

Submission
No 14

INQUIRY INTO WESTERN SYDNEY SCIENCE PARK AND AEROTROPOLIS DEVELOPMENTS

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NSW Government response



Inquiry into Western Sydney Science Park and Aerotropolis developments

August 2024

Acknowledgement of Country

The NSW Government acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Submitted by the NSW Government.

Inquiry into Western Sydney Science Park and Aerotropolis developments

Acknowledgements

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Contents

Introduction	4
Overview of Planning in Western Sydney	5
Planning and Land Use.....	5
Economic Growth and Employment.....	11
Key Considerations	12
Infrastructure.....	12
Environment.....	19
Conclusion	21
Acronyms	22
Appendices	23
Appendix A: Aerotropolis Precinct Map.....	23
Appendix B: Transport Corridor Alignment.....	24
Appendix C: Land Acquisition Overlays in the Aerotropolis.....	25
Appendix D: Completed projects.....	26
Appendix E: Planning timeline.....	27

Introduction

Western Sydney is evolving at an unprecedented pace. Much of this growth centres on the new 11,200-hectare Aerotropolis, including the new Western Sydney International (Nancy-Bird Walton) Airport (WSIA) and Australia's newest city, Bradfield. The Aerotropolis comprises several precincts that each have a distinct focus, such as advanced manufacturing, technology, research, training and education, freight and logistics, agribusiness, and mixed-use development.

Aerotropolis is on track to become a thriving economic centre. The core of the Aerotropolis, Bradfield City Centre, will unlock a host of new economic opportunities, with the City alone expected to create 10,000 more homes and support 20,000 new jobs in Western Sydney. Collectively, the broader Aerotropolis growth area is expected to deliver 200,000 new jobs and become a high-skill jobs hub across aerospace and defence, manufacturing, healthcare, freight and logistics, agribusiness, education and research industries.

Supporting this growth is an investment of \$20 billion by the NSW and Federal Governments in critical transport infrastructure. This investment in transport links will connect the Aerotropolis to Greater Parramatta and the Sydney Harbour CBD, helping to realise the vision for Greater Sydney as a metropolis of three cities.

Planning and delivery of the Aerotropolis has been shaped by several key plans and strategies. Key elements that have driven the growth of the area include:

- the Western Sydney City Deal, which seeks to deliver on a core set of commitments for the area; and
- the Western Sydney Planning Partnership, which provides a vehicle for delivering outcomes through a collaborative planning approach.

To date, more than \$8.7 billion of development is already in the planning pipeline, generating over 80,000 new jobs (during construction and ongoing).

Extensive strategic planning for the WSIA and Aerotropolis has been undertaken over the past decade, spanning all levels of government from local councils to State and Federal Government. The Western Sydney Aerotropolis Plan (September 2020) describes how the environment, waterways, strategic transport network, infrastructure and economic opportunities defines Aerotropolis as a contemporary metropolitan city and introduces statutory mechanisms to implement the vision and objectives. The Plan is supported by more detailed precinct and master plans, which give effect to the Greater Sydney Region Plan: A Metropolis of Three Cities and the Western City District Plan.

The NSW Government will continue to work collaboratively with councils, industry and stakeholders in the WSIA and Aerotropolis to ensure the successful delivery of Australia's premier new growth area.

In developing this submission, the NSW Government acknowledges the input of the following agencies:

- Bradfield Development Authority
- Infrastructure NSW
- NSW Department of Climate Change, Energy, Environment and Water
- NSW Department of Communities and Justice
- NSW Department of Planning, Housing and Infrastructure
- Transport for NSW.

Overview of Planning in Western Sydney

Planning and Land Use

Western Sydney Science Park

The Western Sydney Science Park (WSSP) is a 287ha site in Luddenham, Western Sydney. It is located in the Northern Gateway Precinct of the Aerotropolis, which is planned to be a specialised employment centre with some residential development in areas that will be less affected by aircraft noise.

The WSSP's vision is to attract professionals and new business and investment to Western Sydney through good design and amenity, diversity, high connectivity and transport accessibility and environmental outcomes – like preservation of the Wianamatta Creek and its tributaries and new open spaces that connect people to landscape.

The planning controls for the WSSP allows for the creation of 12,200 jobs and 3,400 dwellings. The Luddenham Metro Station and viaduct, part of the *Sydney Metro Western Sydney Airport* project (CSSI 10051) approved by the Minister for Planning and Public Spaces in July 2021, is currently under construction. The developer, Celestino has invested in bringing lead infrastructure to the area but has not yet commenced development of any homes or businesses to date. The key reasons cited by the developer for these delays are:

- That the plan is almost a decade old and requires review, there have been many changes in the planning framework since the initial rezoning, including the rezoning of land for Bradfield City Centre, which might change the role of Sydney Science Park in the Western Sydney centres hierarchy.
- The current controls require that a significant number of jobs are to be delivered ahead of any homes on the site. According to the developer, this poses challenges for feasibility, and for the creation of a vibrant, mixed use neighbourhood in the early stages of development.

Celestino is in the process of preparing a revised vision for the WSSP for discussion with key agencies.

