aerotropolis.

6.3 Development Contributions for the Aerotropolis

The current system of development contributions allows for the levying of contributions towards local and state infrastructure under the EP&A Act. Broadly, the means for securing development contributions through the planning process are:

1. Development contributions (s7.11)
2. Fixed development consent levies (s7.12)
3. Special infrastructure contributions (SIC) (s7.24)
4. Affordable housing contributions (s7.32)
5. Voluntary planning agreements (s7.4).

Local development contributions and Special Infrastructure Contributions (SIC) are contributions required as a condition of development approval to fund infrastructure. Council's Section 7.11 Contribution Plan will fund local infrastructure such as parks, local roads and community facilities. Regional infrastructure can be funded through a Special Infrastructure Contribution Plan and address broader issues such as affordable housing, and where applicable, biodiversity offsets.

Voluntary Planning Agreements (VPAs) can be used with the private sector to fund infrastructure or to manage private delivery of infrastructure.

A SIC will be developed to fund and deliver regional infrastructure. The infrastructure schedule and SIC rate will be publicly exhibited with the second stage of the Land Use Plan for the Aerotropolis. Specific SIC rates are likely to be developed for each precinct and may be refined with more detailed planning. The likely rates of these plans will be at least the equivalent of SIC rates in adjoining growth areas. Regional infrastructure may also be funded through other value sharing mechanisms as outlined in Section 6.4.

The Department of Planning and Environment will also work with Penrith and Liverpool councils to prepare section 7.11 (formerly section 94) plans, under the EP&A Act for the Aerotropolis to secure funding for local infrastructure as part of the finalisation of each precinct plan.

6.4 Other Value Sharing Mechanisms

Consideration of additional mechanisms to fund infrastructure is consistent with a range of local, national and international experience in drawing on value sharing as a source of major project funding resulting from significant land value uplift.

While the specifics of potential value sharing mechanisms will be explored and developed as part of the second stage of the Land Use Plans, there are a range of innovative private and public sector financing solutions.

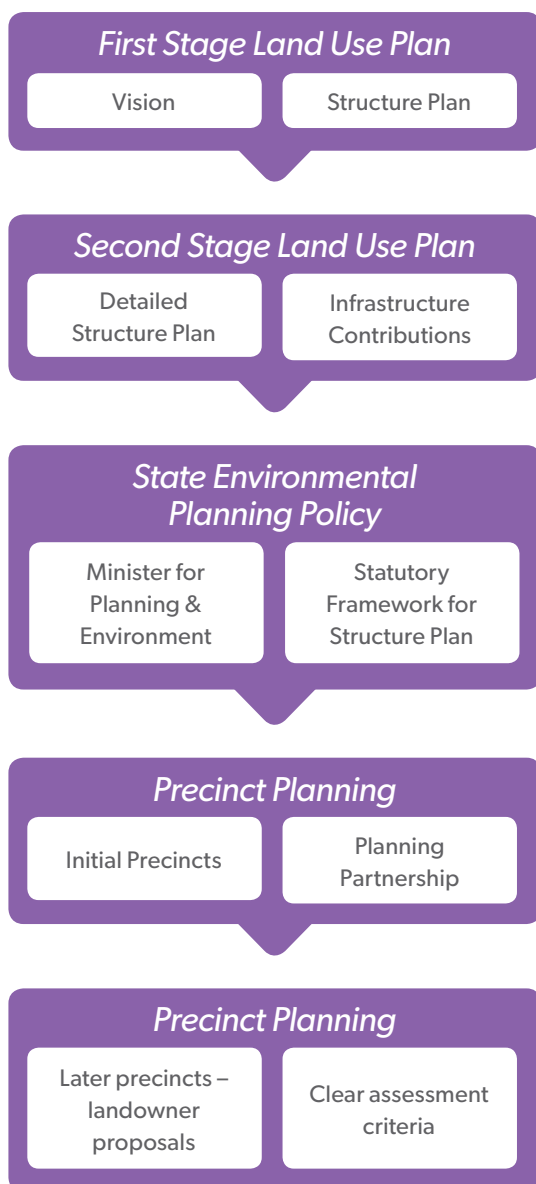
The consideration of other value sharing options will be in addition to the standard range of development contributions including Special Infrastructure Contributions to ensure the major development based investments by the NSW and Commonwealth governments are delivered in line with broader developments.

The consideration of additional mechanisms will also be within the context of other development contributions and levies on businesses and households.

