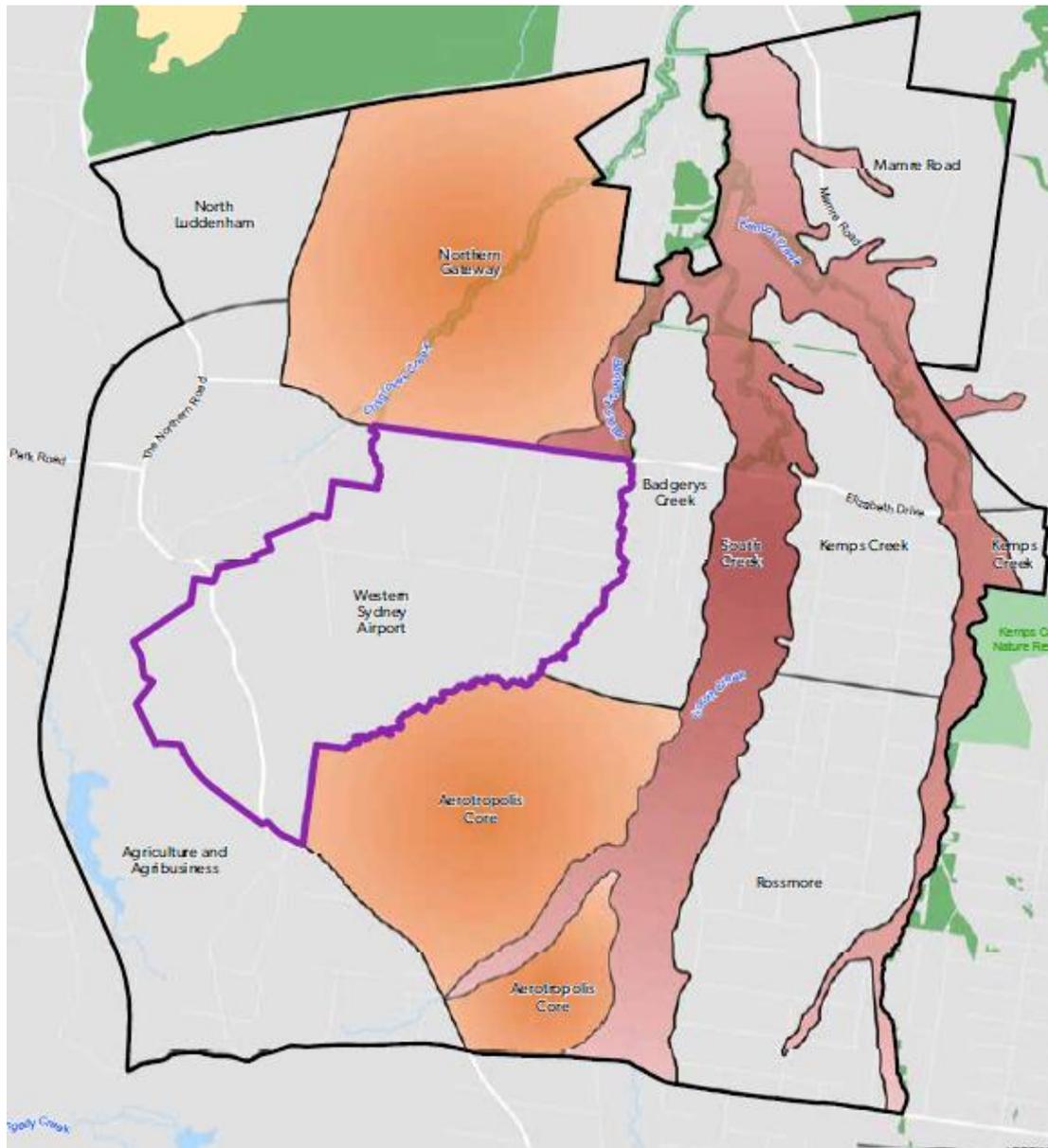




## Submission to the Department of Planning and Environment



### **Western Sydney Aerotropolis (WSA)**

#### *Land Use and Infrastructure Implementation Plan (LUIIP)*

Stage 1: Initial Precincts

October 2018

**Cover Image**

Initial Precincts, Western Sydney Aerotropolis

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## Executive Summary

Camden Council welcomes the release of the Stage 1 – Initial Precincts Land Use and Infrastructure Implementation Plan (LUIIP) for the Western Sydney Aerotropolis (WSA). Council supports the overall vision for the WSA and looks forward to working with the DPE in the development of the detailed plans for the WSA.