Timeline for the rezoning of WSSP

Date	Action
18 December 2013	<p>EJC, a company owned by the Baiada family group of companies sought to amend the Penrith Local Environment Plan 2010 by:</p> <ul style="list-style-type: none"> • rezoning the site to B7 Business Park, B4 Mixed Use, RE1 Public Recreation, and SP2 Infrastructure and • applying a new minimum lot size, maximum height of building and floor space ratio. <p>The amendments proposed the following:</p> <ul style="list-style-type: none"> • approximately 340,000m² of research and development floor space; • approximately 100,000m² of education floor space and associated student accommodation; • 30,000m² of retail floor space for a town centre; and • A primary school site, roads, open space and supporting infrastructure.
3 February 2014	<p>Penrith City Council endorsed the planning proposal for submission to the Department of Planning and Environment (the Department) for Gateway determination.</p>
18 June 2014	<p>The Department issued a Gateway determination, allowing the proposal to proceed to public exhibition phase.</p>
9 July 2015	<p>The Gateway was altered at Penrith City Council’s request to amend the staging of residential and employment generating land uses.</p>

Date	Action
Between 16 November to 14 December 2015	The Planning Proposal received public exhibition alongside the draft Voluntary Planning Agreement (VPA) and site specific Development Control Plan.
14 March 2016	Penrith City Council resolved to support the Planning Proposal and submit to the Department for finalisation. As a result of the exhibition period, formatting and clarification amendments were made to the proposal. Electricity generating works, water recycling facility, water reticulation system and water storage facility were added as permissible land uses in the additional permitted uses.
9 September 2016	A VPA was executed between Penrith City Council and Celestino Development SSP Pty Ltd.
27 October 2016	<p>The Planning Proposal finalised and notified by the Department as plan making authority. Specifically, 565-609 Luddenham Road, Luddenham was rezoned from RU2 Rural Landscape to B7 Business Park, B4 Mixed Use and RE1 Public Recreation, enabling the following development:</p> <ul style="list-style-type: none"> • 340,000m² of research and development floor space; • 100,000m² of education floor space and associated student accommodation; • 30,000m² of retail floor space for a town centre; and • A primary school site, roads, open space and supporting infrastructure. <p>At that time, the planning proposal was capable of delivering 12,200 jobs and 3,400 dwellings.</p> <p>A dwelling cap of 3,400 dwellings was applied to the B4 Mixed Use component of the site to ensure alignment with the Western Sydney Employment Area (WSEA) Structure Plan, which identified that employment use should be the primary focus of development on the site. As a result, the additional local provision ties the delivery of dwellings to non-residential floor space to ensure it is delivered alongside residential uses. The dwelling cap was applied through State</p>

Date	Action
	Environmental Planning Policy (Precincts -Western Parkland City) 2021 Chapter 4 Clause 4.28A and a voluntary planning agreement between Penrith City Council and Celestino.
September 2020	Zoning of the WSSP site transferred over from the Penrith LEP 2010 to the State Environmental Planning Policy (Western Sydney Aerotropolis) on 11 September 2020, with existing provisions carried over. Subsequently, development controls such as maximum building height and floor space ratio have been determined for the WSSP through Aerotropolis planning instruments.

Mamre Road

Mamre Road is an 850ha industrial land precinct in the north-eastern part of the Western Sydney Aerotropolis that also forms part of the Western Sydney Employment Area. It was rezoned by the then Minister for Planning in June 2020 to increase industrial land availability in Western Sydney as it could accommodate approximately 5,200 construction jobs and around 18,000 ongoing jobs when fully developed. In 2021, the then NSW Department of Planning and Environment made the Mamre Road Development Control Plan (DCP), which builds on the findings of the 2020 rezoning process. The DCP provides the details of the road network required for the full development of the precinct, along with detailed building and design controls to achieve the outcomes of the plan and minimise impacts on neighbours and the environment.

As at July 2024, there have been six State Significant Development (SSD) applications and two local development applications (DAs) have been approved for the precinct since March 2023, with an estimated combined construction investment value of \$2.2 billion. These approvals are estimated to create 2,738 jobs in construction and 3,949 ongoing jobs, and have a total combined construction investment value of \$2,237,863,289.

These SSD and local DAs include:

- Access Logistics (SSD-17647189);
- Yiribana Logistics Estate (SSD-10272349);
- Kemps Creek Microsoft Data Centre (SSD-10101987);
- 200 Aldington Road Industrial Estate (SSD-10479);
- Westlink Stage 1 – Toll Logistics (SSD-9138102);

- Warehouse 9 Aspect Industrial Estate Stage 2 Development (SSD-46516461);
- The Yards Lot 14 (DA22/1172); and
- The Yards Lot 10 (DA22/0671).

There is a strong pipeline of projects within the precinct. The Department has issued Secretary's Environmental Assessment Requirements (SEARs) (an important first step in the SSD application process) for another thirteen major projects in Mamre Road Precinct, seven of which are under assessment.

Western Sydney Aerotropolis

The Western Sydney Aerotropolis is a 11,200ha growth area within the Penrith and Liverpool local government areas (LGAs) with the WSIA at its heart. Full activation of the Aerotropolis is expected to take more than 30 years. It is estimated that at its full development, the Aerotropolis's six initial precincts (of a total ten) could provide up to 120,000 jobs and 35,000 new homes. Now that overarching planning instruments for the Aerotropolis have been implemented, both master planning and individual development assessments are underway.

Located at the heart of the Aerotropolis will be Bradfield City Centre. At 114-hectares, the City is one of the biggest urban development projects ever undertaken in Australia and is the first major city to be built in Australia in over 100 years.

Timeline for rezoning the Aerotropolis:

Date	Action
August 2018	<u>The Western Sydney Aerotropolis - Draft Land Use Infrastructure Implementation Plan (LUIIP) Stage 1: Initial Precincts</u> , was prepared by the Department as a growth area plan that identified the Aerotropolis growth area including the precincts along with providing a high-level infrastructure plan and intended land uses. The LUIIP identified a proposed transport corridor running through the Aerotropolis for Sydney Metro, however the location of stations were not shown.
Late 2018	The Western Sydney Planning Partnership (WSPP) was established as part of the Western Sydney City Deal, a shared commitment of the Australian, NSW and local councils in the Western Parkland City to create a fully-realised 21st century city.