7

A roadmap to make the Aerotropolis development ready

The roadmap



7.1 The first stage – vision and identification of early precincts

This Plan is the next step in the delivery of the Aerotropolis providing an opportunity to discuss the future direction for the Aerotropolis. It will give the community, landowners, infrastructure agencies and industry groups an understanding of the relationship between the initial precincts and the delivery of new connecting infrastructure to the Airport and Aerotropolis.

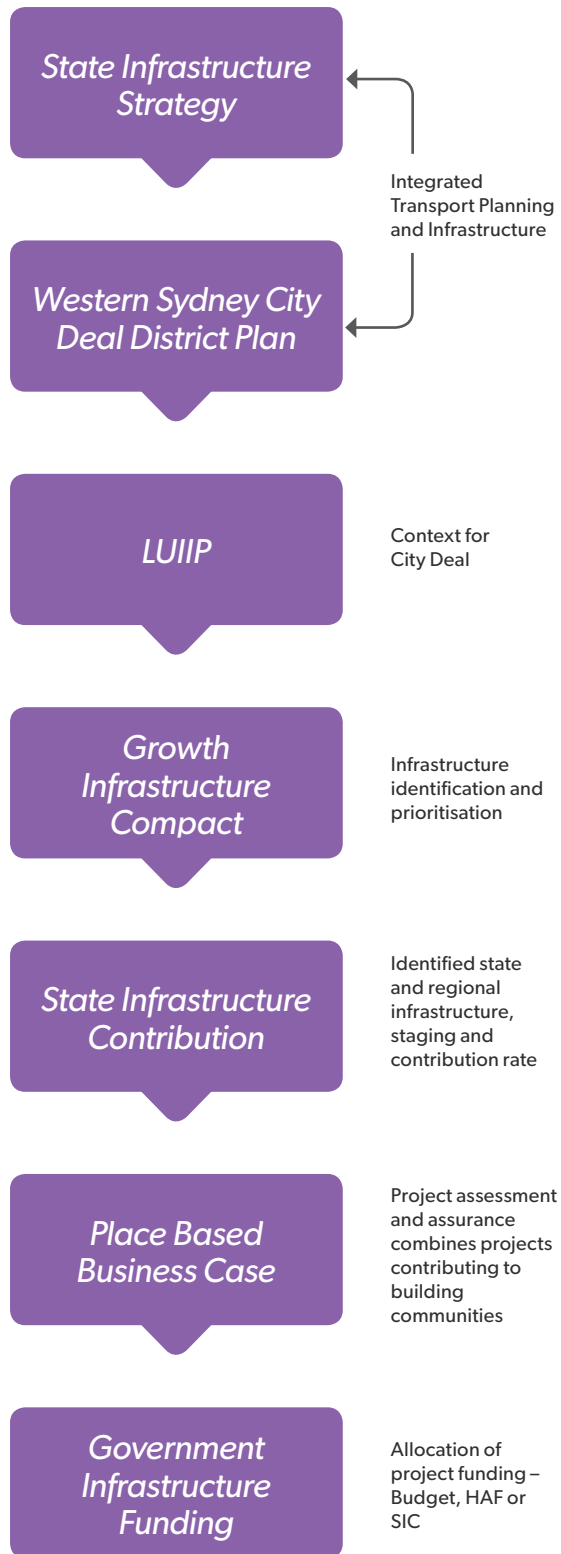
This Plan also shows the broad scope for the future development of the Aerotropolis, including the different precincts as well as high level understanding of the proposed land uses through the first-stage Structure Plan. Following community and industry consultation the Plan will be reviewed and refined. For these reasons this Plan should not be viewed as conferring development rights or changing the planning controls that apply to a site.

Integrating development of the Aerotropolis with the delivery of the Airport and its potential connecting infrastructure will use the planning system to coordinate what development will happen, where and by when. This Plan will be accompanied by statutory instruments to ensure the coordinated approach to land use planning is recognised formally in planning decisions, including:

- a Ministerial Direction issued under section 9.1 of the EP&A Act
- a discussion paper describing the intended effect of the proposed SEPP.

Place-based business cases will be developed for the new connecting infrastructure with more detail about the cost and staging of road, rail and supporting infrastructure will be available. The Final Plan will include a detailed inventory of the infrastructure, its costs and the contributions necessary.

Infrastructure Planning Pathway



Artist's impression of residential neighbourhoods



7.2 Rezoning of initial precincts

Rezoning of the initial precincts will be the next step through the preparation and approval of precinct plans and the finalisation of the SEPP. The Western Sydney Planning Partnership will prepare and assess the precinct plans.

Delivery of the precinct plans will be through the new approach to greenfield planning, the Urban Development Zone to ensure a flexible approach that ties the new development to strategic planning work.

