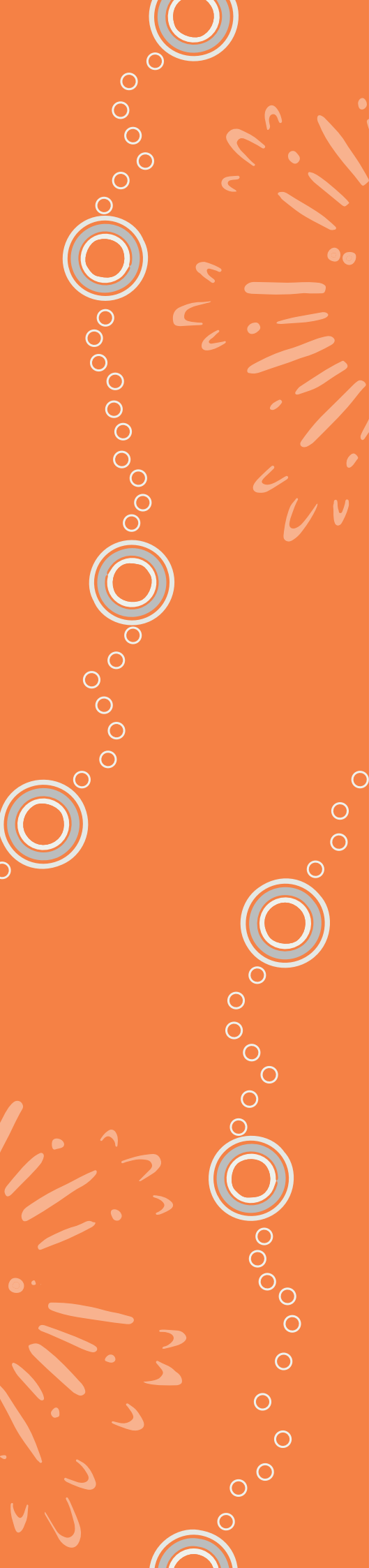




Aerotropolis

Responding to the Issues – Part 2

NSW Department of
Planning and Environment
March 2022



Aerotropolis – Responding to the Issues – Part 2

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Cover image: South Creek

Left and right: Artwork by Nikita Ridgeway

The header is a solid orange color. It features several decorative elements: in the top left, there are stylized orange and white sunburst or star-like patterns; in the top right, there are concentric circles and a larger, more complex circular pattern with radiating lines; and in the bottom right, there are stylized white and orange wave-like patterns.

Acknowledgement

Planning for the Western Sydney Aerotropolis acknowledges more than 60,000 years of continuous Aboriginal connection to the land that makes up NSW.

We recognise that, as part of the world's oldest living culture, the 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.

Aboriginal people maintain a strong belief that if we care for Country, it will care for us. The Aerotropolis area is custodially cared for by three Aboriginal groups: the Darug, Dharawal and Gundungurra. Others, such as the Eora, Darkinjung, Wiradjuri and Yuin maintain trade or other obligatory care relationships with the area. The Deerubbin, Gandangara and Tharawal Local Aboriginal Land Councils also

have local land holdings and responsibilities towards Aboriginal people living in the area.

Country takes in everything within the physical, cultural and spiritual landscape - landforms, water, air, trees, rocks, plants, animals, foods, medicines, minerals, stories and special places. It includes cultural practice, kinship, knowledge, songs, stories and art, as well as spiritual beings and people: past, present and future.

The 11,200 hectare of the Aerotropolis forms part of Country - the interconnected and complex system of water, landscape, geology, sky and culture important to Traditional Owners and Custodians. Country is emerging as an integral concept to urban design. It extends from the mountains, across the plains and rolling hills to the sea and beyond.



South Creek

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Executive summary

The Western Sydney Aerotropolis is the new 11,200-hectare economic hub that will surround the Western Sydney International (Nancy-Bird Walton) Airport (Western Sydney Airport). It will be Australia's next global gateway, with new jobs and places to learn, within a cool, green and connected Western Parkland City.

The Aerotropolis Planning Package supports the delivery of the Aerotropolis and was built on community feedback received on previously exhibited land use plans and strategies that have been released for comment between August 2018 and October 2021.

In response to ongoing community feedback, the Hon. Rob Stokes MP, former Minister for Planning and Public Spaces, appointed Professor Roberta Ryan as the Independent Community Commissioner in May 2021 to help address the concerns of smaller landowners in the Western Sydney Aerotropolis. In August 2021, the Independent Community Commissioner published 40 recommendations to support smaller landowners in the Aerotropolis.

The Aerotropolis – *Responding to the Issues Report* released in October 2021 provides responses to the recommendations set out by the Independent Community Commissioner. This *Responding to the Issues Report – Part 2* further provides responses to a number of Professor Ryan's recommendations that relates to the issues of smaller landowners. The issues raised by large landowners, the development industry, government agencies and local Councils are addressed in detail in other documents released with the final Aerotropolis Planning Package.

The final Aerotropolis Planning package consists of:

- **Finalisation Report** – this document explains the changes that have been made in response to feedback and provides further technical input to finalise the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (Aerotropolis SEPP) Amendment, Precinct Plan and the Special Infrastructure Contribution.
- **Submissions Report (Appended to the Finalisation Report)** – this is a summary of the submissions that were received for the draft Precinct Plan, Special Infrastructure Contribution and the Explanation of Intended Effect (EIE) to amend the Aerotropolis SEPP.
- **Technical studies** – 15 specialist studies to support the finalisation of the Precinct Plan, these include:
 - Urban Design Report – Initial Precincts
 - Aboriginal and Non-Aboriginal Heritage Report
 - Aboriginal Engagement Outcomes
 - Air Quality and Odour Report
 - Biodiversity Assessment Report
 - Bushfire Assessment Report
 - Economic and Market Feasibility Report
 - Land Capability and Contamination Report
 - Open Space Needs Study
 - Social Infrastructure Audit and Needs Study
 - Stormwater, Water Cycle Management Study Interim Report
 - Sustainability and Heat Report
 - Transport Planning and Modelling Report
 - Utilities Audit
 - Wildlife Management Assessment Report.

The Phase 2 Development Control Plan (DCP) was exhibited in October 2021 and will be finalised in 2022. The final DCP will be accompanied by its own Finalisation Report and a Submissions Report later in 2022.

Part 1 – Background



Artist's impression of the Aerotropolis town centre

Western Sydney Aerotropolis

The Western Sydney Aerotropolis (Aerotropolis) creates the opportunity to make a significant contribution towards bringing 200,000 new jobs to Western Sydney. These jobs, leveraging the Western Sydney Airport, will be in high technology fields, medical research and education. It will be Australia's next global gateway, with new jobs and places to learn close to communities within a cool, green and connected Western Parkland City.

Aerotropolis Planning Package

The planning for and around the Western Sydney Aerotropolis requires the development of strategic policies and statutory plans. It is supported by consultation and engagement with the community and stakeholders to understand feedback on these policies and plans.

The Aerotropolis Planning Package began in 2018 with the Stage 1 Land Use and Infrastructure Implementation

Plan. In 2020, the Western Sydney Aerotropolis Plan strategically set out the precincts, the proposed land use opportunities and linked to the regional level strategies that the NSW Government has set as critical priorities.

The Aerotropolis Planning Package is made up of a number of these policies and plans (refer to Figure 1), each of which has been made available for public review and comment. The NSW Government has now finalised further plans and strategies to provide certainty for communities living in and around the Aerotropolis.

The Aerotropolis Planning Package is now reaching finalisation. This will enable development to commence across the Aerotropolis and to realise the benefits and opportunities that a new international airport brings. These benefits will be facilitated through the amended Aerotropolis SEPP, the Precinct Plan for the Initial Precincts, Master Plan Guidelines and the Phase 2 DCP.



Kelvin Park Homestead, Luddenham

Source: Extent Heritage 2020



Ridgeline Park




PLANNING DOCUMENT	EXPLANATION	PURPOSE
 <p>Western Sydney Aerotropolis Plan (WSAP)</p>	<p>Government Strategic Planning Framework</p>	<ul style="list-style-type: none"> • Vision, Structure Plan, planning objectives and principles for the Aerotropolis • Aligns with the Greater Sydney Region Plan: A Metropolis of Three Cities and the Western City District Plan • Informs precinct plans and master plans in the Aerotropolis
 <p>State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP)</p>	<p>Environmental planning instrument created under the <i>Environmental Planning and Assessment Act 1979 (EP&A Act)</i> (NSW)</p>	<ul style="list-style-type: none"> • Objectives and key controls for development in the Aerotropolis • Zones land broadly to permit or prohibit land uses • Framework for Precinct Plans and Master Plans • Enables complying development • Provides authority for the master plan to guide development standards for complying development
 <p>Precinct Plan</p>	<p>Mandatory plan by the Aerotropolis SEPP</p>	<ul style="list-style-type: none"> • Strategic vision and place-based objectives, performance criteria, precinct scale structure planning • Aligns with the WSAP
 <p>Explanation of Intended Effect (EIE) to amend the Aerotropolis SEPP</p>	<p>The EIE provides an overview and background into the proposed amendments to SEPPs relating to the Aerotropolis</p>	<ul style="list-style-type: none"> • The EIE explains the intended effects of the proposed amendments to three key SEPPs relevant to the Aerotropolis
 <p>Aerotropolis Development Control Plan (DCP)</p>	<p>Development control plan created under the EP&A Act</p>	<ul style="list-style-type: none"> • Guidance and fine grain development considerations • Development objectives, performance outcomes and benchmark solutions

Figure 1: Major Aerotropolis planning documents

Aerotropolis Precincts

The Western Sydney Aerotropolis is made up of five Initial Precincts and a further four precincts. In November 2020, the draft Precinct Plan was released for review and comment. The objective of

the Precinct Plan is to set the strategic vision, proposed land uses, approach to infrastructure and water management for the Initial Precincts within the Western Sydney Aerotropolis. A map of the precincts is provided in Figure 2 below.

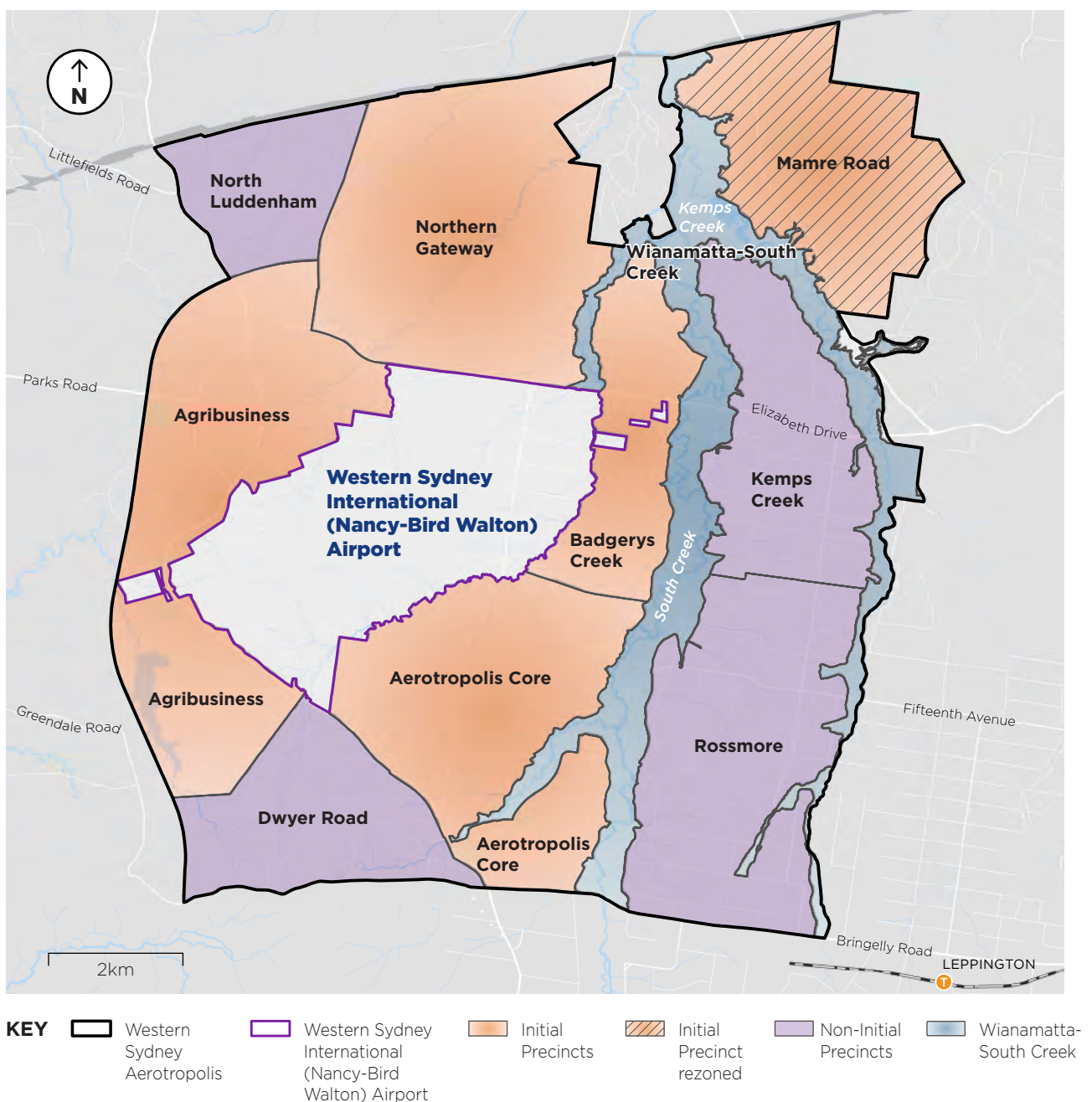


Figure 2: Precincts in the Aerotropolis



What we did

The Department of Planning and Environment has exhibited various Aerotropolis plans and policies since 2018. In each stage, engagement activities were conducted for local residents, landowners, businesses, government agencies and other stakeholders in the Aerotropolis as well as surrounding areas. These aimed to:

- Raise awareness
- Seek feedback
- Share feedback
- Consider feedback in finalising documents.

Engagement approach

There were multiple opportunities for the community and stakeholders to engage with the strategies and plans on the Aerotropolis Planning Package. The outcomes of activities from each phase of engagement have informed the next or final documents. The engagement involved three distinct phases, as shown in Figure 3.



