



**Planning &
Environment**

***State Environmental Planning Policy (Western Sydney
Employment Area) 2009***

**Amendment (Broader Western Sydney Employment Area)
2014**

Post Exhibition Planning Report

December 2014

Contents	Page
1 Introduction	1
1.1 Background.....	1
1.2 Overview of WSEA SEPP Amendment – Broader WSEA Precinct.....	1
2 Public Exhibition of the draft WSEA SEPP Amendment	5
2.1 Exhibition and Submissions Period	5
2.2 Exhibited Materials	5
2.3 Exhibition Venues.....	5
2.4 Public Notice.....	5
2.5 Land Owner Notification	6
2.6 Community Information Sessions.....	6
3 Submissions on the Draft WSEA SEPP Amendment.....	7
3.1 Submissions Review Methodology and Summary Submissions Report.....	7
3.2 Number of Submissions	7
3.3 Frequency of Issues Raised in Submissions.....	8
4 Consideration of Comments made on the Draft WSEA SEPP Amendment.....	9
4.1 Consideration of Issues.....	9
4.1.1 Consultation Process.....	9
4.1.2 Broader WSEA Precinct Boundary and Protection of Rural Residential Living	9
4.1.3 Employment Uses.....	12
4.1.4 Interface Issues	13
4.1.5 Land Release.....	13
4.1.6 Coordination of Regional Planning and Western Sydney Airport.....	14
4.1.7 Biodiversity	15
4.1.8 Transport and Traffic	15
4.1.9 Infrastructure Delivery (excluding roads).....	16
5 Final WSEA SEPP Amendment – Broader WSEA Precinct.....	17
5.1 Post Exhibition Changes to the WSEA SEPP Land Application Map	17
6 Implementation of the SEPP Amendment.....	20
6.1 Statutory Implementation.....	20
6.2 Subsequent Planning Stages for Broader WSEA and Associated Mechanisms	20
6.2.1 Review of the 2013 Draft Structure Plan	20
6.2.2 Employment Lands Development Program.....	20
6.2.3 Precinct Planning.....	21

7	APPENDICES	22
7.1	Appendix A: Summary Submissions Report	23
7.2	Appendix B: Explanation of Intended Effect	24
7.3	Appendix C: Final WSEA SEPP Land Application Plan	26

Tables

Table 1	Summary of submissions by stakeholder group.....	7
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Figures

Figure 1	Exhibited context map detailing the proposed Broader WSEA precinct	3
Figure 2	Exhibited WSEA SEPP Land Application Map and proposed Broader WSEA Precinct.....	4
Figure 3	Frequency of issues raised in submissions.....	8
Figure 4	Areas additional to the 2013 draft Broader WSEA Structure Plan boundary included for future employment uses.....	10
Figure 5	Non employment area proposed by the 2013 draft Structure Plan included within the WSEA SEPP Land Application boundary.	11
Figure 6	Existing ANEF Noise Contours applies to the area – s117 Ministerial Direction	12
Figure 7	Location of minor boundary amendment on exhibited Land Application Map - Context	17
Figure 8	Location of minor boundary amendment on exhibited Land Application Map	18
Figure 9	Boundary amendment made to Land Application Map following exhibition.....	18
Figure 10	Final WSEA SEPP Land Application Map.....	19

1 Introduction

1.1 Background

Western Sydney has one of the fastest growing economies in Australia. Its population is expected to rise from 2 million in 2011 to 2.9 million in 2031. The NSW Government established the Western Sydney Employment Area (WSEA) as an area to set aside for industrial and commercial purposes that is serviced by strong road links and infrastructure at the M4 and M7 junction. This area will enable the region to respond to this population growth and meet the demand for new jobs.

In August 2014, the NSW government announced a proposal to expand the WSEA to dedicate a further 4,573 hectares of employment land to this already successful employment hub to deliver even more jobs for western Sydney. The proposed WSEA extension, identified by amendment to the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP), will increase the employment area boundary south to Elizabeth Drive and to include land west of the planned Western Sydney Airport (see **Figure 1 and 2**).

The Broader WSEA will help deliver the Government's goal of delivering 50 per cent of Sydney's jobs growth in Western Sydney providing the opportunity for more people to work closer to home. Transport, logistics and warehousing are anticipated to be the main emerging employment sectors utilising the Broader WSEA in the short to medium term while enhanced infrastructure will provide opportunities for higher density employment, such as business parks, in the longer term.

The NSW Government released a draft Structure Plan for the Broader WSEA in 2013, which included a proposal for an expanded WSEA boundary. Further work is now being undertaken to refine the plan for the future development of the area and land around the Western Sydney Airport. The area is now expected to deliver more than 36,000 industrial jobs and 21,000 office jobs over the next thirty years.

1.2 Overview of WSEA SEPP Amendment – Broader WSEA Precinct

The exhibited WSEA SEPP amendment identifies 4,573 hectares of land for future employment uses in a precinct known as the Broader WSEA by amending the Land Application Map and including the area by title in the instrument. The WSEA SEPP amendment will:

- Apply the purpose of the policy to 'protect and enhance land for employment purposes', as defined by Clause 3, to the new area;
- Introduce a new precinct by title, known as the Broader WSEA precinct; and
- Insert a new "Land Application Map" which identifies the new Broader WSEA precinct boundary.

In general, the amendment confirms the NSW Government's intentions for future employment land uses in the area and provides greater certainty for infrastructure agencies, landowners and businesses of intended future development uses.