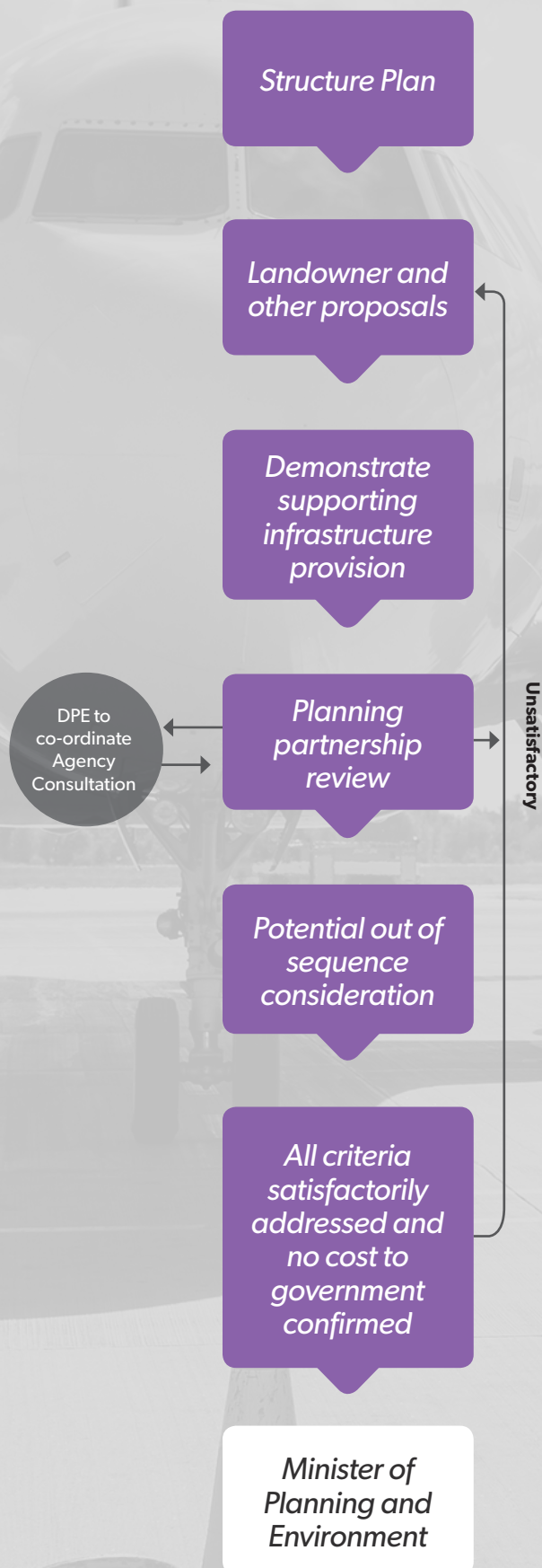
It is expected the rezoning process will commence after the release of the Final Plan and will be finalised before the end of 2019.

7.3 Identifying later stages – precincts

Although the focus of planning will be on the initial precincts, this Plan sets out the process to consider how landowners and industry can bring forward areas for new precinct plans. Proposals to accelerate precinct plans for later stages will be assessed against criteria outlined in section 5.4.

Landowners can prepare for this process by compiling base line studies of their lands, covering issues such as land capability, infrastructure provision and development options consistent with the precinct vision. The governance processes for out-of-sequence development will be modelled on the NSW Government's *Unsolicited Proposal Guide 2017*.

Acceleration of Precinct Plans



7.4 Delivery of the Aerotropolis

A collaborative, tri-government approach is fundamental to unlocking and activating the Aerotropolis.

Delivery of the Aerotropolis will be managed using the governance processes identified in the Western Sydney City Deal. These processes are designed to achieve collaboration across the three levels of government over the planning, infrastructure delivery and coordination of development at the Airport, the Aerotropolis and the wider Western Parkland City.

The Western Sydney Planning Partnership will unlock the combined resources of councils, the Greater Sydney Commission, Transport for NSW and the Department of Planning and Environment to deliver the initial precincts. Collaborative structures, such as the consistent approach to design standards necessary for the new paradigm of water sensitive urban design to implement the South Creek strategy, will also allow other projects to flourish across the Western Parkland City.

A proposed new Authority will focus initially on the Aerotropolis Core but will also be able to guide and assist the broader delivery of the principles identified in this Plan. The Sydney Metro Authority will focus on the planning and delivery of the first stage of the North–South Rail Link, in particular the development of land in the locality of potential future stations, depots and stabling yards.