Date	Action
	The WSPP included the Department of Planning along with Blacktown, Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury Liverpool, Penrith and Wollondilly councils. By bringing together both state and local governments, the WSPP aimed to achieve better alignment between growth and enabling infrastructure by coordinating planning to focus on improving local character and delivering appropriate density around transport nodes.
December 2019	The Western Sydney Planning Partnership placed the Draft Western Sydney Aerotropolis Plan (WSAP), the SEPP Discussion Paper and Draft Phase 1 DCP on public exhibition.
September 2020	<u>The Western Sydney Aerotropolis Plan</u> was finalised. The WSAP, prepared by the Western Sydney Planning Partnership built upon the Draft LUIIP and Draft WSAP, and sets the vision, objectives and planning framework for the Aerotropolis. The WSAP set out the land uses for the initial precincts and included more details around infrastructure, including a high-level road network, indicative Metro stations and blue-green infrastructure, including new regional parks and environmental conservation land. The blue-green infrastructure forms part of the landscape-led approach taken to the design of the Aerotropolis. This design prioritises the natural landscape by integrating blue-green elements (waterways, vegetation, and soil systems) with the urban fabric.
October 2020	<u>The Western Sydney Aerotropolis SEPP 2020</u> was developed. The SEPP enabled land in the initial precincts to be rezoned, transport corridors and environmental conservation land protected.
March 2022	<u>The Western Sydney Aerotropolis Precinct Plan</u> was established to provide key development controls to guide development across the Aerotropolis, including heights, Floor Space Ratios, location of open space and stormwater infrastructure and a finer grain road network.

Date	Action
September 2022	Consent for the first building in Bradfield (State Significant Development (SSD) Application SSD-25452459) was granted by the Minister for Planning.
2022 - 2023	Western City Parkland Authority (now Bradfield Development Authority) developed the draft Bradfield Master Plan through extensive collaboration with a Technical Assurance Panel.
5 February – 4 March 2024	Bradfield Master Plan on public exhibition. Once complete, the Master Plan will inform all future development in Bradfield City Centre.

Economic Growth and Employment

Employment

Western Sydney currently faces employment inequality, with a misalignment between local skills and jobs. Job density is concentrated in the east of Sydney, with many highly skilled Western Sydney residents commuting east for work. Although there has been high population growth in Western Sydney, historically this has not aligned with job growth in the region. The development of the Aerotropolis presents significant economic development and employment opportunities, with rezoning facilitating new development, industrial and business growth and providing incentives for innovative and emerging sectors to locate themselves in Western Sydney.

It is estimated that at full development, the six initial precincts of the Aerotropolis could provide up to 120,000 jobs. To best leverage this opportunity, the Bradfield Development Authority has implemented the Industry Skills Accelerator, a program that offers micro-credentials for existing and prospective workers to build knowledge, skills and experience in areas like advanced manufacturing, aerospace, defence, pharmaceutical manufacturing, freight and logistics, and agribusiness.

Economic Growth

As the Aerotropolis develops and the WSIA becomes operational, Western Sydney will become a strong industrial base with access to global supply chains, attracting both local and

international investment. The tourism industry will be boosted, with the \$2 billion already brought in annually by visitors to Western Sydney supported by an increase in international traffic from the WSIA. There will be a renewed focus on the manufacturing sector, with the Advanced Manufacturing Research Facility (AMRF) exploring new technologies like additive manufacturing, carbon fibre composites, precision machining and metrology. From 2026, the AMRF's capabilities will be expanded to include technologies suitable for aerospace, defence, medical and infrastructure applications.

Further, the Aerotropolis and Mamre Road precincts will provide crucial industrial land for Sydney, which has one of the lowest industrial vacancy rates in the world at around 2%. Together, the Aerotropolis and Mamre Road Precincts currently represent approximately 35-40% of all zoned industrial land in Greater Sydney, and projections show there may only be 1-4 years of serviced industrial land remaining in Greater Sydney. While DPHI's newly formed Employment Lands Development Program works to address this challenge on a state level in the longer term, development of the Aerotropolis and Mamre Road will facilitate development of industrial land in the shorter term to underpin economic growth for the state.

Beyond this, Bradfield City Centre will be a 5-minute metro ride away from the WSIA. With more than half the world's population just a 14-hour flight away, it will be a destination for tourism and entertainment. Core elements that have informed Bradfield's Masterplan include: design excellence, character and culture, movement and connectivity, with key features of the city to showcase:

- first Nations cultural values guiding planting, materials, art, lighting, signage, and language;
- more than 30% of the city to be public open space, including a 2-hectare Central Park and a 2.2km Green Loop;
- 40% tree canopy cover and 80% roof green coverage or bio-solar systems to address urban heat; and
- 2 million square metres of gross floor area for development, including space for 80 plus buildings up to 15 storeys high.

Key Considerations

Infrastructure

It is critical that sustained investment in infrastructure for transport, water, wastewater, stormwater and other utilities in Aerotropolis takes place over time to enable strong economic

growth and unlock jobs and housing. It is also critical that a holistic approach to the staging and sequencing of infrastructure is considered to optimise investment in an integrated transport network and land development.

Transport Infrastructure

The NSW Government is committed to supporting urban development and growth across the Aerotropolis, alongside careful strategic planning with cross-agency input to identify and deliver a connected network of transport infrastructure.

Detailed work over the past decade has ensured the protection of adequate space for key transport, and work is well underway on Sydney Metro – Western Sydney Airport and the M12 motorway.

Corridor Protection

The Draft Broader Western Sydney Employment Area Structure Plan (WSEA Structure Plan) (June 2013) identified both the Outer Sydney Orbital (OSO) and a North and South West Rail Link Extension (RLE) as possible future transport infrastructure, subject to further investigation. The OSO is a corridor that could cater for a mix of transport modes, including a motorway, a freight rail and passenger rail line, while the RLE is an option to extend existing rail infrastructure. The WSEA Structure Plan identified potential alignment options for the OSO and the SWRL, both of which ran through the WSSP site (**Appendix B**).