The Western Parkland City is undergoing rapid change, and Council appreciates the opportunity to provide comments on the LUIIP. Even though the planned Western Sydney Airport site is not located within the Camden Local Government Area (LGA), the airport and LUIIP provides challenges and opportunities for the Camden LGA, its local businesses, and the existing and future community.

This submission highlights Camden Council's key issues and recommends strengthening the Planning Partnership approach to work collaboratively with the Department of Planning and Environment (DPE), Camden Council and various government departments and agencies to achieve the desired outcomes as outlined in the LUIIP.

Camden Council is a party to the Western Sydney City Deal and recommends that the DPE acknowledges and reflects the outcome of the City Deal in the planning process for the WSA. A specific opportunity exists for employment generation, infrastructure provision, liveability, and the strategy for the South Creek corridor.

Council welcomes the Planning Partnership approach to work collaboratively and in partnership with various government departments and agencies to ensure information is shared, holistic planning is undertaken, and infrastructure is delivered in a consistent manner across the Western Parkland City.

Council would also welcome the opportunity to be actively engaged in the second stage land use planning process for each of the three Stage 1 precincts. Council is particularly interested in the South Creek precinct due to a number of existing projects which are currently underway, including the regional flood storage/farm dams project.

This document forms Camden Council's formal submission to the Western Sydney Aerotropolis - Land Use and Infrastructure Implementation Plan, Stage 1: Initial Precincts.

The submission was endorsed by Council on 30 October 2018.

## Feedback on the Vision

The WSA provides significant opportunities regarding employment, investment attraction and infrastructure provision, resulting in economic growth within the Western City District. The overall vision and intended outcomes outlined in the Stage 1 LUIIP are broadly supported.

Council is looking forward to working with the DPE and relevant partners in meeting the vision through planning frameworks and governance arrangements to optimise economic opportunities, improved coordination and delivery of road and rail infrastructure, and development of a strategic framework for the South Creek Precinct.

The LUIIP outlines 10 focus areas, and they are:

1. Smart and resilient jobs, including aerospace and defence industries
2. Creative industries and the technology sector
3. Agricultural processing and export
4. Advanced manufacturing and logistics
5. Environment and amenity
6. Sustainability
7. Tourism and the visitor economy
8. World-class health and education
9. Arts and cultural opportunity and the infrastructure needed to support them
10. Mixed use living.

It is noted that the diagram on page 17 shows only 8 focus areas instead of 10. The missing focus areas are:

- Creative industries and the technology sector
- Arts and cultural opportunities and the infrastructure needed to support them.



Council notes that each of the 10 focus areas has an importance to inform the Stage 1 LUIIP and recognises that initiatives and projects could leverage from one or more focus areas.

Council commends the six principles to assess the Stage 1 LUIIP's progress, achievements and success, and the principles are:

1. Productive
2. Compact and connected
3. Liveable
4. Sustainable
5. Aligned with infrastructure and funding
6. Compatible with a landscape led approach to urban development.

Council recognises that sequenced precinct planning is beneficial for road and rail infrastructure planning and construction aligned with diversity of homes and jobs, and supported by better public transport. In addition, sequenced planning is valued to protect the environment, in keeping the local character and minimisation of an urban footprint.

## Key Opportunities for the Camden LGA

Whilst the overall vision reflected within the LUIIP is broadly supported, key opportunities have been identified that impact on the Camden Local Government Area (LGA) and local businesses and existing and future communities.

The key opportunities fall within the following three categories:

1. Economy and Jobs
2. Infrastructure
3. Environment

### Opportunity 1: Economy and Jobs

- DPE should ensure that the planned LUIIP for the South West Growth Area (SWGGA) includes appropriately zoned land for employment generating land uses with a mix of job densities where the SWGGA interfaces with the WSA.
- The Camden LGA could accommodate world-class health and education facilities, particularly within rezoned and serviced precincts such as the Leppington town centre which will be connected to the WSA by rail following the planned extension of the South West Rail Link. The Leppington town centre is ideally located to accommodate a future legal/justice precinct
- The Camden LGA has a vibrant agricultural and primary production sector, and the DPE in collaboration with Camden Council should investigate prospects for leveraging agriculture and agribusiness in the Camden LGA as outlined in Camden's Rural Lands Strategy and the Western Sydney City Deal, including the extension of the proposed agriculture and agribusiness lands into the Camden LGA.
- There is a need for a comprehensive Economic Development Strategy for Western Sydney which could capitalise on the outcomes of the Western Sydney City Deal, including the recent establishment of the Western Sydney Investment Attraction Office.