The Department of Planning and Environment will continue to review the operation of the planning framework for the Aerotropolis and the effectiveness of new development streaming processes.

Roles of the proposed new Authority for the Western City

- Initial focus on the Commonwealth land within the Aerotropolis to commence delivery of 200,000 jobs, over 20 years, needed for our community
- Become master planner and master developer of the Aerotropolis with a focus on delivery and implementation
- Manage infrastructure delivery and the creation of places, streets, open spaces and public areas
- Work alongside the Western Sydney Planning Partnership and the Sydney Metro Authority to streamline planning processes

8

Appendices

8.1 Expected planning outcomes – initial precincts

Place	Aerotropolis Core
LGA	Liverpool
Total Area (Approx.)	1,055 hectares
Desirable Land Uses	Defence and aerospace, High technology industry, Education, including international and tertiary education, Professional services, Commercial offices, Food and beverage, Visitor accommodation, Entertainment/recreation, Retail, Cultural and sports facilities, Public and private health services,
Estimated Jobs (At full development)	60,000
Estimated Homes (At full development)	8,000
Key Challenges	Aircraft noise and interface with Thompsons and South Creek
Key Potential Infrastructure	<p>North–South Rail Link</p> <p>South West Rail Link extension</p> <p>Airport Ring Road</p> <p>Upgrade to Fifteenth Avenue city shaping public transport corridor</p> <p>South Creek crossings</p> <p>Rehabilitation of Thompsons and South Creeks</p> <p>Cycle networks to airport and rest of the Aerotropolis.</p> <p>Rail Link between Parramatta and the Airport and Aerotropolis Core</p> <p>Western Parkland City Bus Interchange</p>
Strategic Outcomes	<p>Establishment of a successful aerospace and defence industry cluster — the Western Sydney Aerospace and Defence Industries Precinct</p> <p>Major centre and robust local economy built around professional services, high technology, food production and processing, health and education, creative industries</p> <p>Connected by high frequency public transport to other centres in Greater Sydney</p> <p>A centre for excellence in education including secondary and tertiary education facilities</p> <p>Potential for major public hospital and private hospital co-located with universities and research institutes</p> <p>Aviation industries on fringe of Airport</p> <p>Main street retail offering day-to-day and high-end shopping</p> <p>Entertainment quarter incorporating night life focused on South Creek with active interface</p> <p>Noise managed to allow a mix of uses in appropriate locations</p> <p>Unique city character at an urban scale</p> <p>Residential development is to be located along the creek lines</p> <p>A sustainable and resilient centre that embraces new and emerging technologies in energy, transport and water management</p> <p>An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area</p>

Place	Aerotropolis Core
Strategic Outcomes (continued)	<p>Vibrant and liveable communities with cultural facilities, public art and creative placemaking</p> <p>Successful and vibrant places that leverage the high frequency public transport connections to the Airport and other centres in Greater Sydney</p> <p>Enable innovative approaches to resource recovery and waste management, including appropriate urban design for collection facilities</p> <p>Enable innovative approaches to sustainability outcomes including the incorporation of sustainable, adaptable and durable credentials as a key driver for the design and function of the precinct.</p>
Implementation Strategies	<p>Prepare detailed precinct plan including city centre master plan (Planning Partnership)</p> <p>Further investigation into potential station locations to service the centre (Sydney Metro, Transport for NSW)</p> <p>Transport for NSW will investigate transport connections to Western Sydney Airport and Aerotropolis Core including rapid bus connections to Greater Penrith, Liverpool, Blacktown and Campbelltown- Macarthur as well as train connections to St. Marys, Parramatta, Leppington and Macarthur</p> <p>Prepare a development control plan to guide built form and public domain treatment, servicing strategies and the South Creek interface Macarthur (Planning Partnership)</p> <p>Investigate economic incentives for business investment (Industry)</p> <p>Use flexible zoning to maximise diversity and attract investment (Planning Partnership and DPE)</p> <p>Deliver the 5 Million Trees program to increase urban canopy cover to 40% (DPE)</p> <p>Investigate the Development of a public art strategy for the Aerotropolis (DPE)</p>