During public exhibition of the WSSP planning proposal in 2015, Transport for NSW's submission raised that the alignment of the OSO and SWRL was being refined and could have implications for the layout of the WSSP. In response, the WSSP master plan accommodated the alignment options outlined in the Draft Broader WSEA Structure Plan. Whilst the Rail Link extension route and station had not been confirmed, the width and location of the proposed B4 Mixed Use zone allowed some flexibility in accommodating the railway line and potential station. The Department was satisfied the masterplan had accommodated sufficient flexibility for the OSO and SWRL and if necessary, an amendment to the planning controls may be required in the future.

Other work undertaken to protect transport corridors has included applying land acquisition overlays through the Transport and Infrastructure SEPP (2021) to secure land which may be needed for future infrastructure (**Appendix C**). Importantly, this has occurred prior to the commencement of competing development to ensure these corridors are not 'built out'.

Sydney Metro – Western Sydney Airport

The Metro will become the transport spine for Greater Western Sydney, connecting communities and travellers to the WSIA and the growing region. It will include stations at Bradfield City Centre, the WSIA, Luddenham (adjacent to the WSSP), Orchard Hills and St Marys.

The installation of the Metro, in part, delivers on the Rail Link Extension identified in the WSEA Structure Plan.

The process for preparing, approving and commencing delivering the Metro has involved a significant amount of cross-agency collaboration, noting that the project is subject to several statutory schemes governing the planning and assessment process for the project, including:

- the *Environmental Planning and Assessment Act 1979* (EP&A Act);
- the *Airports Act 1996* (Cth) (Airports Act); and
- the *Environmental Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act).

To comply with the above, detailed documentation, including an Environmental Impact Statement and Staging Report was prepared and submitted as part of the planning approval process, and has undergone public consultation.

Approval was received from both the Commonwealth and NSW Governments in 2021. Major construction works, including station excavation, commenced in late 2022.

Stormwater

Local infrastructure contributions, also known as developer contributions, are charged by councils when new development occurs. These contributions are guided by contribution plans, which typically include a range of infrastructure items including parks, community facilities, local roads, footpaths, stormwater drainage and traffic management.

Councils often take on the responsibility of constructing and managing stormwater infrastructure.

In 2022, Sydney Water was declared the Regional Stormwater Authority for the Aerotropolis and Mamre Road Precincts. As such Sydney Water is responsible for designing a regional stormwater management scheme, setting developer charges and developing a business case for both precincts.

Due to the unique nature of the Aerotropolis Growth Area (including enhanced waterway health targets set out in the Aerotropolis Development Control Plan to protect the local waterways including Wianamatta-South Creek, the precinct scale of the development,

acquisition costs etc.), the pricing for stormwater infrastructure in the Aerotropolis Growth Area has exceeded the typical cost of delivering business as usual stormwater infrastructure in Sydney.

Despite ongoing cross-government efforts to reduce costs, the estimated pricing for stormwater infrastructure exceeds costs in other greenfield areas in Western Sydney.

With the Mamre Road precinct progressing faster than other areas in the Aerotropolis Growth Area, the Independent Pricing and Regulatory Tribunal (IPART) is currently reviewing the Mamre Road Precinct scheme to determine efficient costs of providing stormwater drainage services in Mamre Road, with its draft findings anticipated in September 2024. The findings from the IPART may be used to inform the costs of stormwater infrastructure in the Aerotropolis.

A regional approach to stormwater management is critical for the health of the Wianamatta South Creek catchment and producing environmental and social co-benefits such as cooling, greening and urban amenity which can only be achieved by taking a regional and integrated approach to water management in the Aerotropolis.

It remains critical to the success of the Aerotropolis Growth Area that a high-standard, fit for purpose and cost-efficient stormwater management scheme be confirmed to facilitate timely development of Sydney's premier industrial area.

Infrastructure Opportunities

The full activation of the Aerotropolis will take over 30 years. It is critical that sustained investment in infrastructure for transport, water, wastewater, stormwater and other utilities takes place over time to enable strong economic growth while unlocking jobs and housing for the people of Western Sydney.

Co-ordinated delivery

Delivering key infrastructure in the Aerotropolis will require ongoing cross-government collaboration to map out development trends and progress. This will inform future priority investments and optimal staging to maximise public benefit.

To ensure infrastructure is planned for, and constructed in a timely manner, it is critical that appropriate staging and sequencing decisions are made to optimise investment and deliver infrastructure in a manner that is aligned with development.

In view of this, Infrastructure NSW will deliver a Sector Plan for the Aerotropolis that will support orderly development by providing clarity on the Government's investment pipeline.

The Sector Plan will identify the type, location, and timing of transport and water infrastructure and will:

- drive development and maximise economic growth;
- improve certainty regarding servicing and infrastructure investment; and
- consider opportunities for fast-tracking project delivery.

The Sector Plan is due for completion by the end of 2024.

Overseeing the delivery of Aerotropolis-related infrastructure will be the NSW Infrastructure Coordinator General, a position that sits within Infrastructure NSW. A key aspect to this role will be leading collaborative efforts between NSW Government agencies to quickly resolve issues with ‘step in’ powers available, if required.

Early identification

The NSW Government is committed to delivering key infrastructure to support growth in a timely manner. Achieving this relies on:

- the early protection (and where investment allows, purchase) of critical infrastructure corridors;
- the ability of Government to share information as early as possible to enable industry, communities and stakeholders to make informed decisions; and
- developing appropriate thresholds and demand models to ensure adequate infrastructure is available when it is needed and enable industry and Government to address emerging and potential network constraints together.

Effective Staging

Infrastructure sequencing is being undertaken in close partnership between government agencies such as DPHI, TfNSW and Infrastructure NSW (including the Coordinator General) to determine high priority investment requirements and how to stage these in an effective and sensible manner.