Artist's impression of the Aerotropolis town centre

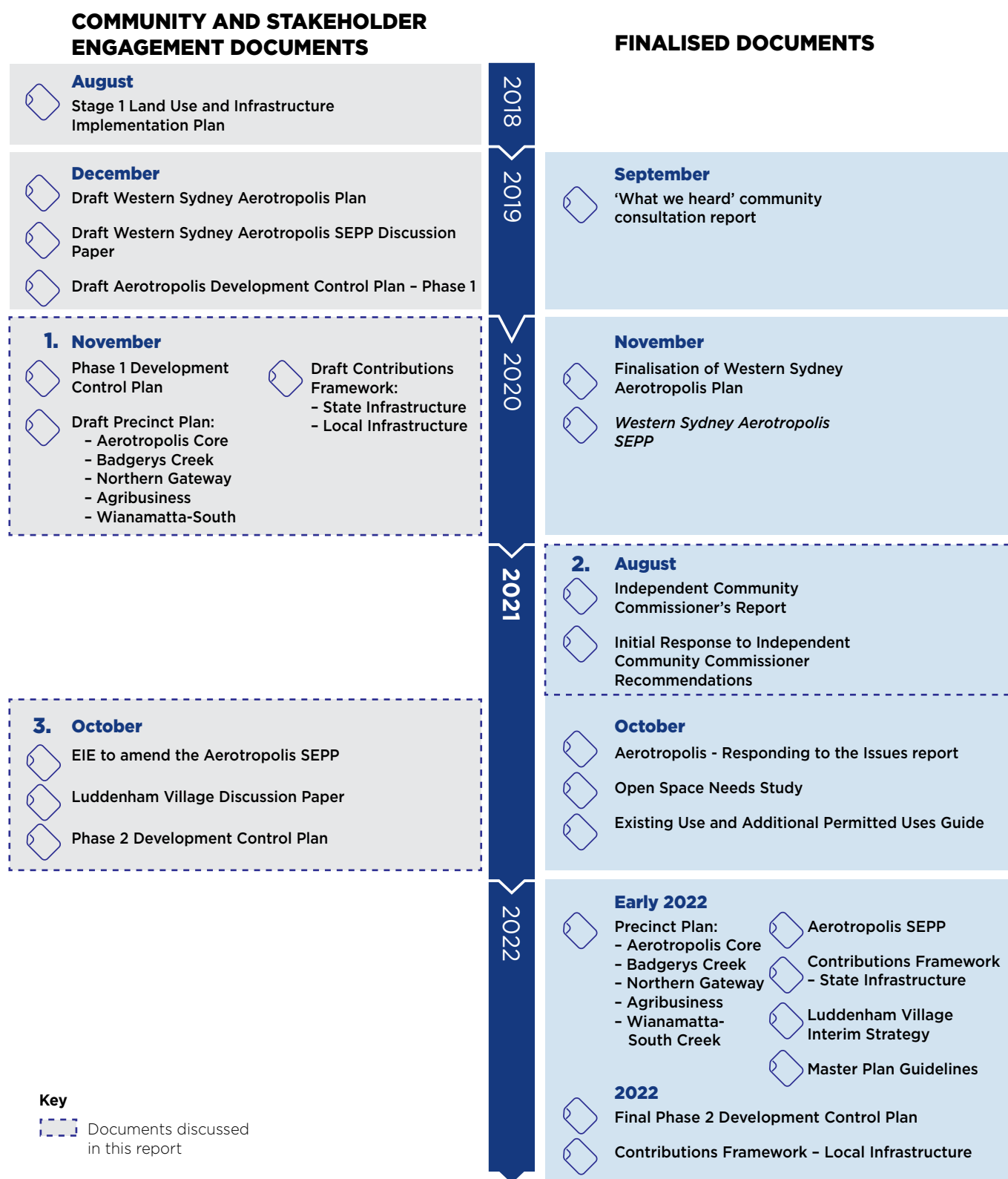


Figure 3: Engagement on the Aerotropolis Planning Package



November 2020 – March 2021

Engagement activities to support the exhibition of the Phase 1 DCP, draft Precinct Plans and draft Contributions Framework included:

- during public exhibition of the draft Precinct Plan, the Department of Planning and Environment engaged with hundreds of people, including through three virtual information sessions and one-on-one discussions.
- wrote to 2,334 landowners in the Aerotropolis to notify them of the exhibition of the planning package and ways they could get involved.
- during February 2021 and March 2021, 133 landowners booked a one-on-one session with the Aerotropolis planning team to obtain further information as to what the plans meant for them and to raise any comments or concerns.
- visited 37 properties along and adjacent to Thompsons Creek in Bringelly that will be acquired to create a public parkland.
- hosted three community information and feedback sessions to give people throughout the wider Aerotropolis area the opportunity to meet the project team and find out more about planning for the Aerotropolis.
- established a Community Liaison Group made up of residents from across the 10 precincts. The group met three times during this period as the connecting point between the planning team, the community, councils and other stakeholders.
- established a Community Listening Panel where groups or individuals presented directly to a panel of senior government representatives.

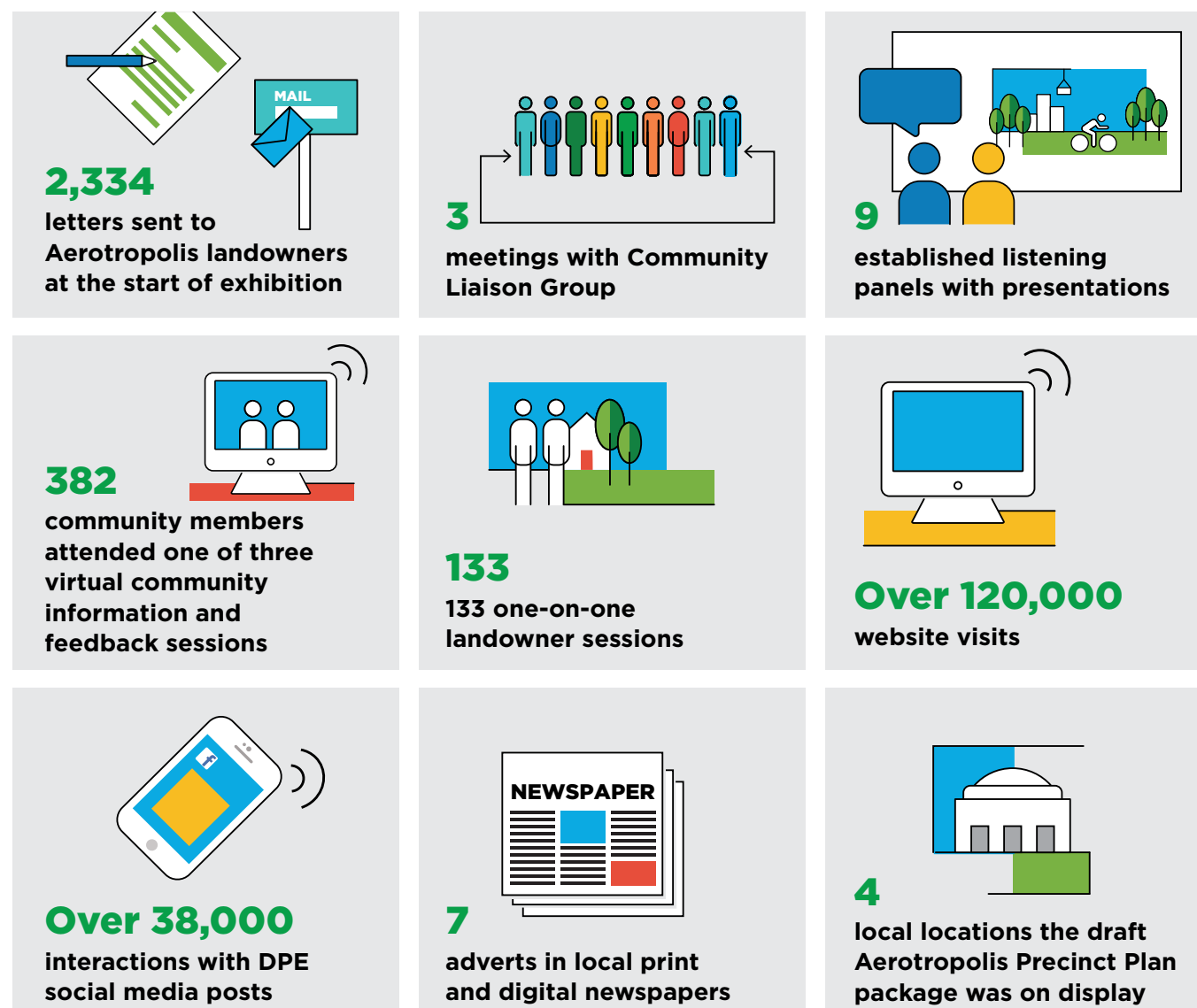


Figure 4: Initial engagement activities – November 2020 to March 2021



April 2021 – September 2021

This phase of the project allowed the Department of Planning and Environment to further understand the feedback received and consult with stakeholders to inform the policies and strategies that were being drafted during this period. These included the Recognise Country Guidelines and Aviation Safeguarding Guidelines, which included further engagement opportunities during their development.

Independent Community Commissioner

The Hon. Rob Stokes MP, the former Minister for Planning and Public Spaces, appointed Professor Ryan as the Independent Community Commissioner in May 2021 to help address the concerns of smaller landowners in the Western Sydney Aerotropolis.

Over a period of three months, the Independent Community Commissioner had over 100 meetings with landowners – individually and in small groups. These community members had been identified as being impacted by the rezoning process of the Western Sydney Aerotropolis.

Community Commissioner:

over 100
meetings with
landowners from the
following precincts:

- Aerotropolis Core
- Badgerys Creek
- Wianamatta-South Creek
- Agribusiness
- Northern Gateway
- North Luddenham
- Dwyer Road
- Kemps Creek
- Rossmore

Recognise Country Guidelines:

6 consultations with
Traditional Custodians

1 meeting with
Gandangarra LALC

2 workshops with Aboriginal
cultural advisors

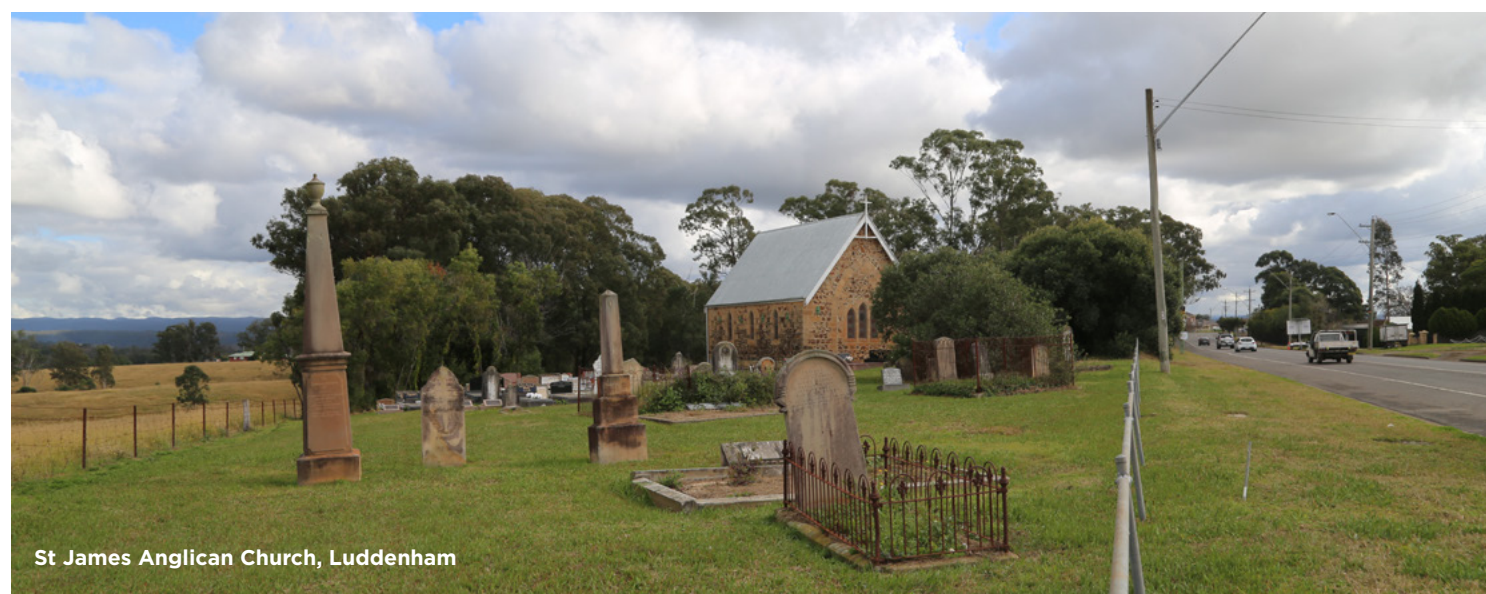
2 workshops with local
government and
Department of Planning
and Environment
assessment officers

65 attendees at workshops
with local and NSW
government agencies

Aviation Safeguarding Guidelines:

7 submissions of feedback
provided from agencies

Figure 5: Summary of engagement activities – April 2021 to August 2021



St James Anglican Church, Luddenham



October 2021 – November 2021

Various engagement activities were undertaken to support the release of the EIE, the draft Luddenham Village Discussion Paper and the Phase 2 DCP. To ensure a broad range of community and stakeholders could be involved, the communication activities undertaken included:

- exhibition material was placed on the Department of Planning and Environment's website
- media releases issued to promote the exhibition
- advertisements were placed in the Koori Mail, Penrith Western Weekender and the digital edition of the Liverpool Leader
- social media posts were made on both LinkedIn and Twitter
- letters were distributed to over 2,100 landowners and stakeholders
- Community Consultative Committee meetings.

Submissions were accepted through the NSW Planning Portal, via mail, email and through the Independent Community Commissioner.