Place	Northern Gateway
LGA	Penrith
Total Area (Approx.)	1,120 hectares
Desirable Land Uses	<p>Food technology and research, Food production and processing, Agribusiness, Fresh food produce markets, Warehousing and logistics, Defence and aerospace, and High technology commercial enterprise/industry, residential, education, complementary offices and retail, health services, entertainment, recreation, visitor accommodation</p> <p>Note: Desirable land uses are dependent upon noise limitations and ANEF/ANEC contours</p>
Estimated Jobs (At full development)	22,500+
Estimated Homes (At full development)	3,400+
Key Challenges	<p>Permeability and treatment of major infrastructure corridors to complement the landscape and topography</p> <p>Relationship to surrounding metropolitan rural area</p> <p>Aircraft Noise – ANEC and ANEF restrictions</p> <p>Flood management</p>
Vision	<p>The Northern Gateway will be a major airport interface, serving as a key strategic centre within the Western Economic Corridor – linking the Western Sydney Airport with the Metropolitan Cluster. The Northern Gateway will harness existing and emerging economic opportunities that are catalysed from the Western Sydney Airport. Residential development will be located in appropriate locations to ensure that Western City District residents have the opportunity to live in the 30 minute city.</p>

Place	Northern Gateway
Strategic Outcomes/ Planning Priorities	<p>Major airport interface with high-quality urban streetscape and development, including the public domain. Attractive entry points to reflect the main approach to the Airport</p> <p>A centre that focusses on education research and development and high technology with links to food production and processing</p> <p>Strong relationship with the underlying topography and scenic values, including South Creek corridor and Greater Sydney Green Grid, incorporating tree canopy and local open space</p> <p>Minimal conflict between airport operations and land use/development outcomes</p> <p>Implement approved Sydney Science Park</p> <p>Access points kept to a minimum from Elizabeth Drive to service private development</p> <p>Road layout and subdivision pattern supports Elizabeth Drive as an east-west city-serving corridor for moving people and goods. Collaborate with NSW Roads and Maritime on Elizabeth Drive upgrade, function and configuration (Planning Partnership)</p> <p>Residential development limited to the centre and focused on centre serving transport.</p> <p>Housing forms support the centre and where possible integrate with commercial and employment opportunities</p> <p>Educational establishments limited to the centre where accessible by public transport</p> <p>All stages and sub-precincts adopt a grid layout at the centre of public transport networks for public transport, cycling and pedestrians</p> <p>Protection of transport corridors and prevent possible conflict with adjoining land Flexible employment hubs with supporting uses that create and enhance a sense of place</p> <p>Consider interim land uses during the construction of the WSA</p> <p>Enable innovative approaches to resource recovery and waste management, including urban design for collection facilities</p> <p>Enable innovative approaches to sustainability outcomes including the incorporation of sustainable, adaptable and durable credentials as a key driver for the design and function of the precinct.</p>
Implementation Strategies	<p>New flexible zoning to fast-track precinct planning and attract business investment and job growth (Planning Partnership)</p> <p>Protection of transport corridors and prevent possible conflict with adjoining land use, including the North-South Rail Link and M12 (DPE)</p> <p>All stages and sub-precincts adopt a grid layout at the centre of public transport networks for public transport, cycling and pedestrians (Planning Partnership)</p> <p>Develop a public domain strategy which includes a tree replacement program along Elizabeth Drive (DPE and RMS)</p> <p>Deliver the 5 Million Trees program to increase urban canopy cover to 40%. An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area (DPE)</p> <p>Landscaped boulevards along major transport corridors, contributing to urban tree canopy and amenity, including mature trees retained along Elizabeth Drive where possible/feasible, subject to road safety considerations (Planning Partnership and DPE)</p> <p>Access points rationalised from Elizabeth Drive to service private development. Avoid direct access to development from Elizabeth Drive (Planning Partnership)</p> <p>Road layout and subdivision pattern supports Elizabeth Drive as an east-west city-serving corridor for moving people and goods. Collaborate with NSW Roads and Maritime on Elizabeth Drive upgrade, function and configuration (Planning Partnership)</p> <p>Consult with utility providers on the provision of water and electricity infrastructure (Planning Partnership and DPC)</p> <p>Prepare a public domain strategy (DPE)</p> <p>Deliver the 5 Million Trees program to increase urban canopy cover to 40%. (DPE)</p>