An example of the NSW Government’s approach is the [Connecting Western Sydney Airport Precinct 30-year vision](#), released by TfNSW in November 2023. It sets out a strategic vision for integrated transport to meet the needs of communities in the Aerotropolis over the next 30 years.

Other important considerations when delivering well-timed infrastructure include:

- cross-government alignment on prioritisation, staging and sequencing to meet changing needs as development progresses across the Aerotropolis;

- ensuring land release aligns with the ability for government agencies to provide required infrastructure and services;
- Ongoing consultation with a wide range of stakeholders including local councils, community stakeholders and developers; and
- timely availability of public transport options to encourage early adoption and provide access for neighbouring communities.

Funding

To deliver high quality precincts, expeditious and robust strategic planning will help identify funding for relevant infrastructure. While the minimum level of infrastructure for the Airport to be operational in late 2026 is on track to be delivered, additional public investment in roads, water and public transport will be required to support projected growth over the next 30 years.

After a recent period of focussed effort across Government, both the Federal and NSW budgets have announced joint funding to deliver several pieces of critical infrastructure that will unlock the next stages of development in the Aerotropolis Growth Area, including:

- upgrades to Mamre Road Stage 2 between Erskine Park and Kemps Creek (\$1 billion);
- upgrades to priority sections of Elizabeth Drive (\$800 million);
- \$5.5 billion over four years for the Metro, connecting the new Western Sydney Airport to St Marys and the rest of Sydney;
- new bus services connecting Campbelltown, Liverpool, Penrith, Leppington and Mount Druitt to the new Western Sydney Airport; and
- a \$30 million federal investment to support the delivery of the final business case for Stage 1 of the Western Sydney Freight Line.

A list of other transport-related funded infrastructure projects is available at **Appendix D**.

As development in the Aerotropolis Growth Area progresses, clarity around funding key infrastructure (e.g. through additional government funding, contributions plans, planning agreements etc.) remains a focal point of negotiation.

Acquisition Processes

The *Land Acquisition (Just Terms Compensation) Act 1991* (Just Terms Act) sets out the process to acquire land from a landowner for a public purpose (such as the development of public roads, public transport, airports, schools or hospitals).

The Planning Ministerial Corporation (PMC) has powers of acquisition under the EP&A Act and is the delegated acquisition authority in the Aerotropolis Core under the *State Environmental Planning Policy (Precincts - Western Parkland City) 2021*.

However, in some circumstances, land in the Aerotropolis may also be reserved for acquisition by more than one authority (e.g. Sydney Water and the PMC). Noting the difficulties this can present for landowners, it is recognised that a centralised approach to land acquisition would bring numerous administrative efficiencies, including:

- rationalised decision-making, centralised accountability, enabling clearer oversight, improved risk management and transparency in the acquisition process;
- a consistent approach to negotiation and interpretation of the Just Terms Act for acquisitions and hardship claims; and
- efficient resource allocation and reduced administrative costs.

A Parliamentary Inquiry also commenced into the acquisition of land in relation to major transport projects in March 2021, with a final report tabled on 10 August 2022. The report made 10 recommendations, 9 of which were directed to the NSW Government. Broadly, the recommendations included:

- an independent review of acquisition processes;
- implementation of a continuous review process and improvements to transparency;
- amendments to the Just Terms Act;
- investigation of the Valuer General NSW; and
- development of measures for, and annual reporting of, customer satisfaction.

A NSW Government response was submitted in 10 November 2022, which supported, or supported-in-principle all relevant recommendations.

In recognition of the need for clearer acquisition processes, and in response to the inquiry, work currently being pursued by the NSW Government includes a review into the whole of government acquisition process is being undertaken. This has been supported by a discussion paper (A review of land acquisition in NSW) and broad public consultation in early 2024. The review is expected to result in a range of recommended improvements to government policy relating to land acquisition, with a final report expected at the end of 2024.

Environment

Wianamatta-South Creek

The Aerotropolis growth area is in the catchment of Wianamatta-South Creek, which is the longest alluvial creek in the Sydney Basin. This natural blue grid is recognised as essential infrastructure to delivering successful development in Western Sydney, noting that over the next 40 years, much of the creek's catchment will be urbanised.

Planning for the Aerotropolis growth area has been guided by careful consideration of both the potential flooding impacts from, and mitigating impacts to, the Wianamatta-South Creek. This has occurred through ongoing consultation with key NSW Government agencies such as the NSW State Emergency Service (NSW SES), the NSW Department of Climate Change, Energy, Environment and Water (DCCEEW) and the NSW Environment Protection Agency (EPA) during the development of plans, policies and strategies related to various aspects of the Aerotropolis growth area.

Flooding

Addressing flooding challenges in the Aerotropolis growth area requires layering of protective policies and strategies.

Alongside existing flood policies (such as the [NSW Floodplain Development Manual and Flood Prone Land Policy](#)), key agencies have assisted with the development of supporting flood studies and Development Control Plans (including the [Mamre Road Precinct](#) and the [Western Sydney Aerotropolis \(Phase 2\)](#)) to minimise and mitigate potential flooding impacts. Examples of development controls that currently apply include:

- limiting the site coverage of developments to ensure a high level of site permeability so water can enter the groundwater system;
- limiting intensification of uses in floodways or flood storage areas;
- requiring floor levels to be above the 1% Annual Exceedance Probability flood level.

Additionally, the Western Sydney Aerotropolis Social Infrastructure Needs Assessment (2023) recommended the development of a NSW SES Headquarters to support the large growth in population. The location of such a facility (subject to funding and approval) will need to be above the Probable Maximum Flood (PMF) level, with access and egress available during floods to facilitate effective service to the community.