A total of 254 submissions were received for the Aerotropolis SEPP, EIE and the Luddenham Village Discussion Paper. All submissions were

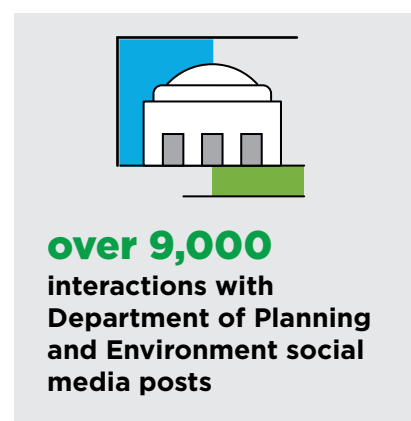
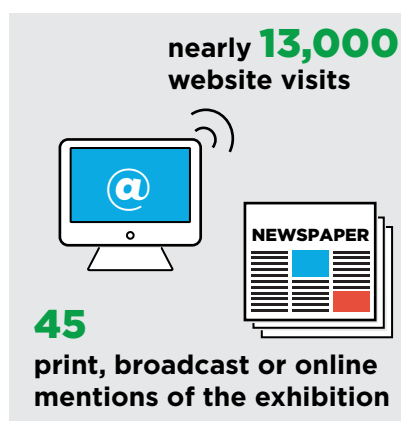
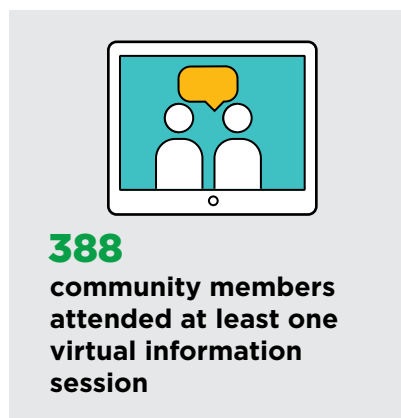
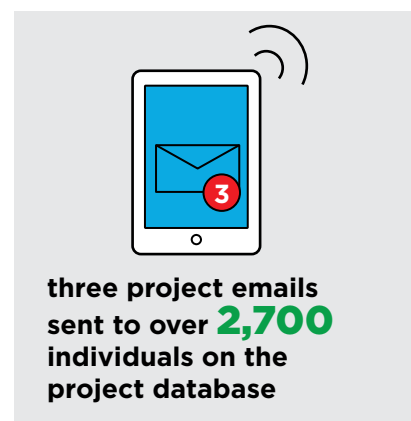
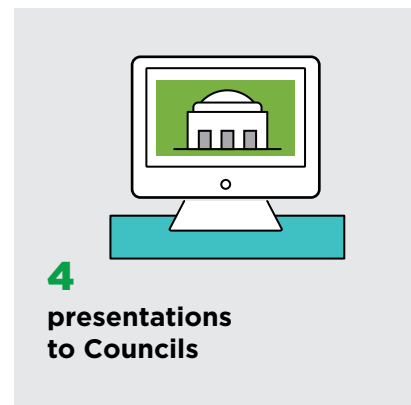
registered, reviewed and entered into a database to capture the details of the stakeholders, their key issues and their position on the proposed Aerotropolis SEPP, EIE and the Luddenham Village Discussion Paper. Issues raised in submissions will be explored in more detail in an outcomes report.

Youth workshop

To better understand the viewpoints and aspirations of the future community, we hosted a multicultural youth workshop to gather representative views of future generations who may live, work and raise families in the area. A total of 15 participants aged 20-35 years old from the Greater Sydney Commission's Youth Panel took part in a two-hour discussion about the Aerotropolis in October 2021.

The wide-ranging discussion touched on necessary social infrastructure, such as multi-use facilities to enable local performing artists and local businesses to be part of the new city. Participants discussed placemaking initiatives that will be needed to enliven the area and needed transport infrastructure to facilitate movement of people. Panel members discussed the need and opportunities for government departments to work closely with academia and industry to realise the many opportunities for young people in Western Sydney via educational and occupational opportunities.





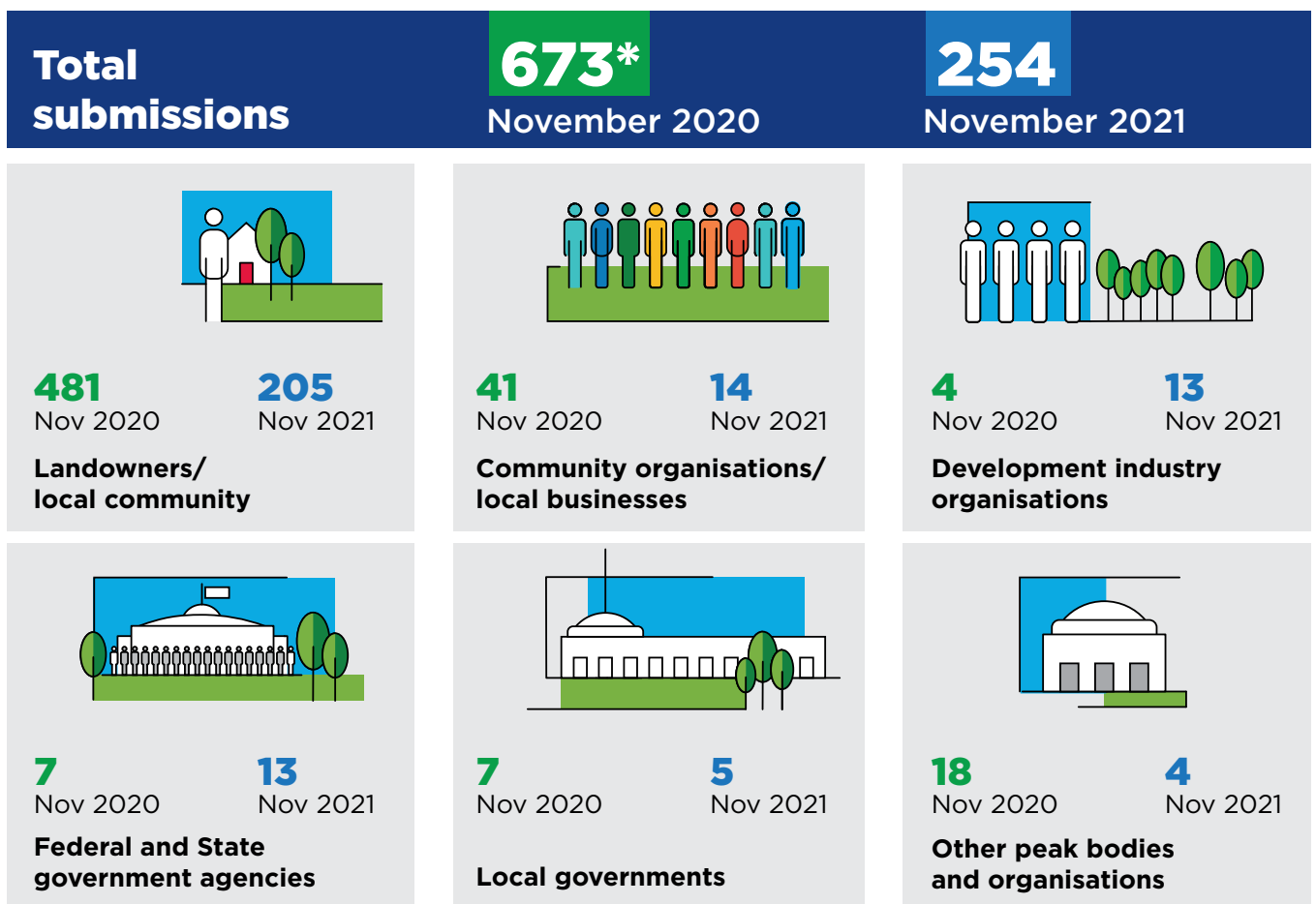
* 1 stormwater session, 1 session with industry stakeholders, 4 sessions on the removal of E&R zoning from parts of non-Initial Precincts, 1 session with the Valuer General's office, 2 sessions for the Luddenham Village Plan, 1 session on the Wianamatta-South Creek EIE boundary changes, 2 general community information sessions.

Figure 6: Summary of engagement activities - October 2021 to November 2021

What we heard

This section of the report collates, reviews and provides responses on the main issues raised by the community, landowners, industry stakeholders and the panel of younger community members from November 2020 to November 2021.

Figure 7 below details who we heard from by group from **November 2020** and **November 2021**. The documents on exhibition during these periods is shown in Figure 3.



*Total of 673 submissions from 558 individuals or organisations (some submitters made multiple submissions).

Figure 7: Who we heard from



Artist's impression of the Aerotropolis Core Precinct

Summary of topics raised

These issues and others which require further clarification, are summarised below in Figure 8.

Part 2 of this report will provide further detail on each.



Figure 8: Themes and areas of interest

Area of interest	What we heard
Finalising the Plans	
Stormwater	Both industry stakeholders and the community had concerns about the amount of land identified for stormwater management and want clarity as to how the quantum and location was determined. Landowners question why the Department of Planning and Environment is using the Liverpool City Council 2004 flood study – and question why the government is not using more updated studies and modelling.
Open space	Community members want to understand the term ‘open space’ and how land zoned ‘open space’ can be used and accessed. Landowners want to know when and how they will be acquired and which agency will be acquiring their land. They want to understand how their land will be valued and how they will be compensated.
Precinct planning changes	The community required further information on how amendments can be made to the Precinct Plan without undertaking a master plan process. Requests were also made for additional details to give the community a better understanding of what the precinct would look like once development occurred.
Environment and Recreation zone	<p>Three key issues were raised about the Environment and Recreation zone:</p> <ul style="list-style-type: none"> • the overwhelming majority of landowners in the meetings and the submissions supported removing the Environment and Recreation zone and reverting the land to the previous RU4 zone. However, some were concerned that the land would be rezoned back to Environment and Recreation sometime in the future • landowners suggested options for increasing the potential economic return of land zoned Environment and Recreation, such as through application of a floor space ratio • landowners had questions around property being zoned Environment and Recreation to protect vegetation under the Cumberland Plain Conservation Plan (CPCP) and whether there would be any changes to this.

Area of interest	What we heard
Implementation and delivery	
Land acquisition and valuation	<p>Landowners whose properties are identified for acquisition want to understand the acquisition process and timeframe, including how their land will be valued and how they will they be compensated.</p> <p>Landowners want additional information regarding land acquisition for transport, stormwater related, CPCP and related acquisitions.</p>
Flight paths	Some submitters argued that agribusiness or other industrial uses are well suited under a flight path. The zoning and land uses of existing residents who are not affected by ANEC noise contours should be able to remain unchanged.
Master Plan Guidelines	Questions were asked about the Master Plan process and when the Guidelines would be public. Some argued the criteria to be able to use the master plan process should be flexible and provide incentives to undertake this process.
Contributions framework	Information is sought on the monetary amounts of the Special Infrastructure Contributions (SIC) or Local Infrastructure Contributions (LIC), with some asking if the level of the contributions had been reviewed or reduced as part of the reduction of the Open Space Network.
Broader issues	
Evidence base	Landowners have concerns regarding the evidence base for decisions taken about biodiversity, the location and scale of stormwater infrastructure, Aboriginal heritage, the location and scale of the Environment and Recreation zone and flooding impacts. They would like to understand the evidence base for these decisions and the studies undertaken to develop that evidence.
<i>Issues raised that require further consideration and will not be directly addressed in this report</i>	
Future zoning changes	<p>Landowners in the non-initial Precincts (Kemps Creek, Rossmore and Dwyer Road) want to know why they had not been rezoned, when the precincts might be rezoned and what are the implications for the value of their land as they remain un-zoned with no certainty regarding timing.</p> <p>There were questions regarding the timing of which infrastructure would be delivered to support development – both at a local road network scale and large scale parklands.</p>
Luddenham Village Discussion Paper	<p>Most of the community who engaged in meetings and wrote submissions on the Luddenham Village Discussion Paper (LVDP), and Penrith City and Liverpool City Councils, were supportive of facilitating the growth of Luddenham Village.</p> <p>Some government agencies raised concerns over the residential growth scenarios presented in the Luddenham Village Discussion Paper, particularly in relation to the aircraft noise impacts on the future Luddenham Village community. These concerns relate to the potential intensification of noise sensitive development (residential development) on land in close proximity to an international airport which will operate 24 hours a day, 7 days a week.</p>
Wianamatta-South Creek	Landowners are interested in the future plans for Wianamatta-South Creek. They want more information about remediation and the delivery strategy for the creek.

Where are we now

The finalisation of the Aerotropolis Planning Package is an important step in unlocking the potential of the Aerotropolis. Community and stakeholder engagement and feedback during the strategic and precinct planning phase has been important and has influenced how the precinct planning has developed.

The development of the Aerotropolis Planning Package and community and stakeholder engagement is nearing completion, a number of issues raised by stakeholders still require further work.

Finalisation Package

The following documents will comprise the Finalisation Package and provide further certainty for the community and stakeholders. These are:

- Western Sydney Aerotropolis State Environmental Planning Policy (SEPP) Amendment
- Special Infrastructure Contribution Plan
- Precinct Plan
- Luddenham Village Interim Strategy.

Independent Community Commissioner recommendations

The Aerotropolis – Responding to the Issues report released in October 2021 provides responses to the recommendations set out by the Independent Community Commissioner. It is acknowledged that the report did not address all of the recommendations. The NSW Government has taken this opportunity to provide further responses to a number of Professor Ryan’s recommendations in this report. These include:

- Engagement of Precinct Managers – to be provided in Q1 2022
- Improvement of communications and engagement of all agencies operating in the Aerotropolis – ongoing
- Independent Community Commissioner portal – to be developed in Q1 2022
- Investigation into funding of land acquisition on compassionate grounds – funding being sourced
- Development of a Community Participation Plan (including a Media Engagement Strategy) – currently underway
- Finalisation of the Luddenham Village visioning project – to be completed in Q1 2022 (Luddenham Village Discussion Paper 2021).

Recommendations

Section 1

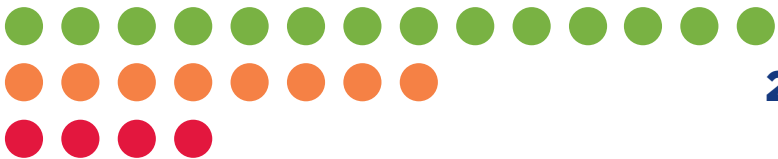
Communication, Engagement
and Ongoing Support



9

Section 2

Response to Specific
Landowner Impacts



26

Section 3

Governance and Pathways



5

Key Completed Commenced Yet to start

Figure 9: Status of Independent Community Commissioner’s recommendations

Aerial artist's impression of the Aerotropolis



Part 2 – Responding to the Issues



Finalising the Plans

The Aerotropolis Planning Package will enable development to commence across the Aerotropolis and realise the benefits and opportunities that a new international airport will bring to Western Sydney. The Precinct Plan, the amended Aerotropolis SEPP, Master Plan Guidelines and the Phase 2 DCP will unlock these opportunities – noting that the Phase 2 DCP will be finalised later in 2022.

Work will continue to develop a coordinated approach to the acquisition of land designated for stormwater management. Sydney Water has been appointed the Stormwater Manager for the Aerotropolis and they will commence detailed planning, design and staging for delivering the stormwater system to align with the needs and timing of development.

An Open Space Needs Study was completed in response to submissions and a recommendation from the Independent Community Commissioner (ICC recommendation #13). The Study found that the need to acquire private properties for open space could be reduced by 42% or 622 hectares and still ensure that 16.2% of the Initial Precincts in the Aerotropolis are open space. The revised Open Space Network ensures that over 95% of homes will be located within 400 metres (or a five-minute walk) of open space.

The draft Precinct Plan (exhibited from November 2020 to March 2021) received more than 600 submissions. Residents raised concerns including:

- lack of clarity about open space
- land values for Environment and Recreation zoned land
- confusion about road network changes and how roads will be funded.

Changes made to the draft Precinct Plan resulted from the review of submissions, community and agency engagement and the Independent Community Commissioner Recommendations. This feedback was the key driver for the changes.

In the documents exhibited in October 2021 to November 2021, several amendments were proposed to the Environment and Recreation zoning. For properties that adjoin the non-initial Precincts of Rossmore and Kemps Creek, south of Elizabeth Drive, the Environmental and Recreation zone will be removed from this land and reverted to the previous RU4 Rural Small Holding zone under the [*Liverpool Local Environmental Plan 2008 \(NSW\)*](#). Permitted uses will align the Environment and Recreation zone more closely to the previous zone that applied to the land. The Aerotropolis SEPP has been amended to include previously permitted uses of land.