Place	South Creek
LGA	Liverpool and Penrith
Total Area (Approx.)	1,950 hectares
Desirable Land Uses	<p>Open space, Recreation facilities, Pedestrian and cycle connectivity, Community facilities, and Restaurants or cafes</p> <p>Some residential in appropriate areas (outside the ANEC 20 and connected to mixed use residential), can be considered above the 1:100 chance per year flood line if justified by the Sector Strategy.</p>
Estimated Jobs (At full development)	500
Estimated Homes (At full development)	Minimal
Key Challenges	<p>Aircraft noise</p> <p>Flood management</p>
Key Potential Infrastructure	<p>Upgrade of Elizabeth Drive</p> <p>Cycle networks to airport and rest of the Aerotropolis</p> <p>Stormwater infrastructure</p> <p>Potential extension to Fifteenth Avenue</p>
Strategic Outcomes	<p>Establishment of a landscape buffer on the western boundary utilising the Badgerys Creek corridor</p> <p>Appropriate and activated interface with South Creek</p> <p>High-quality public domain along Elizabeth Drive to reflect the main approach to the Airport</p> <p>Mature trees retained along Elizabeth Drive where possible/feasible</p> <p>Landscaped boulevard along major transport corridor, contributing to urban tree canopy and amenity</p> <p>Access points rationalised from Elizabeth Drive to service private development</p> <p>An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area</p> <p>Enable innovative approaches to resource recovery and waste management, including appropriate urban design for collection facilities.</p> <p>Enable innovative approaches to sustainability outcomes including the incorporation of sustainable, adaptable and durable credentials as a key driver for the design and function of the precinct.</p>
Implementation Strategies	<p>Address interface with and activation South Creek corridor through precinct planning (Planning Partnership)</p> <p>Identify appropriate east-west crossings of South Creek, particularly active transport connections (Planning Partnership)</p> <p>Prepare a public domain strategy for Elizabeth Drive (DPE and RMS)</p> <p>Retain mature trees along Elizabeth Drive (RMS)</p> <p>Deliver the 5 Million Trees program to increase urban canopy cover to 40% (DPE)</p> <p>Avoid direct access to development from Elizabeth Drive. (Planning Partnership)</p>

8.2 Outline of the proposed State Environmental Planning Policy (SEPP)

The proposed SEPP will include new planning provisions to apply to the Aerotropolis.

Three land use zones

Infrastructure Zone will apply to new and existing road and rail corridors and will facilitate necessary transport, education and health infrastructure provision.

Environment Zone will apply to high environmental value land or land identified for protection and will allow for development compatible with the protection of the environment.

Urban Development Zone (UDZ) will apply to developable lands. For urban development to be 'unlocked', consistency with the LUIIP will need to be approved by the Secretary of the Department of Planning and Environment. Planning proposals to rezone land must be consistent with the LUIIP and relevant provisions of the SEPP. Until the land is rezoned, the underlying planning controls of the relevant local environmental plan will continue to apply, although the SEPP will ensure uses approved are consistent with or don't interfere with the achievement of the LUIIP.

Exempt and complying development

The proposed SEPP will incorporate expanded opportunities to utilise complying development, with additional categories for development to initially target early works, enabling works, and placeholder development such as warehousing and light industry.

Principal development standards

Minimum subdivision lots

It is proposed that there will be no minimum lot sizes for housing.

Lot size will be determined on merit at the development application stage with consideration of the applicable Development Control Plan (DCP), the maximum density permissible and the allotment cap proposed in the SEPP.

Height of buildings

The purpose of the maximum building height controls is to control the scale of development. The height controls proposed relate to desired densities in a scale of building that is consistent with the expected pattern of development, while considering the operational airspace of Western Sydney Airport. Increased building heights have been proposed where greater densities are possible to support development within the proposed centres.

Dwelling density

The purpose of minimum and maximum density controls is to establish density requirements which ensure that there is efficient use of land. It ensures that new communities are supported by infrastructure which meets the needs of the incoming population.

Miscellaneous provisions

Including controls relating to land acquisition, development near zone boundaries, preservation of trees or vegetation, and heritage conservation.

Airspace and aircraft noise provisions

The SEPP will include controls to protect airspace and safeguard the community from noise related impacts from the airport.

The implications of the OLS Chart for the Airport have been mapped and appropriate development controls will be imposed to protect airspace. As the Airport gets closer to operations additional airspace surfaces such as the PANS-OPS (Procedures for Air Navigation Services – Aircraft Operations) will also be mapped.

Any encroachment into operational airspace for Western Sydney Airport will require Commonwealth approval. The Commonwealth approvals framework is set out under Part 12 of the Airports Act 1996.

New residences will be prevented from being developed in the higher noise zone (above ANEC/ANEF 20) around the Airport. This restriction is one of the most important factors in protecting the new Aerotropolis community from potential noise-related impacts of airport operations.

Development up to the 20 ANEC/ANEF contour will need to adopt appropriate design and construction standards to reduce any further potential for aircraft noise impacts.

Additional local provisions

A range of additional local provisions including infrastructure and biodiversity protection, earthworks, specific incentive provisions such as short-term sunset clauses to support interim land uses, specific provisions for accelerated precincts, and airspace controls.