Stormwater

Managing the impacts of urban stormwater on Wianamatta-South Creek is critical to the environmental health of the Aerotropolis growth area, and Western Sydney more generally. With key agency input, a range of guiding documents and controls have been prepared, including:

- The NSW Government’s Risk-based framework for considering waterway health outcomes in strategic land-use planning decisions will guide development of objectives and targets for protecting and restoring the natural blue grid and reducing stormwater and wastewater impacts on Wianamatta–South Creek and its tributaries.
- The Western Sydney Aerotropolis Precinct Plan includes an objective to “manage impacts of development on waterways to achieve and maintain established waterway health targets”.
- Technical Guidance for achieving Wianamatta-South Creek stormwater management targets (Department of Planning and Environment 2022) sets construction and operational phase stormwater management targets to achieve waterway health objectives.
- The Aerotropolis Development Control Plan includes the stormwater quality and flow targets, supported by technical guidance for achieving Wianamatta-South Creek stormwater management targets (Department of Planning and Environment 2022).

Other environmental constraints

Detailed input from technical experts in agencies such as the SES, DCCEEW and the EPA has encouraged a ‘risk-based approach’ to strategic land use planning that identified existing and future environmental constraints such as:

- any existing or future flood risk on site;
- the PMF level and climate change scenarios;
- availability of, or capacity for, appropriate stormwater management to reduce the impact of flooding;
- land contamination;
- air quality;
- noise pollution; and
- odour.

The early consideration of environmental constraints has helped the development of appropriate checks and controls that can guide appropriate development in the Aerotropolis

growth. For example, the Aerotropolis Development Control Plan – Phase 2 (finalised in November 2022) includes a range of environmental controls relating to stormwater management and waterway health, vegetation, flooding management, soil protection and management, and noise protection measures.

Environmental Opportunities

The NSW Government actively supports planning and development processes that encourage early assessment of potential development impacts. Adequately considering and addressing environmental considerations such as flooding, noise, air, odour, contaminated land issues and waste management upfront can help reduce land-use conflicts or delays in project approvals.

Despite ongoing efforts throughout the planning process, the potential for amenity impacts on existing and future residents will need to be carefully monitored, particularly in the short to medium term. As such, ongoing cross-agency collaboration is required to:

- determine appropriate conditions of consent (for example, setting air quality thresholds; requiring minimum floor levels);
- ensure development is compliant with conditions;
- facilitate ongoing environmental monitoring; and
- implement best-practice sustainability measures.

Conclusion

The Aerotropolis will be a game-changer for Western Sydney, NSW and Australia. As it evolves it will become home to global industries that will provide jobs of the future in great places within a cool, green and connected Western Parkland City.

The success of the Aerotropolis requires ongoing strategic, integrated planning across different levels of government and collaboration with business and the community.

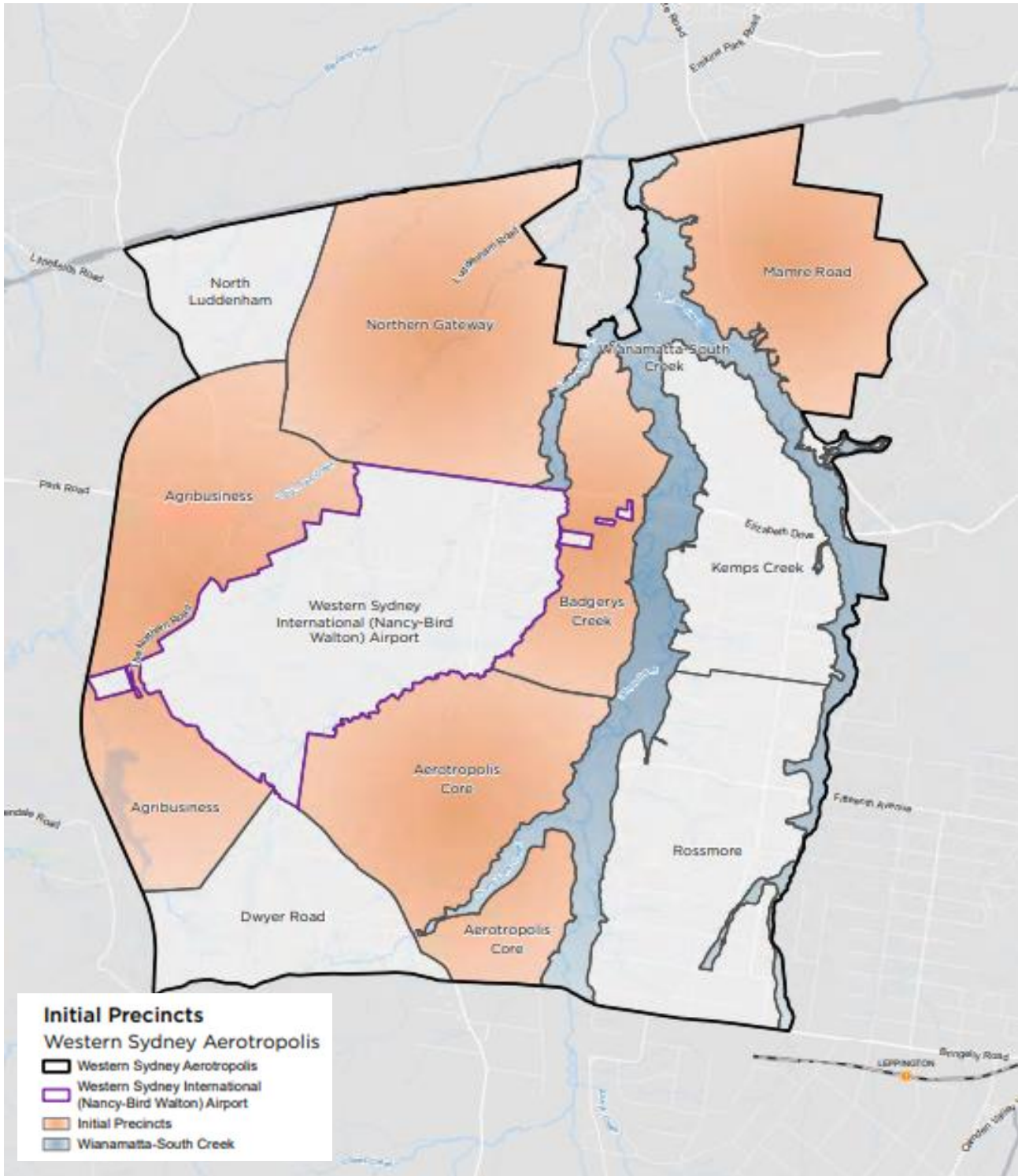
Furthermore, the NSW Government supports the careful and effective sequencing of precinct planning and rezoning to match infrastructure provision and the rate and nature of development in initial precincts and adjoining areas will unlock the future success of the Aerotropolis.