Council acknowledges the WSA LUIIP and recommends that a comprehensive Economic Development Strategy for Western Sydney be prepared by the NSW Government, to demonstrate how significant infrastructure investment will help drive economic activity and assist the Western Parkland City prosper at a level like that of Sydney's other two cities as identified in the Greater Sydney Region Plan (i.e. the Eastern Harbour City and Central River City). The Strategy should also identify opportunities that the WSA will provide to drive the tourism and visitor economy for the Camden LGA and the Western Parkland City.

It is noted that the projected growth of the Western Parkland City needs to be accompanied by increased employment opportunities to address the emerging jobs deficit. The provision of new health and education facilities would assist in generating economic and employment opportunities for local residents and businesses. The land to the south of the WSA and adjacent to Bringelly Road (located within the SWGGA), along with the existing rezoned and serviced land within the Leppington town centre, provides an opportunity for health, education and other employment generating land uses that would complement both the WSA and the SWGGA, including a legal/justice precinct, and would support the local community in seeking local jobs and boost the Camden LGA's economy.

Council welcomes the prospect of a range of job opportunities and types of occupations which the WSA could bring within close proximity to the Camden LGA, and within the Camden LGA itself. However, Council is mindful of the potential impacts on the existing local retail businesses and commercial centres within the Camden LGA.

The Stage 1 LUIIP focuses upon the WSA lands located within the Liverpool LGA only, and does not have regard for the land located within the South West Growth Area in the Camden LGA.

The current Structure Plan for the South West Growth Area was originally prepared in 2006, prior to the announcement of the Western Sydney Airport, the release of the Western City District Plan, and the negotiation of the Western Sydney City Deal. As a result, the current land use regime for the South West Growth Area does not reflect the development of an aerotropolis on the adjacent land holdings. It is essential that future planning work within the South West Growth Area, including the preparation of a revised Structure Plan/LUIIP, has regard for the proposed land uses within the WSA and considers opportunities for employment, infrastructure and economic growth within the Camden LGA.

Council acknowledges that the Agricultural and Agribusiness Precinct will focus on the western edges of the Airport. However, it is noted that this land is directly adjacent to land within the Camden LGA which could have capacity to support agribusiness land uses, subject to the preparation of a new LUIIP for this land as noted above. Council recommends that the investigations surrounding the potential location of the proposed agri-port commences immediately and considers all potential locations within the Camden LGA. This option will be beneficial to capitalise on the existing agricultural land uses within Camden, as well as the development of new agricultural opportunities. Council's *Rural Lands Strategy 2017* outlines the opportunities for a direct interface in agricultural activity between the Camden LGA and the WSA.

## Opportunity 2: Infrastructure

- Planning for the WSA should align with the infrastructure commitments under the Western Sydney City Deal, including the timely delivery of road and rail infrastructure (with a particular focus on North-South Rail and the extension of the South West Rail Link).
- The timing and staging of the release of land in both the WSA and SWGA should be linked to ensure that infrastructure can be delivered more efficiently and in a coordinated manner. The proposed sequencing and staging of precincts is supported as allows the prioritisation and streamlining of infrastructure and services, and it is recommended that out-of-sequence rezonings be avoided unless it can be demonstrated that this can occur with no detrimental impact upon infrastructure delivery and servicing elsewhere in the SWGA or WSA.
- There is an opportunity to provide creative and cultural infrastructure within the Camden LGA, with a particular focus on the Leppington town centre which is already zoned and serviced and includes land nominated for these purposes.
- DPE should ensure that the future LUIIP for the SWGA fully aligns with the future infrastructure and servicing plan for the WSA.

Council commends the proposed sequencing and staging of land release, and provision and coordination of supporting local infrastructure. Council welcomes the opportunity to work

collaboratively with DPE and other agencies in the precinct planning process for both the WSA and adjacent SWGA to ensure that development within the Western Parkland City occurs in a logical, sequenced and efficient manner which best utilises the existing and planned supporting infrastructure.

Council notes that out-of-sequence development can present significant challenges within growth areas and can affect the ability of service providers and infrastructure agencies to meet the servicing and infrastructure requirements of new development. It is recommended that out of sequence releases be avoided unless it can be demonstrated that they will not impact upon the existing planned development within the WSA, SWGC and Western Parkland City more broadly.