Precinct specific appendices

The release of precincts will be staged, beginning with the three initial precincts in the Interim Plan, in line with anticipated infrastructure delivery and market demand.

More detailed development controls will be developed at during precinct planning through indicative layout plans.

Consent authority

The consent authority in the SEPP will be Council unless the development is nominated as State or regional development.

Corridor protection mechanisms

The Aerotropolis contains several planned infrastructure corridors. The Department of Planning and Environment is working closely with Transport for NSW to identify the alignment of each corridor to effectively plan for corridor protection. A Section 9.1 Direction will be implemented to ensure the protection of these corridors from inappropriate development and preserve opportunities for their future implementation. The proposed SEPP will be consistent with the Section 9.1 Direction.

Ongoing review and referral

The proposed SEPP will include provisions requiring mandatory periodic review of the instrument. The proposed SEPP may also require that a review be undertaken once more detailed planning is completed for Western Sydney Airport. This review will involve mandatory referral to relevant stakeholders, including councils, the Greater Sydney Commission, WSA Co and the proposed new Authority.

8.3 Principles for planning of subsequent precincts

As a general principle, planning for subsequent precincts will be informed based on a series of market and industry studies against their geographic and locational characteristics. It will also take account of population projections to ensure staging of rezoning and investment in line with service needs.

Mamre Road – Key features

The Mamre Road Precinct is affected by aircraft noise and is not suitable for noise sensitive land uses. It is connected to the Western Sydney Employment Area and the potential Western Sydney Freight Line. It will therefore be planned for uses such as a warehousing and logistics precinct, forming an extension of the Western Sydney Employment Area. This precinct could present potential opportunities for an intermodal terminal serviced by the planned Western Sydney Freight Line.

North Luddenham – Key features

The North Luddenham Precinct will leverage from its proximity to the Outer Sydney Orbital, the Agricultural and Agribusiness Precinct and Western Sydney Airport to be an area focussed on uses such as high technology and research and development associated with food production and processing.

Badgerys Creek – Key features

Directly adjoining the Airport to the east and Aerotropolis Core to the south, the Badgerys Creek precinct will support airport operations and the new urban centre. Affected by aircraft noise, it is not suitable for noise sensitive land uses. However, it will meet demand for a range of employment generating uses that do not require or benefit from direct access to public transport but which would benefit from proximity to airport operations and the new urban centre. Residential development is not appropriate.

Kemps Creek – Key features

The Kemps Creek Precinct will be a new, flexible employment development connected to residential communities in the south, Aerotropolis Core, the Airport and other centres such as Liverpool CBD. The precinct is appropriate for mixed business development such as smaller innovative and creative industries that seek more affordable, out of centre accommodation with accessibility and amenity.

Rossmore – Key features

Situated on the eastern side of South Creek in the south of the Aerotropolis, Rossmore Precinct will be the largest concentration of mixed living communities.

Development on Fifteenth Avenue will typically be up to six storeys along the corridor, stepping up to a maximum of eight storeys, achieving densities of 65 to 80 dwellings per hectare, recognising a centre serving transport network. A variety of local centres along the route will provide small supermarkets, essential retail and community services. Further investigation is to be undertaken regarding the role of Fifteenth Ave as a transit corridor which may lead to further opportunities for higher density centres.

To capitalise on the amenity of the waterways, residential development of 45 to 65 dwellings per hectare, in two to four-storey articulated buildings will fringe the creeks, along with other community uses such as schools and community facilities. Local centres will be positioned to maximise the riparian lands, encouraging activity and providing surveillance and public safety.

Agriculture and Agribusiness Precinct – Key features

The Agriculture and Agribusiness Precinct will skirt the western edge of the Airport and support the long-term retention and growth of agriculture and agribusiness in the Western City. This area will support the transition of existing agriculture in the area, as well as the development of new agricultural opportunities.

It will build on existing, successful agricultural operations on these lands, proximity to the Airport, compatibility with airport operations and associated landscape benefits of retaining open lands between The Northern Road and the Outer Sydney Orbital as a peri-urban fringe of Sydney.

The Precinct will capitalise on growing local and international demand for fresh food. It offers a reliable water supplies, good soils, available farm labour, and proximity to markets. Agribusiness in NSW and the potential for fresh food markets within the Aerotropolis would benefit from easy access to the Airport to move fresh food product to direct flights to international markets. These industries will also generate employment opportunities in high tech and more traditional agriculture.