Acronyms

Acronym	Definition
EPA	NSW Environmental Protection Agency
EP&A Act	<i>Environmental and Planning Assessment Act 1979</i>
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
DPHI	NSW Department of Planning, Housing and Infrastructure
IPART	Independent Pricing and Regulatory Tribunal
TfNSW	Transport for NSW
PMC	Planning Ministerial Corporation
PMF	Probable Maximum Flood
SES	NSW State Emergency Service
WSEA	Western Sydney Employment Area
WSIA	Western Sydney International Airport
WSSP	Western Sydney Science Park

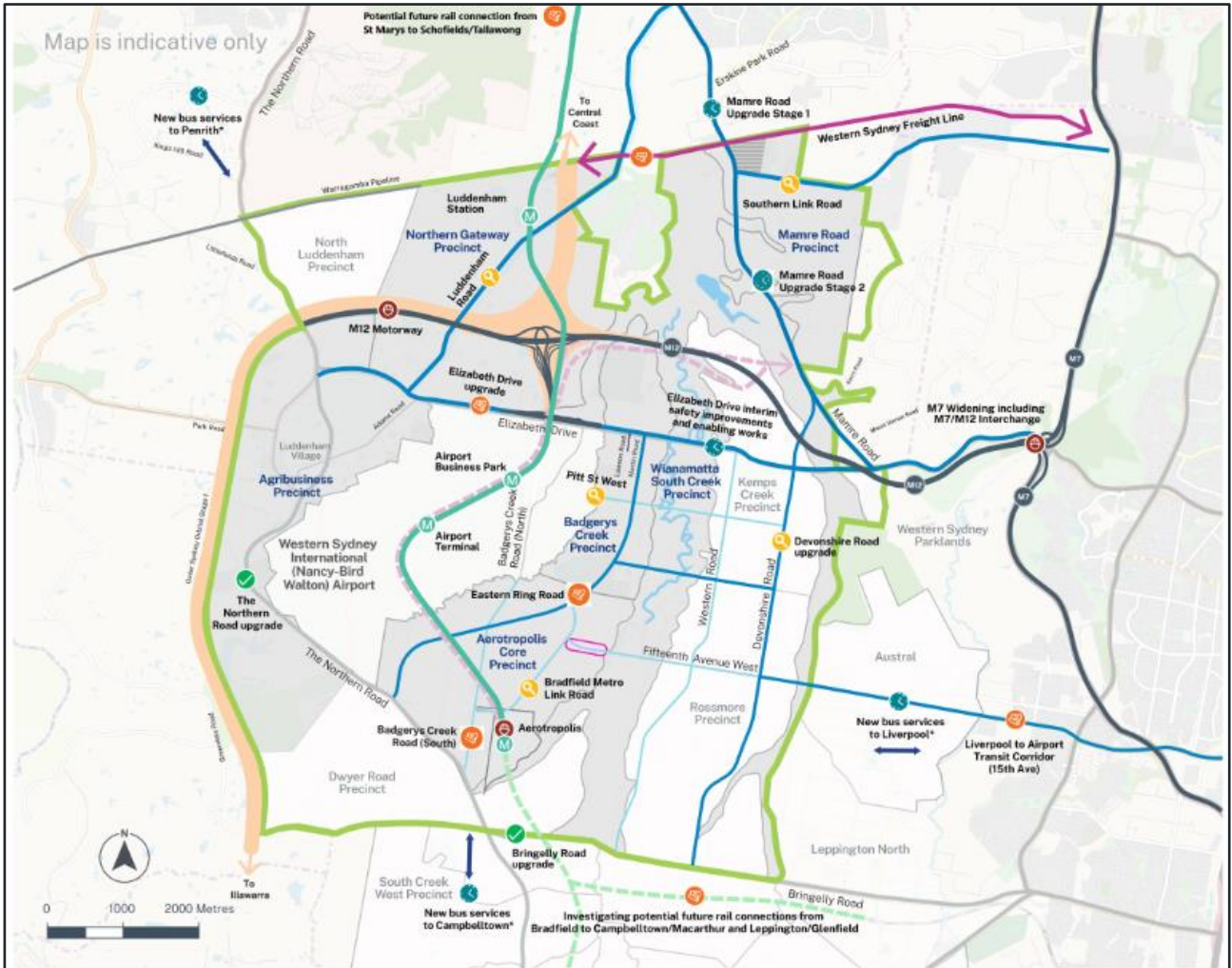
Appendices

Appendix A: Aerotropolis Precinct Map



Source: Western Sydney Aerotropolis Plan (May 2023)