Improved coordination and delivery of infrastructure is important for the Camden LGA as the fastest growing LGA in Australia. Over the last 10+ years, the planning and infrastructure delivery approach in the SWGA has resulted in instances where land has been rezoned ahead of the provision of infrastructure, including road upgrades, water, sewer, electricity, and the finalisation of development contributions plans for local infrastructure to support development. The Austral and Leppington North Precinct in the SWGA is one such an example. A similar outcome in the WSA could significantly impede the economic viability of the Western Sydney Airport project, in its early stages. In this regard, there is a significant opportunity to create a single authority tasked with infrastructure coordination in both the WSA and SWGA.

Council would welcome the opportunity to work in partnership with government agencies in the development of the integrated transport network strategy with funding mechanisms through the LUIP between the WSA and SWGA.

It is important that definitive timeframes for corridor protection, land acquisition and construction for the Outer Sydney Orbital corridor, as well as the North-South Rail Line corridor, are established and executed. Infrastructure planning is already underway for these corridors which influence both existing and future residents of the Camden LGA and the WSA. The ongoing planning for road infrastructure and the associated transport modelling that incorporates the future needs of the Camden LGA and its growing population is vital as planning for the WSA progresses. The traffic modelling needs to have regard for the impact of the heavy vehicle freight movement upon the Camden LGA's road network.

The rapid growth in the Camden LGA, coupled with the proposed WSA, requires the provision of creative and cultural infrastructure to support placemaking and creating a source of identity, unity and connectivity within the community. Creative and social infrastructure also supports the tourism economy and promotes the establishment of creative organisations within the Camden LGA. The Leppington town centre, as outlined earlier in this submission, provides existing rezoned and serviced land located adjacent to a train station which will be readily accessible from the WSA.

Council supports a flexible and adaptive planning framework which *"...must encourage innovation and manage growth in a sustainable way, sequenced to reflect demand and infrastructure delivery"* (page 44 Stage 1 LUIP). There is a need for the DPE to finalise a review of the existing SWGA Structure Plan and prepare a SWGA LUIP which reflects the timing and staging of development in the SWGA and the proposed staging and timing of the WSA, and is supported by a coordinated infrastructure program. The SWGA LUIP should also consider opportunities to locate key health and education infrastructure within the Camden LGA which is currently the fastest growing LGA in Australia, and would benefit from appropriately-scaled and located infrastructure to serve both the residents of Camden and the WSA.

### Opportunity 3: Environment

- The proposed strategy to restore and protect the South Creek corridor as identified in the Western Sydney City Deal needs to be reflected in planning for the WSA.
- Consideration of the cumulative impacts of large-scale infrastructure projects on air quality and visual amenity needs to occur, given the scope of development and infrastructure investment proposed within the WSA and the Western City District more broadly.
- The development of a threatened flora and fauna relocation (translocation) plan should occur to help mitigate the effects of the proposed WSA.

The Western Sydney City Deal identified the preparation of a strategy to restore and protect the South Creek corridor as a key deliverable. The preparation of this holistic strategy needs to occur as soon as practicable and must have regard for all stakeholders within the catchment, given the size of the catchment and the diversity of existing and future land uses. As an example, the planning and development in the upper areas of the South Creek catchment is well advanced, including SWGA precincts such as Oran Park, Turner Road and Catherine Fields (Part) Precinct, and significant future residential development within the catchment will occur as the SWGA continues to develop over the next thirty years. The land uses and constraints within the South Creek catchment to the north of the WSA (i.e. the lower reaches of the catchment) will vary yet again.

Monitoring and investigation on the cumulative impacts of large-scale infrastructure projects from WSA including air quality and visual amenity should be undertaken, given the potential impacts upon the community's health and well-being.

The South Creek precinct is the green spine of the WSA, so the appropriate investigation into a relocation (translocation) plan for the threatened flora and fauna within the WSA should be undertaken to help mitigate the impacts of the proposed development.

## Conclusion

The WSA LUIIP offers a vision of the Western Parkland City and provides a sequenced planning approach in meeting the vision. It sets out a planning framework in the delivery of nine precincts, with Stage 1 focusing on three initial precincts – Aerotropolis, Northern Gateway and South Creek.

The WSA LUIIP establishes a framework for the planning and delivery of the WSA and the development of the Western Parkland City as identified in the Western Sydney District Plan. It presents a significant opportunity for Western Sydney to drive local and regional economic development with a strong focus on land use and infrastructure planning. However, there are a series of opportunities and challenges for the Camden LGA and its current and future community, local character and natural environment.

While the planning intentions of the WSA LUIIP is acknowledged by Council, there remains a significant body of work to be done by the NSW Government to ensure the issues raised by Council, and on behalf of its community, are adequately addressed through a collaborative approach during the ongoing planning of the WSA.