Theme: Finalising the Plans



Stormwater



A resilient city requires that water is a resource that is managed across the full water cycle. Stormwater is part of this water cycle and planning for the Aerotropolis seeks to:

- enhance and protect existing creeks as important places with connections to Country
- retain water in the landscape to deliver the blue-green grid as part of the Open Space Network
- manage stormwater flows post-development to ensure waterway health is maintained and enhanced
- ensure that any changes in runoff due to the increase in hard surfaces resulting from development, does not cause increased flooding in the catchments and creeks within and connected to the Aerotropolis.

The water cycle management approach proposed for the Aerotropolis is based on the findings of the [NSW Water Strategy](#) (August 2021) and as outlined in the Aerotropolis Stormwater and Water Cycle Management Plan (Sydney Water 2021).

What we said we would do

In partnership with Sydney Water and local councils a stormwater and water cycle management plan was developed for the Aerotropolis. This plan investigated options for reducing the reliance on drinking water to meet all of the water needs across the Aerotropolis and the use of stormwater basins for harvesting stormwater and where these will be located.

An Open Space Needs Study was prepared that included identifying land that would primarily be used for managing stormwater as connected with and part of the Open Space Network. These areas needed for stormwater basins, creeks and riparian

zones will be protected so that the waterway health of the stormwater system is managed and enhanced and stormwater changes in runoff do not cause changes in flooding.

The land required for stormwater which will be in public ownership is shown on the Land Reservation Acquisition Map in the Aerotropolis SEPP to provide greater certainty about what open space will be needed for stormwater management and which agency will be responsible for acquiring it.

The NSW Government has appointed Sydney Water as the stormwater manager for the Aerotropolis precincts. This will ensure the full water cycle is managed as a connected and integrated system.

What we heard

- There is concern about whether the amount of stormwater land identified is needed.
- There was a lack of information and evidence presented to support areas identified for stormwater.
- There was concern about rezoning land for stormwater as SP2 and a preference was expressed for land needed for stormwater to be an overlay rather than to be zoned as SP2.
- There are concerns that the condition of the creeks is poor, and there are existing issues of contamination and flooding.
- Feedback from engagement stated that there are drainage issues on existing roads, and some are subject to flash flooding.
- It was noted that there are instances where stormwater land is located over houses or on areas that do not drain.
- There is concern about how land needed for stormwater will be acquired, when it will be needed and how the value of the land will be determined for acquisition.
- There is concern about how the stormwater land will be managed in the short term.

How we are responding

During the exhibition period we met with many community members to discuss their individual property and the area required for open space and stormwater management. We also held several specific community sessions to explain the approach to stormwater management, why it is important to plan for space needed for stormwater management now and the impact of not adequately planning for stormwater management.

The evidence base for the area of land needed for stormwater management is included in the Open Space Needs Study together with the more technical analysis of stormwater options that is in the Stormwater and Water Cycle Management Plan. The technical analysis includes the hydrological and water quality modelling necessary to determine the size of basins for delivering the water cycle approach to waterway health.

Specific sites have been reviewed where concerns were raised during the exhibition period and through submissions about the future location of stormwater land and basins. We have modified the location of some stormwater land to accommodate the location of a house or where access was compromised.

The proposal to rezone land as SP2 for stormwater infrastructure has been withdrawn in response to community concerns. The land needed for stormwater infrastructure is now shown as an overlay on the Land Reservation Acquisition Map in the Aerotropolis SEPP. This confirms that the underlying zoning will form the basis of valuing the land to be acquired and provides greater certainty for landowners during future acquisition.

In the role of stormwater manager, Sydney Water will explore the work needed to rehabilitate creeks and waterways as part of delivering the stormwater approach for the Aerotropolis.

What will stay the same

A significant area of land is needed for managing stormwater across the Aerotropolis as shown in the Open Space Needs Study. Some minor adjustments to areas of stormwater land have been made based on feedback. However, the area needed for stormwater management largely stays the same as what was exhibited in the EIE.

Next steps

- Sydney Water has been appointed the Stormwater Manager for the Aerotropolis Initial Precincts, and will commence detailed planning, design and staging for delivering the stormwater system to align with development.
- In 2022, work will continue on a coordinated approach to the acquisitions to minimise the need to deal with multiple agencies and provide a consistent, transparent process for landowners.

NSW Water Strategy

The NSW Water Strategy takes a strategic and integrated approach to looking after the state's water. This strategy is the first 20-year water strategy for all of NSW to improve the security, reliability, quality and resilience of our water resources over the long term.

In addition to water availability for future development, land use planning in the Aerotropolis has linked the broader issues of water quality and ecosystem health, and better recognise opportunities to integrate water supply, stormwater management and

wastewater management. This is consistent with the objectives of the Water Strategy.

New integrated land use and water cycle management approaches and major policy reforms are required to achieve the economic, amenity and environmental objectives of the Western Parkland City.

The approach taken to water management within the Aerotropolis aligns with Action 4.4 – Better integrate land use planning and water management in the water strategy.

Theme: Finalising the Plans



Open space



The proposed Open Space Network in the Aerotropolis is important to protect and maintain parkland and recreation spaces for the current and future community who will work and live in the Aerotropolis.

The finalised Open Space Network has been refined to reduce the amount of private land required for acquisition. In the meantime, the government will ensure the planning controls allow the land to be used as the draft Precinct Plan was exhibited. Open space will mainly be acquired by councils and will provide parkland and recreation spaces such as playing fields, picnic areas and cycle paths. The Open Space Network is different from the Environment and Recreation zone which is addressed later in this report.

What we said we would do

An Open Space Needs Study was prepared in response to community submissions and a recommendation from the Independent Community Commissioner (ICC recommendation #13) to rationalise the scale of the open space overlay based on evidence of need and meet the NSW Government commitment that it is publicly accessible open space. The evidence base included the benchmarks, social infrastructure audit and opportunities to co-locate open space with stormwater land.

As a result, the Open Space Needs Study found that the need to acquire private properties for open space could be reduced by 42% or 622 hectares and still ensure that 16.2% of the Initial Precincts in the Aerotropolis are open space. The revised Open Space Network ensures that over 95% of homes will be located within 400 metres (or a five minute walk) of open space.

The revised Open Space Network was reflected in the Land Reservation Acquisition Map which was exhibited as part of the EIE.

What we heard

- There is still too much open space in the Aerotropolis and landowners requested more detail regarding the quantum and location.
- Some landowners supported the reduction in the amount of open space.
- Landowners wanted to be advised of the timeframe and process for acquisition.
- Landowners were concerned that the identification of open space will result in reduced land values.
- There were requests to relocate open space onto government land, larger private land holdings or in the Environment and Recreation zone.
- Some suggested that all landholders should provide a percentage of land as open space to spread the burden of providing open space.
- There was general support for the identification of land required for open space and stormwater to be expressed as an overlay as opposed to rezoning the land as SP2.
- Some submissions suggested that open space should only be located in those areas that were previously identified as Metropolitan Rural Lands.
- Some landowners requested ground truthing of high value biodiversity land.
- Some landowners identified that designation of land for open space has reduced the ability to fully develop the site.
- Some landowners questioned the suitability of land identified for open space for recreation purposes.

How are we responding

It is important that sufficient land is identified to meet the open space needs of the existing and future community in the Aerotropolis and to deliver the green outcomes of the Western Parkland City. The Open Space Needs Study considered the appropriate location of open space to meet benchmarks for accessibility. Relocation of open space to the former MRA or delivery as a percentage of land will not result in the location of open space to meet the needs of the existing and future residential and working community. To enable some reduction in open space, it has been, where possible, co-located with stormwater infrastructure. This has also meant that the topography has played an important role in determining the location of open space.

The Open Space Network has been reflected in the Land Reservation Acquisition Map in the Aerotropolis SEPP. The map identifies the acquisition authority responsible, which in most cases is either Liverpool City Council or Penrith City Council. Although the EIE to amend the Aerotropolis SEPP proposed that land for stormwater facilities be rezoned SP2, all land in the Open Space Network has been identified as an overlay, that is, the land has not been rezoned. The Precinct Plan has been amended to reflect the Open Space Network.

The timing for the acquisition of open space will depend on the speed of development in the surrounding area. It is envisaged that areas within Priority Areas 1 in the Precinct Plan, that is, those areas which will be serviced first, will be developed first. Often open space will be delivered in conjunction with development, so in most cases, landowners will determine when land is acquired. Landowners can continue to use their land as they do now and they can also sell their land.

What will stay the same

The revised quantum and location of open space has been based on the Open Space Needs Study. Some minor amendments were made to reflect site specific submissions but largely the Network has remained the same as was exhibited in the EIE.

Next steps

- In 2022, work will continue on a coordinated approach to the acquisition to minimise the need to deal with multiple agencies and provide a consistent, transparent process for landowners.
- Precinct Managers will be appointed to continue to work with the community.

Theme: Finalising the Plans



Precinct planning changes



The Precinct Plan sets out the objectives and requirements that must be considered for development to proceed across the Initial Precincts. It interprets the strategic objectives and outcomes from the WSAP into the objectives and requirements for development applications and Master Plans to be assessed against. It is informed by the Urban Design Framework Report prepared for the Initial Precincts and considered technical assessments of:

- Aboriginal and non-Aboriginal heritage
- Aboriginal engagement outcomes
- Air quality and odour
- Biodiversity
- Bushfire risk
- Economic and market feasibility
- Land capability and contamination
- Social infrastructure
- Stormwater, water cycle management and management of riparian lands
- Sustainability and heat
- Transport
- Utilities audit
- Wildlife management and wildlife strike.

What we said we would do

Following the exhibition of the draft Precinct Plan from November 2020 to March 2021, all submissions were considered as part of the review and finalisation of the Precinct Plan.

The Minister for Planning and Public Spaces engaged Professor Roberta Ryan as the Independent Community Commissioner to provide an independent review and consider the concerns raised by smaller landowners and provide recommendations to the NSW Government to be considered in reviewing the Precinct Plan.

What we heard

The draft Precinct Plan was exhibited from 10 November 2020 to 12 March 2021. During this period, we heard from 673 submitters, we held three community and industry sessions and held 133 ‘talk to a planner’ meetings.

The issues raised included:

- Concern that submissions were not considered
- Lack of clarity about open space
- Concerns about how the future street network would be delivered
- Issues about how Environment and Recreation land could be valued
- Confusion about road network changes and when these would occur
- Complexity of the planning framework
- Ability to vary the Precinct Plan
- Design excellence
- Staging, sequencing and amalgamations.

How we are responding

The Aerotropolis Finalisation Report includes a summary of how submissions have been considered and what changes were made as a result.

The Open Space Needs Study was prepared to address the community concerns raised about the amount of open space identified in the draft Precinct Plan. This Study clarifies the government position on funding (particularly for open space) and refines the amount of open space to better align with funding that will be available through the Local Infrastructure Contributions plan.

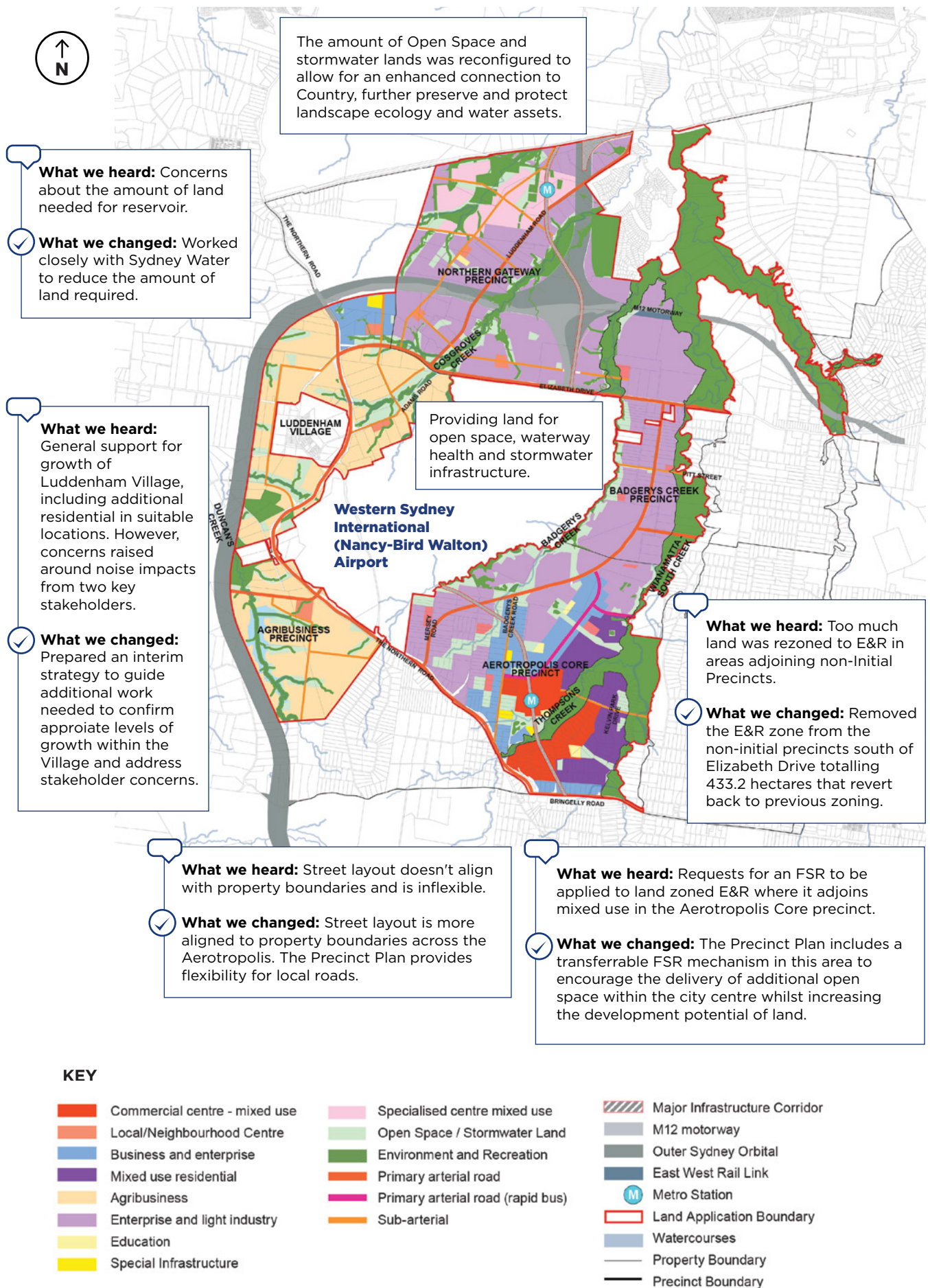


Figure 10: Western Sydney Aerotropolis Land Use Plan

A mechanism for delivering additional open space across various zones is now included in the Precinct Plan. This includes using mechanisms including Floor Space Ratio (FSR) and Gross Floor Area (GFA) transfers within a development. Similarly, in the Enterprise and Agribusiness zoned areas, a permeable surface transfer mechanism is also included – note the permeable land requirements are in the DCP, but the mechanism is in the Precinct Plan to deliver more open space where it is needed for community benefit such as around local centres.

