

[REDACTED]

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 5:00 PM
To: PPO Engagement
Cc: eplanning.exhibitions@planning.nsw.gov.au
Subject: Webform submission from: Western Sydney Aerotropolis Development Control Plan Phase 2
Attachments: urban-taskforce-submission---draft-dcp-phase-final.pdf

Submitted on Fri, 05/11/2021 - 16:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Aleksandar

Last name

Mitreski

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Address

Level 12, 32 Martin Place NSW

Suburb/Town & Postcode

Sydney 2001

Contact number

[REDACTED]

Please provide your view on the project

I object to it

Submission file

[urban-taskforce-submission---draft-dcp-phase-final.pdf](#)

Submission

Please accept the attached submission in relation to the Draft Western Sydney Aerotropolis Development Control Plan Phase 2 prepared by the Urban Taskforce.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

5 November 2021

Ms Kiersten Fishburn
Secretary
Department of Planning, Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Online submission

Draft Western Sydney Aerotropolis Development Control Plan Phase 2

Dear Ms Fishburn

I write in relation to the draft Western Sydney Aerotropolis Development Control Plan Phase 2 (draft DCP) placed on public exhibition by the Department of Planning, Industry and Environment (DPIE) for comment until 5th November 2021.

Urban Taskforce acknowledges the need for the Western Sydney Aerotropolis (Aerotropolis) to be properly planned so as to deliver on the draft DCP's intention to "achieve connectivity, liveability, productivity, and sustainability" across the Aerotropolis.

However, in order to achieve its stated aims, the draft DCP needs to be thoroughly re-written with a view to creating a fit for purpose, short and simple document. This work will be integral to encouraging the investment needed to deliver on the Government's objective of the Aerotropolis being a "a thriving economic centre in Western Sydney".

Urban Taskforce is concerned about the breadth of the draft document and the difficulty in attempting to navigate the multi-layered and overly prescriptive controls.

NSW Productivity Commission's *White Paper – Re-booting the Economy* is explicit on the impact of policies such as the draft DCP. The White Paper states "overly prescriptive and complex planning regulations stifle business competition and reduce housing supply." The paper includes a recommendation to "close the planning assessment gap: By 2023, deliver an end-to-end review of the NSW planning system relative to other jurisdictions, and use this process to identify drivers of delay and uncertainty in planning processes. ...and bring New South Wales in line with best-practice".

Urban Taskforce submits that the draft DCP represents the kind of overly prescriptive and complex plan the Productivity Commission identifies as needing to change. The draft DCP comprises 143 pages, with 85 pages of appendices. The document

also points to 85 supporting studies and reports which adds up to around 7,000 pages of documentation in total.

The draft DCP is overly prescriptive containing pages and pages that proponents need to address in designing buildings and preparing DAs. For example, DAs for industrial buildings have 10 performance outcomes to address. One is that large expanses of blank walls on larger format buildings, which are often industrial warehouses, “must be screened with landscaping or treated as sculptural elements incorporating public art, variation in materials and other methods reflecting contemporary architectural design.” Other overly prescriptive performance outcomes for such developments include:

- Ensure worker amenity by providing sufficient indoor and communal open space and informal recreation areas.
- To provide building and landscaped setbacks which minimise the potential visual impact of development and support the urban typology (site coverage).
- Larger format buildings provide built form interest to minimise visual bulk.
- Larger format buildings provide a street address with clear entries and active uses located to the street frontage.
- Ancillary offices and industrial retail outlets are to be directly related to the industrial development and assist in the activation of industrial frontages.
- The built form of bulky goods is designed to reflect a finer grain urban form and may be broken up or modulated to prioritise pedestrian movement despite having large building footprint.

This level of prescription extends assessment times and adds to the costs of delivery of both the actual development and the approval. The cost to deliver these outcomes needs to be considered in the context of encouraging much needed employment generating development for Western Sydney and the meeting of job targets. Further, a more pragmatic and realistic approach needs to be applied in setting the performance outcomes for certain uses. For example ‘bulky goods’, as implied by the land use term, will more often than not require a ‘bulky’ building envelope. Achieving a ‘finer grain urban form’ for a bulky goods development presents a clear contradiction between use and performance outcome.

Urban Taskforce recommends that DPIE review and re-write the draft DCP in the context of the NSW Productivity Commission’s White Paper with a view to the final DCP being a fit for purpose, simple document to guide the efficient preparation and assessment of applications for the new development in the Aerotropolis.

The Urban Taskforce believes the draft DCP should not be rushed to completion as it must be fully aligned with the other planning instruments, such as the amendment to and the Precinct Plans under the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP). Any potential nonalignment of the planning documents will result in high costs for the industry. Developers with projects

in the Aerotropolis precinct will bear unnecessary costs due to the delay in development applications as well as legal and administrative costs to fix the inefficiencies and 'blind spots' in the planning framework. These losses are in addition to the opportunity cost of missed development projects due to the perceived or real uncertainty in the Aerotropolis precinct.

The Urban Taskforce strongly objects to the provisions in the draft DCP that give effect to the unnecessarily prescriptive design detailed in Part 5 of the Aerotropolis SEPP. Our concerns are centred on the design provisions' application to industrial and warehousing land. Industrial sheds' design is largely determined by their function. Further, the colours are determined by the client and their corporate branding. There is no scope for design review and particularly not through any obligation for a competitive process, in these circumstances.

Urban Taskforce calls on DPIE to remove the application of design criteria from all employment, industrial and urban services land use areas associated with the aerotropolis SEPP and associated DCP.

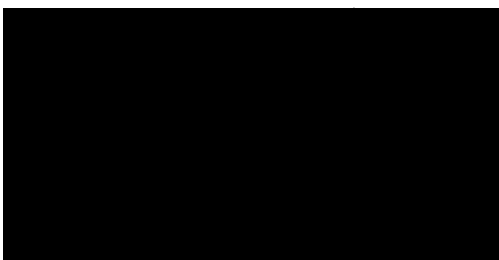
We have included this objection in a separate submission to the *Explanation of Intended Effect - Amendment to Environmental Planning Instruments in relation to the Western Sydney Aerotropolis*. We trust that the draft DCP will not be finalised before all issues of the Aerotropolis SEPP are resolved.

Urban Taskforce recommends the draft DCP be reviewed and finalised only upon the final drafting of the Aerotropolis SEPP amendment and the completion of precinct plans. An early indication of the removal of overly prescriptive design review and/or requirements for design competitions on land proposed for industrial uses would be greatly appreciated.

Table 1 includes a summary of Urban Taskforce recommendations.

The Urban Taskforce is always willing to work closely with the Government to provide a development industry perspective on these issues.

Yours sincerely



Tom Forrest
Chief Executive Officer