It is envisaged, that following the completion of a feasibility study, the size and location of an agri-port will be identified within this precinct. The agri-port will benefit from its proximity to the Western Sydney Airport and road and rail freight lines. The agri-port will provide for the movement and storage of agricultural commodities.

Development within the agriculture or agribusiness lands may include:

- ongoing agriculture production such as dairying and poultry farming
- intensive horticulture such as mushroom and tomato farming
- food processing
- food research and technology.

The precinct should be complementary and not diminish or impact upon the effective ongoing agriculture and industry operations (and their important clusters) and viability within the surrounding area, both now and in to future. This includes being considerate of biosecurity, water access and demand, competition and land use conflict. The transition of existing agricultural lands to alternative uses is not envisaged in current planning. However, these issues will be considered as long-term planning for the Aerotropolis is reviewed and monitored. Residential development opportunities are only appropriate if ancillary to agriculture.





Glossary

Aerotropolis

An Aerotropolis is a metropolitan area whose infrastructure, land-use and economy are centred on the airport and includes the outlying corridors, and aviation orientated business and residential development that benefit from each other and their accessibility to the airport.

See **Western Sydney Aerotropolis**

Aerotropolis Core

This is the central city at the core of the Aerotropolis activity associated with Western Sydney Airport. The combination of uses, activities, development and places are reliant on and complementary to the operation of a global airport.

Australian Noise Exposure concept (ANEC)

Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport that constitute the contours.

Australian Noise Exposure Forecast (ANEF)

Approved forecasts of future noise exposure patterns around an airport that constitute the contours on which land use planning authorities base their controls.

Biodiversity offsets

Measures that compensate elsewhere for the adverse impacts of an action, such as clearing for development. Biodiversity offsets protect and manage biodiversity values in one area in exchange for impacts on biodiversity values in another.

Greater Sydney Region

Means the region comprising the local government areas within the boundary shown on the map in Schedule 1 of the Greater Sydney Commission Act 2015.

Growth area

Identified by the NSW Government as major greenfield development areas.

Local centre

Smaller-scale places that vary from a few shops on a corner to a vibrant main street and generally serve a local population.

Local Environmental Plan (LEP)

A statutory spatial plan comprising planning controls to determine the type and amount of development that can occur on a parcel of land. In the Greater Sydney Region, LEPs can be made by the Minister for Planning or the Greater Sydney Commission.

Obstacle Limitation Surface (OLS)

Designed to protect aircraft flying in visual conditions close to an airport by defining a volume of airspace to be protected from development, primarily modelled on the layout and configuration of proposed runways.

Planned precinct

A planned approach to growth, with new homes and jobs close to public transport, shops and services, while retaining and enhancing a community's character.

Procedures for Air Navigation Services — Aircraft Operations Surfaces (PANS OPS)

The primary surface for protecting aircraft operating under non-visual (instrument guided) conditions generally located above the OLS. Separate procedures for each runway and for the type of navigation system being used and the multiple surfaces are combined to form the PANS OPS.

State Environmental Planning Policy (SEPP)

A statutory plan, typically prepared by the NSW Department of Planning and Environment and endorsed by the Minister for Planning that can be a spatial plan for particular land in NSW, and/or set policy that applies to particular land or all land in NSW.

Strategic centre

The role of strategic centres, set out in *A Metropolis of Three Cities* states "Strategic centres vary in size, location and mix of activities. They enable access to a wide range of goods, services and jobs. Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve. They will become increasingly important parts of the region's structure."



Western Economic Corridor

The Greater Sydney Commission's Western Sydney District Plan identifies that the emerging Western Parkland City and the Western Sydney Airport and the Aerotropolis will grow a strong trade, logistics, advanced manufacturing, health, education and science economy to create a new Western Economic Corridor that will be the most connected place in Australia.

Western Parkland City Metropolitan Cluster

Western Sydney Airport and Western Sydney Aerotropolis Core, Liverpool, Greater Penrith and Campbelltown–Macarthur.

Western Sydney Aerotropolis (formerly known as Western Sydney Airport Growth Area)

Encompasses 11,200 hectares of land roughly bounded by the Warragamba pipeline to the north, Kemps Creek to the east, Bringelly Road to the south and the future Outer Sydney Orbital Road to the west.

This area contains the Aerotropolis Core. Aerotropolis Core will evolve into a centre that, with Liverpool, Greater Penrith and Campbelltown–Macarthur, will form part of the Metropolitan Cluster to service the emerging Western Parkland City.

One of the key mechanisms to meet the vision for the Western Sydney Aerotropolis is the Aerotropolis Core, one of three precincts that will be the focus of initial precinct planning.