The urban design review has realigned the street network with property boundaries, so that development can progress in an equitable manner.

The amount and level of detail in the Precinct Plan was rationalised to remove content duplicated from the WSAP. Some content that is more detailed (including the finer grain street network) is moved to the DCP.

Clarification about the relationship between the Precinct Plan and a Master Plan was reflected in the EIE. A Master Plan will have the ability to revise a Precinct Plan. Also, the minimum requirements of 100 hectares and 70% single ownership requirements have been removed for Master Planning, so that it becomes a planning pathway that more developers can access.

The staging and sequencing of development across the Initial Precincts has been reviewed to consider the water and sewer servicing plan. As a result, the whole of Luddenham Village will be brought forward to align with servicing by 2025 – 2026. There are parts of the Northern Gateway and Badgerys Creek that are now included in the stage 1 areas of the Precinct Plan to better align with water and sewer service planning.

The Precinct Plan has been updated to clarify the process for out-of-sequence development and offer a pathway forward if appropriate essential services, utilities and infrastructure can be delivered.

What will stay the same

The same principles and drivers that underpin the draft design remain relevant. These include:

- Connecting to Country
- Landscape-led
- Great places
- Transport investment and jobs
- Circular economy
- A resilient city
- Urban comfort and green streets
- Market factors.

Next steps

- With release of the Final Precinct Plan, development can progress for the Initial Precincts, as the consent authority can assess development applications.

Theme: Finalising the Plans



Environment and Recreation



When the Aerotropolis SEPP was originally made in October 2020 some land was zoned Environment and Recreation.

The Environment and Recreation zone included land:

- that is affected by the 1:100 chance per year flood planning level
- that is vegetation protected under the existing Biodiversity Certification program and the Strategic Assessment program
- that is all Cumberland Plain Conservation Plan (CPCP) vegetation
- to be acquired along Thompsons Creek for the purposes of creating a regional park close to the Aerotropolis Core city centre.

Several amendments were proposed to the Environment and Recreation zoning in the documents exhibited in October/November 2021.

What we said we would do

- For properties that adjoined the non-initial Precincts of Rossmore and Kemps Creek, south of Elizabeth Drive, it was proposed that the Environmental and Recreation zone be removed from this land and reverted to the previous RU4 Rural Small Holding zone under the *Liverpool Local Environment Plan 2008 (NSW)*.
- It was proposed to re-introduce additional permitted uses to align the Environment and Recreation zone more closely to the previous zone that applied to land before the commencement of the Aerotropolis SEPP. These uses included dual occupancies, dwelling houses and secondary dwellings depending on previous uses permissible in RU4 Rural Small Holdings. As was the case under the previous zoning, these permitted

land uses will require a development application to be lodged and assessed by the relevant council.

- Rationalisation of the boundary to:
 - 1:100 flood chance per year planning level and flood islands (meaning land that is flood free but is surrounded by flood affected land) that cannot be accessed or evacuated in a flood
 - land identified in the draft CPCP
 - lands required for biodiversity certification (responding to the Independent Community Commissioner's recommendation #10).
- It was proposed that these properties remain in the Wianamatta-South Creek Precinct but be designated non-initial and be excluded from the Precinct Plans. Retention of the properties in the Wianamatta-South Creek Precinct may provide access to funding for remediation and revegetation projects should funding become available.

The Responding to the Issues report also committed to education sessions for industry and practitioners and the preparation of a Guide to Existing Uses Rights and Permissible Land Uses.

What we heard

- General support for reverting the land back to RU4 Rural Small Holdings for the land adjoining the non-initial Precincts of Rossmore and Kemps Creek however some landowners requested that the land be rezoned to industrial rather than RU4.
- Even though the land will be changed to RU4 landowners were still concerned about the potential for the land to be zoned Environment and Recreation sometime in the future.

- Requested that the features and constraints on the land be ground-truthed and the application of the Environment and Recreation zone be reconsidered (related to flooding and biodiversity).
- Disagreement regarding the inclusion of the land in the CPCP and therefore the application of the Environment and Recreation zone to the land.
- Recognition of the need to deliver environmental outcomes in the Environment and Recreation zone.
- Negative impact on land valuation for land zoned Environment and Recreation.
- Disagreement regarding the flood levels and the 1:100 flood line.
- Requests that the Environment and Recreation should be acquired by the government.
- Requests that the Department of Planning and Environment investigate options to add value to the Environment and Recreation zone including the transfer of floor space ratio from the Environment and Recreation zone land to adjoining.
- Some submissions raised concerns that the CPCP was protecting poor quality vegetation, including areas with only a few trees.
- Submissions also raised concerns about ground truthing for the development of the CPCP.

How we are responding

Amendments to the Planning Framework

The Aerotropolis SEPP amendments have been finalised to adjust the Environment and Recreation zone boundary as exhibited and reapply the RU4 Small Rural Holding land zoning. This will mean the permissible land uses and flood controls that apply to this land are detailed in the [*Liverpool Local Environmental Plan 2008 \(NSW\)*](#) and the Liverpool Development Control Plan 2008. Other provisions in the Aerotropolis SEPP will still apply to the land being the aircraft safety provisions and noise provisions as detailed in Part 3 of the Aerotropolis SEPP.

The Aerotropolis SEPP has been amended to include a new clause – Previously permitted uses of land. This clause allows development to occur with development consent for uses that were permissible prior to the commencement of the Aerotropolis SEPP except in the SP2 zone. Matters that need to be taken into consideration in the

assessment of these development application include development of surrounding land and compatibility with surrounding land uses.

During the exhibition requests were received to apply a transfer of floor space ratio, from the Environment and Recreation zone to the adjoining lands to increase the notional value of the land zoned Environment and Recreation. FSR is the ratio of the floor area of a building to its site area. FSR is one control used to define the size and form of future buildings. A transfer of FSR has been applied to land in the Aerotropolis Core Precinct where it adjoins the Mixed-Use zone as this is the only zone where FSR is applied within the Aerotropolis.

An FSR of 0.5:1 has been attributed to the Environment and Recreation zone. In addition, the controls allow for an increase in height of buildings to accommodate the transfer of FSR to ensure that the controls do not result in overly bulky buildings. Where FSR is transferred from Environment and Recreation zoned land, that land will not be able to be developed and will be retained as open space either in private or public ownership.

Further mechanisms will be investigated to add value to the Environment and Recreation zoned land as we work to finalise the draft DCP in 2022.

Cumberland Plain Conservation Plan

Each submission received during public exhibition on the draft CPCP was individually considered, including submissions that raised questions or provided information about the state and type of vegetation present on specific sites. The submissions also helped to inform updates to the CPCP.

It is acknowledged that while the legislation and scientific methods more broadly are based around sampling, there was a strong preference for all individual parcels of land in Western Sydney to be visited and surveyed. The CPCP mapping is based on a mix of site sampling and other data sources. Accredited ecological consultants engaged by the Department of Planning and Environment mapped the vegetation and threatened ecological communities from 2019. This mapping used a mix of detailed on-site assessments on public and private land across all four growth areas within the 200,000 hectare CPCP area. This work also included desktop analysis, satellite imagery, review of existing threatened species records, modelling work and expert reports. The Department undertook this work in accordance

with legislative and regulatory requirements of the *Biodiversity Conservation Act 2016 (NSW)* and the relevant Federal legislation.

The CPCP has been updated in response to feedback received during public exhibition. The CPCP has been submitted to the NSW and Federal Governments for their consideration, and changes or conditions may be set prior to the its final approval. The CPCP is expected to be finalised and released in 2022.

Other actions

- The Department of Planning and Environment hosted the first educational session for real estate agents and practitioners on the 27 October 2021 with 34 people attending. A further session will be scheduled for April 2022.
- The [Existing Uses Rights and Permissible Land Uses](#) was published on the Department of Planning and Environment website on 5 October 2021.

What will stay the same

Biodiversity Protection and the Draft CPCP

The Environment and Recreation zone has been applied to protect land that has been identified as having biodiversity value through two strategic conservation certification plans that apply to the Aerotropolis. The biodiversity certification refers to vegetation protected under the existing Sydney Region Growth Centres Biodiversity Certification Order (and complementary Federal Strategic Assessment program), as well as the vegetation proposed to be protected as part of the Strategic Biodiversity Certification being developed as part of the CPCP.

The CPCP has been submitted for final approval. If approved, there may be realignment to the Environment and Recreation zone boundary in some places. This will be done through an Aerotropolis SEPP amendment at the appropriate time.

For land subject to the Sydney Region Growth Centres Biodiversity Certification Order (land south of Elizabeth Drive and east of the Western Sydney Airport), we have recalculated the biodiversity protection requirements based on a revised Wianamatta-South Creek Precinct boundary. This resulted in a reduced area of land needed to meet the bio-certification requirements. These changes were exhibited as part of the EIE. The proposals that were exhibited

have been adopted with amendments made to the Aerotropolis SEPP and reflected in the final Precinct Plan.

Not all land has been subject to site inspections, but identification was made via a desktop analysis by our ecological consultants on land in the initial Aerotropolis precincts that is subject to the Sydney Region Growth Centres. A total of 12 submissions were received that requested a review of the land identified to be zoned Environment and Recreation due to Existing Native Vegetation (ENV) on site. These submissions were sent to our ecological consultants for advice that recommended a reduction in the area identified for four properties. For these submissions, a further review of aerial imagery was used to refine previous Office of Environment and Heritage (2013) vegetation mapping. Further refinement confirmed that both the Cumberland Plain Woodland and Existing Native Vegetation (ENV) mapping could be reduced on these properties.

As a result of Independent Community Commissioner's recommendation #10: 'Amend the Aerotropolis SEPP as a matter of priority including the rationalisation of the Environment and Recreation zoning', smaller landowners no longer have land proposed to be rezoned to Environment and Recreation to protect ENV.'

Biodiversity Protection and the E&R zone

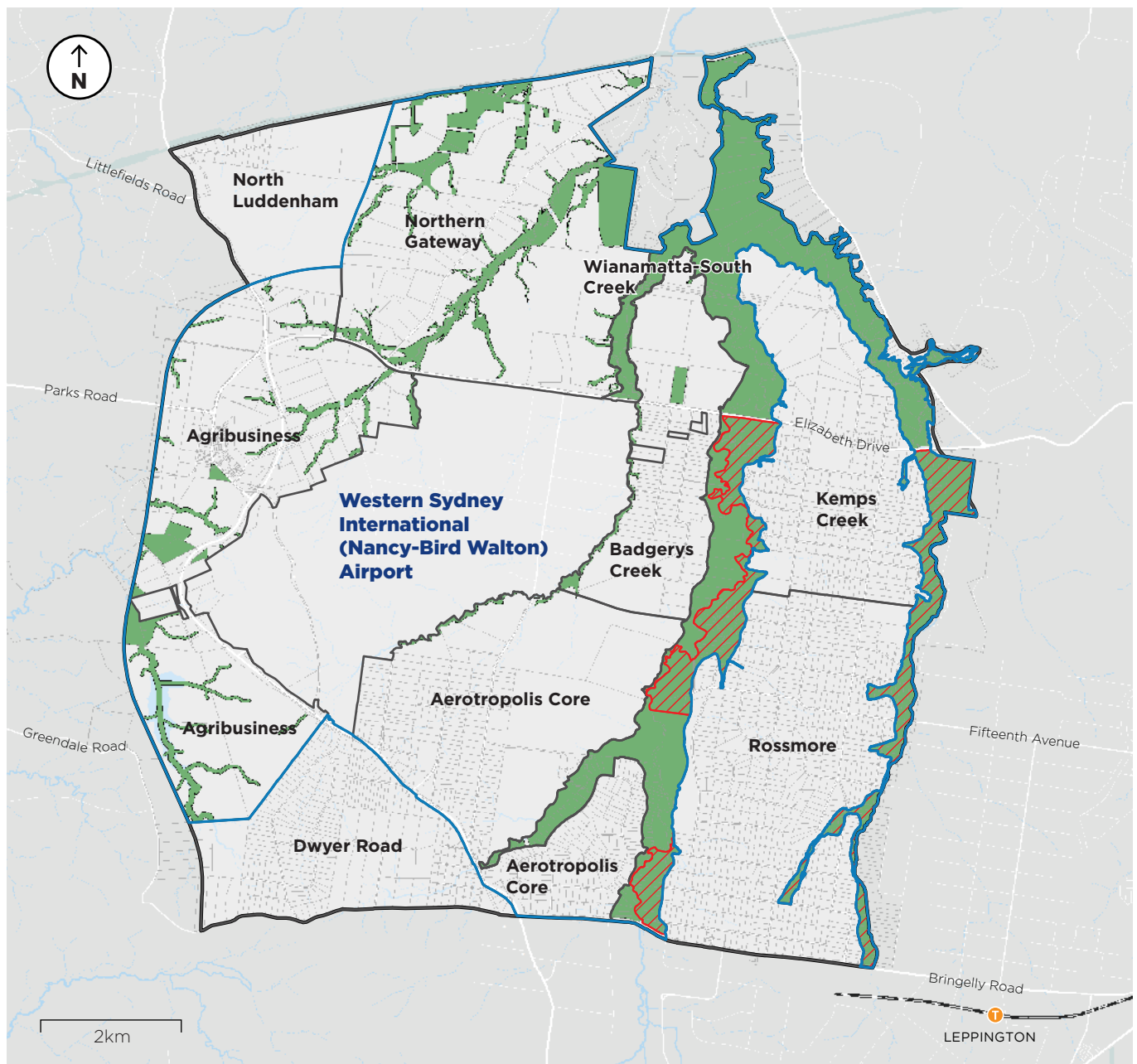
The Environment and Recreation zone has been applied to protect land that has been identified as having biodiversity value through two strategic conservation certification plans that apply to the Aerotropolis.

The biodiversity certification refers to vegetation protected under the existing Sydney Region Growth Centres Biodiversity Certification Order (and complementary Commonwealth Strategic Assessment program) (ENV land), as well as the vegetation proposed to be protected as part of the Strategic Biodiversity Certification being developed as part of the Cumberland Plain Conservation Plan.

These strategic plans identify threatened plants and species so that the impact of development can be avoided, minimised or mitigated. Implementation of the plans requires planning controls (for example land zoning) to protect these important areas.