Appendix B: Transport Corridor Alignment



Map is indicative only

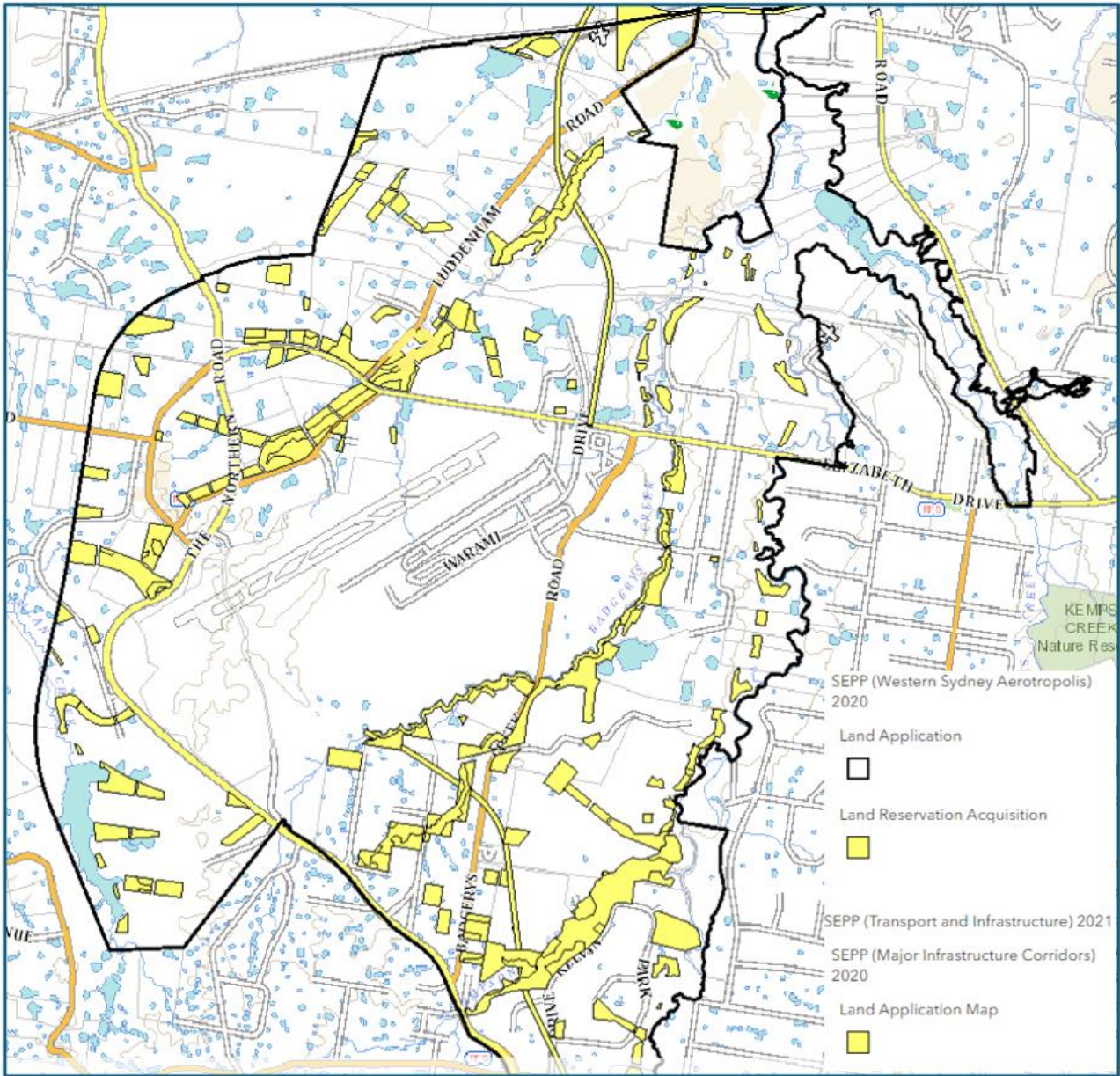
June 2024

Key

- Airport Precinct boundary
 - Bus only corridor
 - Project status**
 - Project under investigation
 - Project in planning
 - Project planned for delivery
 - Project under construction
 - Project completed
 - Road Network**
 - Primary roads
 - Local roads
 - Motorways
 - Rail Network**
 - Metro Station
 - Metro Alignment
 - Future corridors**
 - Investigating potential future rail connections from Bradfield to Campbelltown/Macarthur and Leppington/Glenfield
 - East-West Rail Link
 - Western Sydney Freight Line
 - Proposed Intermodal Terminal
 - Outer Sydney Orbital Stage 1
- * Western Sydney Rapid Bus Network in planning

Source: TfNSW, June 2024

Appendix C: Land Acquisition Overlays in the Aerotropolis



Source: NSW Planning Portal (Spatial Viewer) (accessed 30 July, 2024)

Appendix D: Transport infrastructure projects

Road Projects in development and delivery

- The Northern Road upgrade (completed 2022) - \$1.7b**
- Bringelly Road upgrade (completed 2019)- \$509m**
- M12 Motorway (TNR to M7) (under construction) - \$2.039b**
- M7 Widening including M12/M7 interchange (under construction) - \$1.7b*
- Mamre Road Stage 1 (M4 to Erskine Park Rd) delivery - \$253.6m*
- Mamre Road Stage 2 delivery - \$1b**
- Elizabeth Drive upgrade of priority sections - \$800m**
- Liverpool to Airport Transit Corridor (15th Ave) - \$50m*
- Southern Link Road - Final Business Case*
- Eastern Ring Rd and Badgerys Creek Rd planning - \$25m**

Public Transport Projects in development and delivery

- Sydney Metro – Western Sydney Airport (under construction)- \$11b**
- South West Sydney Rail Planning – Business Case only - \$100m**
- Potential future rail connection from St Marys to Schofields/Tallawong – Business Case only - \$40m*
- New bus services + associated infrastructure - \$402.7m**

*NSW State funded

**NSW State and Commonwealth Funded

Appendix E: Planning timeline

Planning timeline

Western Sydney Aerotropolis, Mamre Road Precinct and Sydney Science Park



Planning timeline

Western Sydney Aerotropolis, Mamre Road Precinct and Sydney Science Park