Next steps

- With finalisation of the CPCP in 2022, locations where the area of CPCP is reduced, landowners will be contacted, and the Environment and Recreation zone boundary will be adjusted to reflect the change. The boundary adjustment will be through an Aerotropolis SEPP amendment.
- Finalisation of the Phase 2 DCP including the investigation of mechanisms to add value to the Environment and Recreation zone.
- Unless the land is already zoned Environment and Recreation, ENV retention on lots less than 20 hectares in size within the Aerotropolis Core and Badgerys Creek Precincts is no longer proposed. Lands where ENV is being protected will be subject to Clause 27 and be shown on the High Biodiversity Values map of the Aerotropolis SEPP.



KEY  Environment and Recreation zone amended  Existing SEPP Land Application Boundary  Cadastre
 Environment and Recreation zone  Existing Aerotropolis Precinct Boundary

Figure 11: Amended Environment and Recreation zone

Theme: Finalising the Plans



Luddenham Village



Luddenham Village is going through change due to the Northern Road realignment (now by-passing the village) and the construction of Western Sydney Airport which is now underway.

Population growth of Luddenham Village is currently constrained due to no sewer or water service to the village. Sydney Water proposes to deliver these services by 2025-2026. When the Western Sydney Airport commences operations, the southern part of Luddenham Village is identified as being within the ANEC 20 noise contour, indicating that Luddenham Village will be affected by noise from the 24 hour operation of Western Sydney Airport.

The community are concerned about the ongoing sustainability and viability of Luddenham Village and the ability to retain a viable population and retain essential social infrastructure including the schools. They are also concerned with how this viability can be balanced with the impacts of Western Sydney Airport while still providing opportunities for new business.

The rezoning of Luddenham Village as Agribusiness was also seen as limiting new residential dwellings outside the highest noise affected areas.

What we said we would do

We developed a [Luddenham Village Discussion Paper](#) (Discussion Paper) and released it for public exhibition from 8 October 2021 to 5 November 2021. The Discussion Paper provided a snapshot of Luddenham Village today, explored what is meant by a “sustainable future for Luddenham Village” including case studies from similar places in Australia and provided a series of growth scenarios for the community and stakeholders to consider.

Two workshops were held with the Luddenham Village community to hear perspectives, ideas and opportunities that could be explored for the future Luddenham Village. Stakeholder workshops were held with Liverpool City Council, Penrith City Council, the Western Sydney Airport Company (WSA Co) and agencies including Western Parkland City Authority, Transport for NSW and the Department of Education to ensure the opportunities and issues relating to Luddenham Village could be explored.

As part of the Aerotropolis SEPP EIE on exhibition, there was a proposal to extend the boundary of Luddenham Village to include the areas previously zoned for rural residential development and to allow previously permissible uses in line with the previous land use zoning.

What we heard

- The Luddenham Village community are very supportive of the growth scenarios 3 and 4 as outlined in the Discussion Paper.
- The WSA Co and Airservices Australia have raised a significant concern regarding the potential increased density of residential development and additional exposure of future residents to the noise from Western Sydney Airport operations, including outside the ANEC 20. Recent experience by airport operators has found that when changes to operations occur, areas close to the ANEC 20 will experience noise that, for some residents, will be unacceptable.
- Sydney Water is progressing the development of the Advanced Water Treatment Plant and is planning for water and sewer services to Luddenham Village by 2025-2026.

How we are responding

The NSW Government will continue to work with relevant government stakeholders and the community to achieve the best planning outcome for Luddenham Village. The Luddenham Village Interim Strategy identifies how the planning framework for Luddenham Village has changed as a result of the finalisation of the Planning Package and identifies the further work needed to finalise the Luddenham Village Plan.

The Interim Strategy outlines that the [Luddenham Village Plan](#) will be finalised when there is greater certainty regarding noise impacts and water servicing and identifies that subsequent amendments to the Aerotropolis SEPP and Precinct Plan will be considered in consultation with the community and stakeholders.

As proposed in the EIE, the Luddenham village boundary was adjusted to align with the existing residential zoned areas. The following land uses have been added as additional permissible uses under Schedule 1 of the Aerotropolis SEPP for land within Luddenham Village:

- Dwelling Houses (outside of ANEC 20)
- Dual Occupancy (outside of ANEC 20)
- Secondary Dwellings (outside of ANEC 20)
- Registered Clubs
- Hotel or motel accommodation
- Service apartments.

Next steps

- Sydney Water will develop its detailed plans for servicing Luddenham Village including investigations and design.
- The Department of Planning and Environment will undertake further detailed assessments to develop the Luddenham Village Plan that aligns with finalising flight paths and noise impacts for the Western Sydney Airport and the delivery of water services for Luddenham Village.

The existing minimum lot sizes stipulated under the [Liverpool Local Environmental Plan 2008 \(NSW\)](#) and the [Penrith Local Environmental Plan 2010 \(NSW\)](#) will continue to apply and further subdivision of land is not recommended until servicing infrastructure is in place.

What will stay the same

A precautionary approach to intensifying noise sensitive development in areas forecasted to be affected by the Western Sydney Airport operations will continue to be in place as stipulated in the Aerotropolis SEPP. This careful approach includes limitations on new residential development, subdivisions, dual occupancies and secondary dwellings.

Implementation and delivery

As the Aerotropolis develops over the next 40 years, the land needed for delivering essential infrastructure and other services will be acquired as it is needed.

Community members raised concern about the rezoning of more land and the perceived impact on property values.

The planning for the Aerotropolis incorporates a precautionary approach to consider the impact of future Western Sydney Airport operations on the surrounding community. Flight paths for the Western Sydney Airport have not been finalised. The timetable for finalising the flight paths can be found in the revised Western Sydney Airport Plan (Federal Government, September 2021). This work is expected to be completed over the next two years.

The contributions framework for the Aerotropolis includes the SIC program that has been exhibited and is administered by the State Government and the Local Infrastructure Contributions scheme that is proposed to be jointly administered by Liverpool and Penrith councils. The SIC charge rates were determined based on the demand and feasibility analysis. The Western Sydney Aerotropolis SIC may enable up to \$1.1 billion to be levied to support the delivery of key infrastructure such as public transport networks, schools and regional open space. The exhibited Local Contributions Plan proposes a Section 7.12 levy of 6.5% on the cost of development in the Aerotropolis to fund \$2.5 billion in local infrastructure required to support the growth of the Aerotropolis. Councils have advised that they are working on the finalisation of their Local Contributions Plan in the first half of 2022.

Theme: Implementation and delivery



Land acquisition and valuation



Land across the Aerotropolis will need to be acquired to deliver essential services including transport, management, open space, utilities (including gas, water supply, sewer, electrical and communications) and social infrastructure (schools, health care, libraries etc).

The Precinct Plan and maps that are included in the Aerotropolis SEPP show the land that will be needed for delivering these essential services and identifies the acquisition authority (i.e., the state or local government agency or utilities company) that will acquire the land.

As the Aerotropolis will develop over the next 40 years, the land needed for delivering these essential services will be acquired as it is needed.

What we said we would do

During exhibition of the Aerotropolis SEPP EIE representatives from the Valuer General's office presented to landowners about how property is valued in NSW.

The Open Space Needs Study was released and the proposed Land Reservation Acquisition Map was exhibited with the Aerotropolis SEPP EIE showing what land is proposed to be acquired for the Open Space Network (including land for stormwater).

What we've heard

- Concern was raised about the rezoning of more land and the perceived impact on property values.
- There were requests for clarity about the acquisition authority responsible for the open space and stormwater lands.

- There were concerns about the timing of acquisition and perceived difficulties in selling properties that will eventually be acquired.
- Clarity is needed about how the acquisitions will be funded.

How we are responding

The Land Reservation Acquisition Map detailing the Open Space and Stormwater infrastructure land to be acquired is in the Aerotropolis SEPP. This map identifies future whole and part acquisition of properties across the Aerotropolis and assigns the acquisition authority. The land to be acquired is shown as an overlay, not as a rezoning.

Some landowners have raised concerns regarding the potential impact of the Open Space Network (OSN) in determining the value of land. The value of the land is determined at the date of the acquisition and the matters the Valuer General takes into account in determining the value is set out in the Land Acquisition (Just Terms Compensation) Act and include the market value of the land.

The market value of land means the amount that would have been paid for the land, or interest in land, if it had been sold at that time by a willing seller to a willing buyer. The Valuer General engages an independent valuation expert to assess the market value.

The expert will determine the highest and best use of the acquired land. Highest and best use is the use of the property that maximises its potential and is legally and physically possible and financially feasible. Relevant planning controls that affect the acquired land will be taken into account. In some matters, an independent planning expert may be engaged to determine the highest and best use.

There are certain factors that must be disregarded by the expert valuer because they impact the value of the land. These include any increase or decrease in the value of the land caused by the

carrying out of, or the proposal to carry out, the public purpose for which the land was acquired.

If the independent expert valuer identifies there is a decrease in the value of land caused by the OSN Overlay, and that land is to be acquired by an acquiring authority for a public purpose directly linked to the OSN Overlay, then it is open for the Valuer General to disregard the amount of the decrease when determining the market value of the land.

Generally, if the OSN Overlay is to be regarded as a step in the planning process, an owner should not be disadvantaged when land is acquired for that purpose.

The assessment of market value is only one component of the determination of compensation under the [Land Acquisition \(Just Terms Compensation\) Act 1991 \(NSW\)](#). Section 55 sets out all of the relevant factors.

The acquisition authority for open space (parks and recreation areas) is the local Council, commencing on 1 July 2022. Stormwater land will be acquired by Sydney Water.

Funding for land acquisition is collected through the Local Infrastructure Contributions Plan for Council acquisitions and through developer charges for Sydney Water. Alternatively, developers can transfer the land for these purposes as works in kind as part of their contribution.

As the Precinct Plan is being finalised without a finalised local contributions plan, developers will need to enter into Voluntary Planning Agreements with Council in the interim.

Land for open space and stormwater is not needed immediately. However, the hardship provisions within the [Land Acquisition \(Just Terms Compensation\) Act 1991 \(NSW\)](#) still apply, should landowners be unable to sell their property and need to before the land is required by the acquiring authority.

What will stay the same

Land required for open space, stormwater and the protected transport corridors will be shown on the Aerotropolis SEPP Land Reservation Acquisition Map, providing certainty to landowners about the land proposed to be acquired in the future.

Next steps

- Councils will finalise the Local Infrastructure Contributions Plan (Section 7.12 Plan) in 2022. Ahead of this, development contributions will be collected through Voluntary Planning Agreements.
- Sydney Water has been appointed the Stormwater Manager and a Developer Charge will be confirmed in early 2022 to enable land acquisition for stormwater.
- A coordinated approach to land acquisition across the Aerotropolis is being developed, to simplify who to talk to and avoid complications where there is more than one acquisition authority with interests in the same property. An update on this will be provided in 2022.
- Funding for acquisition for compassionate circumstances as per the Community Commissioner recommendation 18 is still being investigated with the outcomes to released in 2022.
- Landowners should contact the Valuer General's Dedicated Assistance Line 1800 458 884 with any questions regarding the valuation of their specific property.

Theme: Implementation and delivery



Proposed flight paths



The planning for the Aerotropolis incorporates a precautionary approach to consider the impact of future Western Sydney Airport operations on the surrounding community. For this reason, the Aerotropolis SEPP includes specific controls to limit intensifying sensitive land uses within the noise contours (Australian Noise Exposure Concept (ANEC) or Australian Noise Exposure Forecast (ANEF)) around the Western Sydney Airport based on the indicative flight paths in the Environmental Impact Statement (EIS).

What we said we would do

The Federal Government is developing a preliminary airspace and flight path design with an objective to minimise aircraft noise impacts on the environment and the community, noting that safety is paramount.

When complete, the preliminary airspace and flight path design will be released publicly as part of the environment assessment process to be undertaken by the Federal Government. Community feedback on the preliminary design will then be taken into account before proceeding to detailed design.

The noise insulation and property acquisition policy will be released at the same time as the preliminary flight paths.

As part of the environment assessment phase, an updated noise tool will be developed to enable the community to understand localised impacts of aircraft noise from the preliminary flight paths.

What we've heard

- Community concerns related to the lands within the ANEC 20 contour and the implication that they cannot be subdivided.
- Community members required further clarity about residential developments within the ANEC 20 and above.
- Community members requested information relating to when a noise mitigation package will be released by the Federal Government.

How we are responding

Flight paths for the Western Sydney Airport have not been finalised. The ANEC contour maps currently being used are based on the initial flight design presented in the Western Sydney Airport EIS in 2015. The Federal Government is progressing the design to finalise the long term ANEF contours. The latest fact sheet on the flight path design can be accessed [here](#).

Work to develop the flight paths and airspace arrangements includes completing the environment environmental assessment process and is being overseen by an Expert Steering Group.

The timetable for finalising the flight paths can be found in the revised [WSAP](#) (Federal Government, September 2021). The work on the flight paths will refine the detailed design taking account of the *Environment Protection and Biodiversity Conservation Act 1999 (Australia)* process, and to prepare a final airspace design and noise abatement procedures for implementation. This will include preparation of the long-term ANEF chart. This work is expected to be completed over the next 2 years. Updates from the Commonwealth's Department of Infrastructure, Transport, Regional Development and Communications are available [here](#).

The Forum on Western Sydney Airport (FOWSA) is a community and stakeholder reference group established to ensure the community remains informed about key milestones in the airport's development and that the community's views are heard during the construction period. Details about FOWSA including meeting minutes are available [online](#).

What will stay the same

The Western Sydney Airport Safeguarding provisions in the Aerotropolis SEPP will not be changed, however the areas subject to these provisions may change as a result of the final flight design and long term ANEF chart.

Next steps

- Federal Government through the Department of Infrastructure, Transport, Regional Development and Communications, will begin the process of consultation on the final flight path design in 2023.

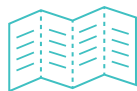


**Aerial artist's impression of
Western Sydney Airport
and the Aerotropolis**

Theme: Implementation and delivery



Master Plan Guidelines



Submissions were received requesting the release of the Master Plan Guidelines.

Master Plans are an optional planning pathway that details the strategy behind the Aerotropolis Precinct planning.

A master plan's primary purpose is to:

- help guide the development strategy of the Aerotropolis to ensure all elements suit the space and surrounding environment
- provide a mechanism to amend the Precinct Plan while remaining generally consistent with the principles of the Aerotropolis planning framework
- assist in developing a compliant proposal that has identified risks and includes ways to manage them.

The [Master Plan Guidelines](#) were released on 24 December 2021 as part of the finalisation of the Aerotropolis Planning Package. These Guidelines outline the process required to draft a master plan including the establishment of a Technical Assurance Panel to ensure that the government and industry work closely together as plans are developed. The Guidelines are supported by Supplementary guidance that outlines the type of information required to be submitted with draft master plan.



Artist's impression of the Agribusiness Precinct

Theme: Implementation and delivery



Contributions framework



A contributions plan needs to be in place so that developments can be approved without delay (Section 271 of the EP&A Regulation) and also make a reasonable contribution towards the cost of shared local infrastructure that will be needed to support the development of each Aerotropolis precinct.

The contributions framework for the Aerotropolis comprises the Special Infrastructure Contributions (SIC) program that is administered by the State Government and the Local Infrastructure Contributions scheme that is proposed to be jointly administered by Liverpool and Penrith councils.

The SIC program is one of many tools used by the NSW Government to plan for and fund infrastructure in new precincts. It is a cost recovery mechanism, which sees that developers make contributions proportionate to their infrastructure demand. The Western Sydney Aerotropolis SIC may enable up to \$1.1 billion to be levied to support the delivery of key infrastructure such as public transport networks, schools and regional open space. This represents a portion of the total cost of infrastructure delivery for the Aerotropolis, with the balance to be funded through other sources. The [Aerotropolis SIC was exhibited](#) from 10 November 2020 – 26 February 2021.

The Local Contributions Plan proposes a Section 7.12 levy of 6.5% on the cost of development in the Aerotropolis to fund \$2.5 billion in local infrastructure required to support the development of the Aerotropolis. The Plan was endorsed by both Penrith City Council and Liverpool City Council and was exhibited from 9 November 2020 to 31 January 2021.

What we said we would do

The intention was to finalise a complete contribution framework for the Aerotropolis with finalisation of the Aerotropolis Precinct Plan.

Due to a number of factors, including delay of council elections, the Local Infrastructure Contribution plan will not be finalised by councils until mid 2022. As an interim measure, councils will enter into Voluntary Planning Agreements with developers until the local contributions plan is finalised.

What we heard

- The submissions acknowledged the importance of the Western Sydney Aerotropolis SIC in delivering the required infrastructure for the region.
- Respondents identified works-in-kind agreements as a useful mechanism for the NSW Government to partner with developers and encourage investment in early developments.
- The community requested the cumulative cost across State and local government contributions and levies should not make development unfeasible. It also requested extending the phasing of the charges to allow a longer transition period.
- Respondents identified the importance of consistent assumptions, clarity in roles and responsibility and coordinated approach in infrastructure delivery across the Western Parkland City.
- A number of submissions requested further information on timeframes for infrastructure delivery, including identification of the authority responsible for delivery and prioritisation.
- Confirmation on what will happen with the executed and draft State Voluntary Planning Agreements (SVPA).
- Some also recommended that the proposed SIC should be aligned with the mechanisms outlined in the infrastructure contributions reforms.

How we are responding

The SIC charge rates were determined based on the demand and feasibility analysis. The cumulative impact of State and local infrastructure contributions, and other costs and fees were considered as part of the feasibility analysis. The SIC will be reviewed regularly to reflect the latest planning assumptions, council's local contributions plan and other costs that may impact development feasibility, so the framework remains current and relevant.

The SIC has been informed by the various planning and infrastructure plans. Federal and State Government agencies and councils were also consulted on and have contributed to the SIC for alignment. The Department of Planning and Environment will continue to work with all stakeholders to help achieve the outcomes identified in these planning strategies.

Infrastructure funding will follow the established assessment, selection and prioritisation process and governance framework. An inter-agency steering committee which includes the Department of Planning and Environment, NSW Treasury and Infrastructure NSW oversees the program. Funded projects will be announced publicly.

Where a SVPA has been previously executed or under negotiation for the provision of state and regional infrastructure, a further SIC will not be imposed for development on land where contributions have been made under a planning agreement. However, any change to the development or new development that is not covered by the SVPA may be required to make a contribution under the SIC.

As per the [Productivity Commission's recommendation](#), the NSW Government has finalised the Aerotropolis SIC ahead of the infrastructure contributions reform. This will provide developers and community more certainty and transparency when developing within the Western Sydney Aerotropolis.

What will stay the same

- The principles of the framework will remain the same as the version exhibited in early 2021.
- There is no change to the contribution rate exhibited for the SIC, however, this will be subject to the final assessment and approval by Council and the Minister for Planning.
- The boundary and infrastructure schedule has remained generally the same apart from some minor adjustments to reflect the latest zoning pattern and planning controls.
- The calculation of the contribution remains the same with some changes made for more clarity and simplicity.

Next steps

- The proposed new framework for SIC that covers the Sydney metropolitan area as well as the Hunter, Central Coast and Illawarra was exhibited in late 2021. It is being considered whether to transition the Western Sydney Aerotropolis SIC into this new framework. Details of the new framework and the transitional arrangement can be found [here](#).
- Developers can easily confirm if your development is within the SIC area and pay your contribution, please visit the [SIC Online Service](#).
- We will continue to work with Liverpool City Council and Penrith City Council to finalise their contributions plans on the first half of 2022.



South Creek

Broader issues

To protect the community amenity and safeguard the 24-hour operations of the Western Sydney Airport, a precautionary approach will limit the number of residents exposed to aircraft noise impacts, particularly throughout the night. New noise sensitive development will be prohibited within the ANEC/ ANEF 20 and above contours and will extend beyond the Aerotropolis into surrounding areas.

In relation to future options and support for the community of Horsley Park and Cecil Park, the Greater Sydney Commission and Fairfield City Council are co-chairing the Steering Committee for the Fairfield Urban Investigation Area. This Committee encourages continued cross-agency collaboration.

Community concerns have been raised regarding the reservation of transport corridors that cross private land, particularly the transport corridor that extends from Western Sydney Airport to Bringelly Road. The Transport corridors map in the Aerotropolis SEPP shows the future proposed road connections. When the land is needed, Transport for NSW, will contact landowners to begin negotiations.

The Outer Sydney Orbital investigation area extends across the Northern Gateway Precinct. The Aerotropolis SEPP amendment includes refinements to the road network identified under the Transport Corridors Map. Sections of the Outer Sydney Orbital south of the M12 alignment within the Northern Gateway, Agribusiness and North Luddenham Precinct have been removed from the identified corridor.

Residents have requested for more detailed and precise mapping. Work is now underway to finalise all statutory mapping, including the Precinct Plan. Maps will be available on the NSW Government Planning Portal in 2022.

Theme: Broader issues



Roads and transport corridors



Concerns have been raised regarding the reservation of transport corridors that cross private land, particularly the transport corridor that extends from Western Sydney Airport to Bringelly Road.

The transport corridor that extends from Western Sydney Airport to Bringelly Road was protected by TfNSW in 2018. This corridor enables the delivery of the Sydney Metro Western Sydney Airport station as well as a number of future transport connections currently under investigation including the north-south corridor connecting Campbelltown/Macarthur to Western Sydney Airport and a rail extension connecting Leppington to the Aerotropolis.

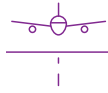
The Transport corridors map in the Aerotropolis SEPP shows the future road connections proposed to connect freight, public transport and private vehicles into the Aerotropolis precincts. These corridors are under investigation by TfNSW. When the land is needed for delivering these corridors, the acquisition authority will be TfNSW.

Accurate and accessible mapping



People have requested more detailed and precise mapping. Now that the planning package is finalised, work is underway to ensure that all statutory mapping, including the Precinct Plan are available through the NSW Government Planning Portal in early 2022. Once the mapping is available, we will notify people who have subscribed to the Aerotropolis webpage or made submissions. This mapping will match the maps that are published as part of the finalisation of the plan but will allow you to search for specific details regarding your property.

Noise and communities near the Aerotropolis



A number of submissions were received regarding the impact of planning controls on the area within the ANEC 20 located outside of the Aerotropolis including Mt Vernon, Cecil Park, Horsley Park and Silverdale. Concerns included the restriction on additional dwellings, prohibition of granny flats and secondary dwellings and prohibition on further subdivision for residential purposes.

The Western Sydney Airport will operate 24 hours a day with a significant number of flight movements occurring at night. To protect the amenity of the community and safeguard the 24-hour operations of the Western Sydney Airport, a precautionary approach was implemented to limit the number of residents exposed to aircraft noise impacts, particularly throughout the night.

In preparing planning controls for the Western Sydney Aerotropolis and surrounding areas, a decision was made that new noise sensitive development will be prohibited within the ANEC/ ANEF 20 and above contours. These aircraft noise requirements extend beyond the Aerotropolis into surrounding areas. This means that no new residential development is allowed in these areas, including dwellings, dual occupancies, secondary dwellings such as granny flats and subdivisions for residential development.

The aircraft noise requirements will limit aircraft noise impacts on residents living in the area by reducing the overall number of homes and people affected and limiting the likelihood of potential noise complaints. This was a specific request from the Federal Government and ensures that new development does not impact the ability of Western Sydney Airport to operate 24 hours per day, seven days per week. A curfew-free airport in Western Sydney underpins the City Deal signed by all three levels of government which will bring jobs and economic opportunities to Western Sydney.

Both the Aerotropolis SEPP and the WSAP clarify that in existing residential areas or on land already approved for residential development, the ability to construct dwellings will not be removed. This is reflected in clause 19(4) of the Aerotropolis SEPP.

Additionally, renovations to existing houses or extensions will still be allowed, subject to appropriate noise mitigation management measures being implemented. Unfortunately, if a development application was not lodged prior to 1 October 2020, the development, for residential purposes or subdivision, will not be allowed if the land is within the ANEC/ANEF 20 and above contours.

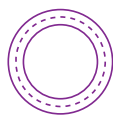
The protection of the 24/7 airport operation is an important objective of planning for the Aerotropolis. To achieve this, the NSW Government will continue to collaborate with local councils on the practical implementation of the relevant planning controls in affected areas.

In relation to future options and support for the community of Horsley Park and Cecil Park, the Greater Sydney Commission and Fairfield City Council are co-chairing the Steering Committee for the Fairfield Urban Investigation Area. This Committee encourages continued cross-agency collaboration to support Council's ongoing structure plan investigation into the area.

Theme: Broader issues



Outer Sydney Orbital



The Outer Sydney Orbital forms part of the Aerotropolis boundary to the west of Western Sydney Airport. Future Transport 2056 and the Greater Sydney Services and Infrastructure Plan (TfNSW 2018) identify that the Outer Sydney Orbital motorway is a priority investment to be investigated in the next 10-20 years. This will form the first stage of an outer Sydney bypass that in the longer term (circa 2056) will connect the Central Coast, Western Parkland City and Illawarra.

The Outer Sydney Orbital investigation area is shown on the Transport Corridors Map in the Aerotropolis SEPP and extends across the Northern Gateway Precinct. The connecting parts of the Outer Sydney Orbital to the west and south of the Aerotropolis are detailed in the maps in the Discussion Paper about proposed protection in parts of Western Sydney exhibited in 2018.

The Aerotropolis SEPP amendment has included refinements to the road network identified under the Transport Corridors Map. Sections of the Outer Sydney Orbital south of the M12 alignment within the Northern Gateway, Agribusiness and North Luddenham Precinct have been removed from the identified corridor. The removal of these sections has been informed by design and engineering work undertaken by TfNSW as part of the M12 development approvals process. This work has clarified the design for the major interchange of the M12 and the Outer Sydney Orbital, with the new design able to accommodate the Outer Sydney Orbital in a smaller footprint.

As a consequence of removing a section of the Outer Sydney Orbital in the North Luddenham Precinct, the precinct boundaries have been adjusted to include this land within the Agribusiness Precinct. This amendment has been made in response to the risk of sterilising this land if it were to remain as a narrow strip of rural land between the M12 and the Agribusiness Precinct.

The land acquisition authority for the Outer Sydney Orbital will be TfNSW.

An aerial architectural rendering of a proposed urban development adjacent to an airport. The image shows a large, modern airport terminal and runway system on the left. To the right, a dense urban area is depicted with numerous buildings, green spaces, and a network of roads. The foreground features a large, open area with green and brown patches, possibly representing a park or undeveloped land. The overall scene is a detailed visualization of a future urban landscape.

Part 3 – Next steps

Where to from here

Some issues and Independent Community Commissioner recommendations will require further investigation to provide more certainty to the community. These include:

- The Community Commissioner has been working with the Western Parkland City Authority to appoint precinct managers. One manager has commenced and further recruiting is underway.
- Work is currently being undertaken to improve the communications and engagement of all agencies operating in the Aerotropolis.
- The Independent Community Commissioner has been appointed for a further 12 months and will be supported by the Department of Planning and Environment and the Western Parkland City Authority. An Independent Community Commissioner portal will be included in the Western Parkland City Authority website. Over time, this portal will evolve into a gateway for landowners and the community to access information on which Government agency is responsible for a particular issue with relevant contact details.
- Further work is being done to investigate funding of land acquisition particularly the funding and program for voluntary acquisitions on compassionate grounds.






Appendix A:

Status of Independent Community Commissioner's recommendations

Section 1 - Communication, Engagement and Ongoing Support

	Recommendation 1: Appoint Precinct Community Place Managers
	Recommendation 2: Establish ongoing Independent Community Commissioner role
	Recommendation 3: With the community, develop a Community Participation Plan
	Recommendation 4: Establish a Community Consultative Committee
	Recommendation 5: Prioritise the community in all communications and ensure communications and engagement are place-focussed and coordinated rather than agency driven
	Recommendation 6: Educate the influencers, including planning and property advisors and real estate agents
	Recommendation 7: Establish funding for support and advisory for landowners including personal, financial, planning and property advisory
	Recommendation 8: Establish a publicly available complaints register
	Recommendation 9: Develop a media engagement strategy

Section 2 - Response to Specific Landowner Impacts

Rationalisation	
	Recommendation 10: Amend the Aerotropolis SEPP as a matter of priority including the rationalisation of the Environment and Recreation zoning
	Recommendation 11: Finalise the detailed Precinct Plan to rationalise the scale of the open space overlay based on evidence of need and meet the NSW Government commitment that it is publicly accessible open space
	Recommendation 12: Continue to communicate that any land required for publicly accessible open space will be acquired
	Recommendation 13: Conduct and make public an Aerotropolis-wide Open Space Needs Study for the Initial Precincts, in conjunction with the finalisation of the Precinct Plan
	Recommendation 14: The Aerotropolis SEPP should clearly identify land to be acquired with the Precinct Plan to be updated and consistent with the SEPP

Permitted land uses

- Recommendation 15: Include additional land uses to the allowable existing uses in the zonings to enable landowners to continue residential and other low impacts uses for land (for example an additional dwelling storey, a shed etc.) even if these uses may be prohibited under the new zonings. These transitional uses must consider and not impact future airport operations.
- Recommendation 16: Inform and educate landowners on their existing use rights and permissible land uses under the Aerotropolis SEPP

Acquisition

- Recommendation 17: Clearly set out the acquisition process including likely timing depending on the acquisition requirements
- Recommendation 18: Once the Precinct Plan is finalised, enable acquisition on a voluntary basis due to compassionate grounds for landowners on a case-by-case basis
- Recommendation 19: If acquisition of part of a property is required for any public purpose, for example if it is more than 30% of a 10-hectare lot or less, the whole lot is acquired, if that is desired by the landowner






Zoning and land uses

- Recommendation 20: To address concerns regarding potential zoning impacts, the Department of Planning and Environment should investigate options that increase the potential economic return for land zoned Environment and Recreation (E&R zone)
- Recommendation 21: Use existing legislation to assist owners facing significant rate increases and provide further information regarding opportunities to defer rate payments
- Recommendation 22: Ensure a sustainable future for Luddenham Village by rapidly undertaking a visioning and planning process and for this to be completed prior to the finalisation of the Precinct Plan
- Recommendation 23: Upon the adoption of new flood modelling by Liverpool City or Penrith City Councils, the Department of Planning and Environment considers the implementation of the new modelling so it does not increase the amount of land zoned E&R
- Recommendation 24: For the non-initial Precincts a pathway for their rezoning and the triggers that would enable their rezoning to be provided, as soon as possible after the finalisation of the current precinct planning processes
- Recommendation 25: In consultation with impacted landowners zoned E&R zone in the Wianamatta-South Creek precinct to the east of Wianamatta-South Creek adjoining the Kemps Creek and Rossmore Precincts, the Department of Planning and Environment is to investigate if they can be reverted to the zoning that existed on their land before the commencement of the Aerotropolis SEPP
- Recommendation 26: Publish the Master Planning Guidelines
- Recommendation 27: The Federal Government provides information to small landowners as soon as possible clarifying the acquisition and remediation available for those impacted by the ANEC contours




Engagement with large landowners

- Recommendation 28: The Planning Partnership Office brings together the large landowners to enable extensive input and engagement before the finalisation of the Precinct Plan. As part of this engagement, mechanisms for the large landowners to assist small landowners are identified
- Recommendation 29: Establish ongoing mechanisms for government engagement with large landowners. This engagement should consider ways to support small landowners
- Recommendation 30: Facilitate engagement between small landowners and large landowners where large landowners can assist by addressing impacts. This engagement could be transparently facilitated by the Community Commissioner

Planning engagement

-  Recommendation 31: Prior to public communication of the outcomes of the precinct planning process, individuals additionally negatively impacted landowners are communicated with directly and the implications of the impacts effectively explained. This work could be facilitated by the Community Commissioner
-  Recommendation 32: With the Aerotropolis, the process for engaging with and educating landowners to support the achievement of bio-diversity conservation outcomes for the Aerotropolis occurs at a granular rather than an Aerotropolis scale, using pilots with small groups of landowners to support a process where landowners may be incentivised to contribute to these outcomes
-  Recommendation 33: Strengthen communication between small landowners and Councils to assist them to navigate development issues
-  Recommendation 34: Ensure local Councils continue to address regulatory issues emerging across the Aerotropolis
-  Recommendation 35: Ensure ongoing change management support for the future of the Aerotropolis

Section 3 – Governance and Pathways

-  Recommendation 36: The NSW Government strengthens senior levels of public service coordination to ensure clear roles and responsibilities for coordinated cross-government decision making for the planning and delivery of the Aerotropolis
-  Recommendation 37: The land use planning to conclude the Precinct Plan continue under the current arrangements through the Western Sydney Planning Partnership, on behalf of the Minister for Planning and Homes
-  Recommendation 38: Following the conclusion of the Precinct Plan, the Department of Planning and Environment and the relevant local councils will continue their usual roles and functions in assessing development applications
-  Recommendation 39: To build on the excellent existing collaboration between the Department of Planning and Environment, and Liverpool City and Penrith City Councils, a formal collaboration process continues to oversee future strategic planning and master planning for the Aerotropolis
-  Recommendation 40: The framework for investment and delivery of future infrastructure in the Aerotropolis is to be developed, coordinated and communicated by the Western Parkland City Authority



Artist's impression of the Aerotropolis town centre

Appendix B:

Youth voices comments



Potential opportunities in the Aerotropolis



Amenities:

- Good amenities in walking/cycling distance
- Public community spaces that are free to use (e.g., libraries, parks)
- Inclusivity and accessibility
- Great food – without ridiculous airport prices.



Proximity:

- Five-minute neighbourhood
- Local identity and belonging proximity to a variety of uses.
- Walkability – optimised for pedestrians.



Green space:

- Access to quality outdoor space, including waterways (e.g., Parramatta River board walk)
- Great open spaces and parks.
- Outdoors/natural body of water to swim.



Business support:

- First Nations businesses and support small for businesses to have a 'place' within the Aerotropolis.



Transport:

- Free, spacious and easily accessible pick up and drop off areas for passengers and pick up drivers (which minimises walking distances for passengers)
 - More buses/transport
 - Affordable parking options (concessions and local discounts).
-



Planning for new parks



Aesthetics:

- Aesthetically pleasing spaces (fairy lights, sculptures, fountains etc)
- Warm and inviting lighting.



Designed for community need:

- Different usage spaces - e.g., for relaxing, playing sport. Built for the community who will use it
- Encourage community connectedness with park equipment
- Bathrooms and change facilities, shaded areas and kinetic pathways
- Adolescent-friendly spaces.



Planning for parks:

- Have a plan in place with community in mind - before developing parks space (i.e., outdoor gyms; bike tracks)
- What do you want the park to achieve - you need to ask this question first
- Provide an outdoor gym, provide a space for cyclists etc.



Safety and inclusion:

- Safety at parks/open spaces including lighting - parks shouldn't just be usable in the daytime
- Safety after hours is a key concern
- Short term and long term safety as the Aerotropolis develops and communities slowly build
- Safety with regard to getting to transport and from the transport.



Timing and usage:

- A park that is welcoming all week round (e.g., Darling Harbour is great on weekends but not fully utilised during the week)
- Accessibility to and from public transport
- More transport options in the evenings/weekends
- Provide temporary options for transport in early years.



Facilities and opportunities that could be beneficial to young people living in Western Sydney



Healthcare and social infrastructure:

- Hospital and community health centre nearby
- Good libraries that have long open hours
- Prayer room and multi-faith facilities to welcome all faiths
- Adequate community halls and community rooms for the local community to use
- These facilities should show presence of connection to Indigenous heritage.



Placemaking:

- More community facilities on offer (i.e., after hours entertainment) and community festivals
- Domain style large open music venue
- Places for pop up stalls and school grounds that are multi-use (Europe does this well)
- Amphitheatre and smaller ad hoc music and theatre hubs
- Mixed use industrial areas that allow for after-hours venues to make use of these areas that would normally be dormant overnight
- Community street closures for play or events, pedestrian only streets and outdoor dining.



Opportunities:

- Universities connected to industry with mentoring opportunities
- Focus on jobs being able to make a liveable wage



Healthy lifestyles:

- Improving public health in planning (open space, greenery and walkability)
- Active transport in the community (bike paths etc).

Glossary

Term	Definition
1:100 flood	A flood that has a 1% chance of occurring in any given year within a 100-year cycle.
Aerotropolis	A metropolitan area where infrastructure, land uses and economy are centred around an airport and includes the outlying corridors, and aviation orientated businesses and residential development that benefit from each other and their accessibility to the airport.
Aerotropolis Core	This is the city, proposed to be named Bradfield, at the core of the Aerotropolis activity associated with the Airport. The combination of uses, activities, development and places are reliant on and complementary to the operation of a global airport.
Agribusiness	Businesses associated with the production, processing, marketing and distribution of agricultural products, especially at a large and integrated scale.
Australian Noise Exposure Concept (ANEC)	Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport. The level of exposure is shown by the contour lines 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	Biodiversity means plants and animals and the ecosystems in which they live.
Biodiversity offsets	Biodiversity offsetting is a system of compensating for biodiversity loss from development projects by requiring the conservation of biodiversity of equal value somewhere else.
Blue-Green Infrastructure	Blue-green infrastructure is the interconnected network of natural and semi-natural landscape elements. For example, blue includes water bodies, creeks and dams. Green includes trees, parks and native vegetation.
Country	For Aboriginal peoples, Country relates not only to the cultural group and land to which they belong, it is also their place of origin in cultural, spiritual and literal terms. Country includes not only the land but also waters and skies, and incorporates the tangible and intangible, knowledges and cultural practices, identity and reciprocal relationships, belonging and wellbeing.
Cumberland Plain Conservation Plan	The <i>Cumberland Plain Conservation Plan</i> will enhance a network of green spaces, natural and semi-natural systems in Western Sydney. One of the important species protected by the <i>Cumberland Plain Conservation Plan</i> is the Cumberland Plain Woodland. Cumberland Plain Woodland is a critically endangered ecological community found only in the Sydney Basin. It comprises of an open tree canopy, a layer of shrubs and ground cover and is considered functional at low integrity levels. Less than 10% of pre-European settlement levels of the community remain, with most patches of remnant vegetation existing in isolation and alongside other land uses. <i>Cumberland Plain Conservation Plan</i> will address impacts on biodiversity from urban growth through a conservation program that includes commitments and actions designed to improve ecological resilience and function over the long-term. The <i>Cumberland Plain Conservation Plan</i> will enable land to be certified for development and areas avoided from development conserved.

Term	Definition
Department of Planning and Environment	<p>Within the Aerotropolis, the Department of Planning and Environment is responsible for the integration and efficient delivery across key areas such as long-term planning, precincts, infrastructure priorities, open space and the environment. The Department of Planning and Environment has five Ministers with responsibility for various aspects of its activities:</p> <ul style="list-style-type: none"> • The Hon. Anthony Roberts MP – Minister for Planning and Homes • The Hon. Kevin Andrews MP – Minister for Lands and Water • The Hon. Matthew Kean MP – Minister for Energy • The Hon. Wendy Tuckerman MP – Minister for Local Government • The Hon. James Griffin MP – Minister for Environment and Heritage.
Development	As per the <i>EP&A Act</i> , development includes any of the following: the use of land; the subdivision of land; the erection of a building; the carrying out of a work; the demolition of a building or work; or any other act, matter or thing that may be controlled by an environmental planning instrument.
Development application	An application for consent under Part 4 of the <i>EP&A Act</i> to carry out development (not including an application for complying development) such as a change of use of land, subdivision of land, or a building, landscaping and other work.
Development Control Plan	Provides detailed planning and design guidelines to guide the assessment of a development proposal within the Aerotropolis to ensure that development is consistent with the objective for the Aerotropolis as outlined in the Western Sydney Aerotropolis Plan.
Environment and Recreation zone	<p>The Environment and Recreation zone is applied to land within the Aerotropolis via the Aerotropolis SEPP. It includes land that is:</p> <ul style="list-style-type: none"> • 1:100 chance per year flood planning level and flood islands (meaning land that is flood free but is surrounded by flood affected land) that cannot be accessed or evacuated in a flood • land identified in the draft <i>Cumberland Plain Conservation Plan</i> • lands subject to biodiversity certification. <p>Inclusion of land within the Environment and Recreation zone does not mean the land will be used for a public purpose or that it will be acquired by the government. A range of land uses are permissible with consent within this zone.</p>
<i>Environmental Planning and Assessment Act 1979 (EP&A Act)</i>	Is the primary planning legislation in NSW and governs matters such as, strategic planning, plan making, development application and assessment and building certification. A copy of the <i>EP&A Act</i> can be viewed here .
Floodplain	An area of land which is subject to floods up to and including the probable maximum flooding event (1:100 chance per year flood planning level), that is, flood prone land.
Greater Sydney	The local government areas within the boundary shown on the map in the Greater Sydney Region Plan and Schedule 1 of the <i>Greater Sydney Commission Act 2015</i> .

Term	Definition
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	Defined in the EP&A Act . Guides planning decisions in local government areas through zoning and development controls.
Local Infrastructure Contributions	Local infrastructure contributions, also known as developer contributions, are charged by councils when new development occurs. They help fund infrastructure like parks, community facilities, local roads, footpaths, stormwater drainage and traffic management.
Master Plan	An approved Master Plan will be able to amend a Precinct Plan. These plans will be undertaken to provide a greater level of detail and also list complying development for the site. Guidelines for the preparation of Master Plans were released in December 2021.
National Airports Safeguarding Framework	National land use planning framework to improve community amenity by minimising aircraft noise-sensitive developments near airports and improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions.
Obstacle Limitation Surface (OLS)	This defines the height limits of buildings or objects within the airspace that approaches the runway.
Open Space	Land identified for acquisition for public uses such as sports fields, parks, gardens, areas for passive recreation, play and unstructured activity.
Open Space Network	Land that has been identified for open space including sports fields, parks, gardens, areas for passive recreation, play and unstructured activity, stormwater drainage functions and water quality, creeks and immediate areas adjoining creeks, City Centre and Regional Parkland as well as bushland and environmental conservation. All land identified within the Open Space Network will be acquired.
Open Space Needs Study	A comprehensive study of the open space needed for future Aerotropolis communities.
Precinct planning	Identifies the development intent and development capacity across a precinct by allocating land uses, densities, housing types, built form, infrastructure and open space.
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.
Public domain	Any publicly or privately owned space that can be accessed and used by the public and/or is publicly visible.

Term	Definition
Special Infrastructure Contributions (SIC)	Special Infrastructure Contributions (SICs) seeks to recover reasonable costs of infrastructure in new growth areas through developer contributions.
State Environmental Planning Policy (SEPP)	Environmental planning instruments that address planning issues of State significance.
<i>State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP)</i>	The Aerotropolis SEPP applies to land in the Western Sydney Aerotropolis. It aims to facilitate development in the Aerotropolis in accordance with the objectives and principles of the Western Sydney Aerotropolis Plan, and to ensure development is compatible with the long-term growth, development and operation of the Western Sydney Airport.
Western Parkland City	Western Parkland City, including the existing city centres of Liverpool, Campbelltown and Penrith, and the new Western Sydney Airport and surrounding Aerotropolis.
Western Parkland City Authority	A NSW Government body (formerly the Western City & Aerotropolis Authority) established to facilitate the delivery of the Western Parkland City. The Western Parkland City Authority works across all three levels of Government to jointly plan, design and deliver Western Parkland City to achieve the best possible outcomes in infrastructure, liveability, investment attraction, job growth and sustainability.
Western Sydney International (Nancy-Bird Walton) Airport	A Commonwealth business enterprise established in August 2017 to build the new Western Sydney Airport at the heart of the Western Sydney Aerotropolis.
Western Sydney Airport Plan	<p>The Western Sydney Airport Plan outlines the approach to the design and development of Western Sydney Airport.</p> <p>The Western Sydney Airport Plan was originally prepared in 2016 to provide the authorisation for Stage 1 of Western Sydney Airport (a single runway facility capable of handling up to 10 million passengers per year).</p> <p>The Western Sydney Airport Plan has subsequently been revised to allow construction of the Sydney Metro at the airport.</p>
Western Sydney Planning Partnership	A local government-led initiative comprising of representatives of all eight Western Parkland City councils as well as Blacktown Council, and representatives from the NSW Department of Planning and Environment, Transport for NSW, Sydney Water and the Greater Sydney Commission.



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