The WSEA SEPP amendment does not release or rezone the land for employment uses. Existing land use zones and permissible uses continue to apply until rezoning occurs, as per the respective local governments' Local Environmental Plan (LEP). Further planning will be undertaken for rezoning, including identification of onsite land use suitability, and identification of infrastructure requirements to service the proposed use or activity.

The Department of Planning and Environment (the Department) will work with Councils, infrastructure agencies and land owners to facilitate further detailed planning and technical investigations as part of land release and rezoning to meet demand for employment land uses and ensure appropriate planning outcomes are achieved. Individual development proposals may be considered within the area for employment purposes once this process is underway.

A public exhibition period on the draft WSEA SEPP amendment enabled land owners and other interested parties to view, understand, and provide comment on the proposed amendment. Three

community information sessions were held throughout the study area for landowners, the community, and business. Following public exhibition, the Department undertook a review of the submissions to address issues raised and to finalise the WSEA SEPP.

This report documents the public consultation process, summarises the issues raised by stakeholders in submissions on the draft SEPP amendment, and reports on how those issues have been addressed in the final SEPP amendment or will be addressed as part of subsequent detailed planning stages.

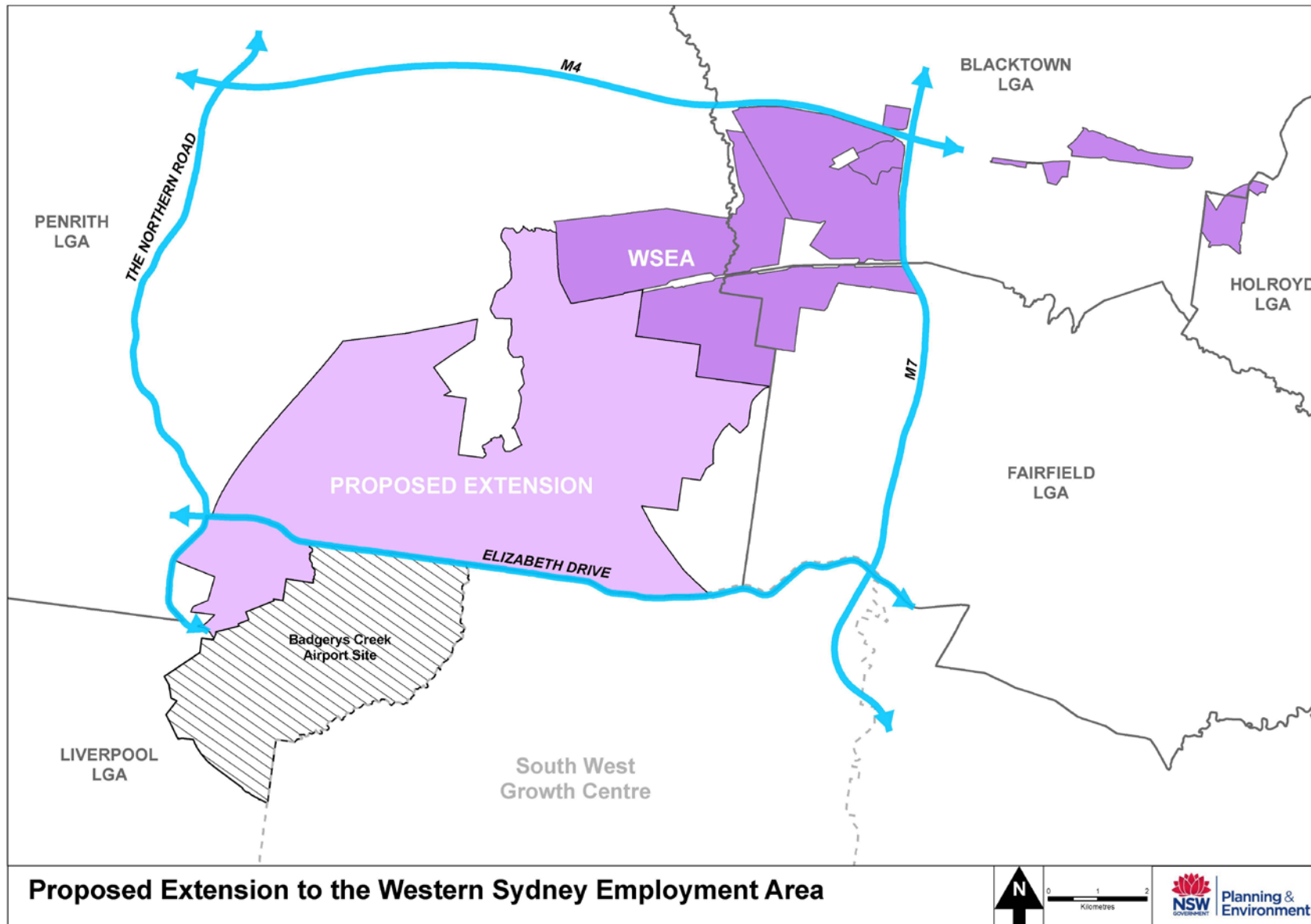


Figure 1 Exhibited context map detailing the proposed Broader WSEA precinct

State Environmental Planning Policy (Western Sydney Employment Area) 2009

Land Application Map

- LEGEND**
-  Proposed expansion of Western Sydney Employment Area
 -  Existing Western Sydney Employment Area
 -  Cadastre © 08/07/2014 NSW LPI



For Information only
Applies to Broader Western Sydney
Employment Precinct only

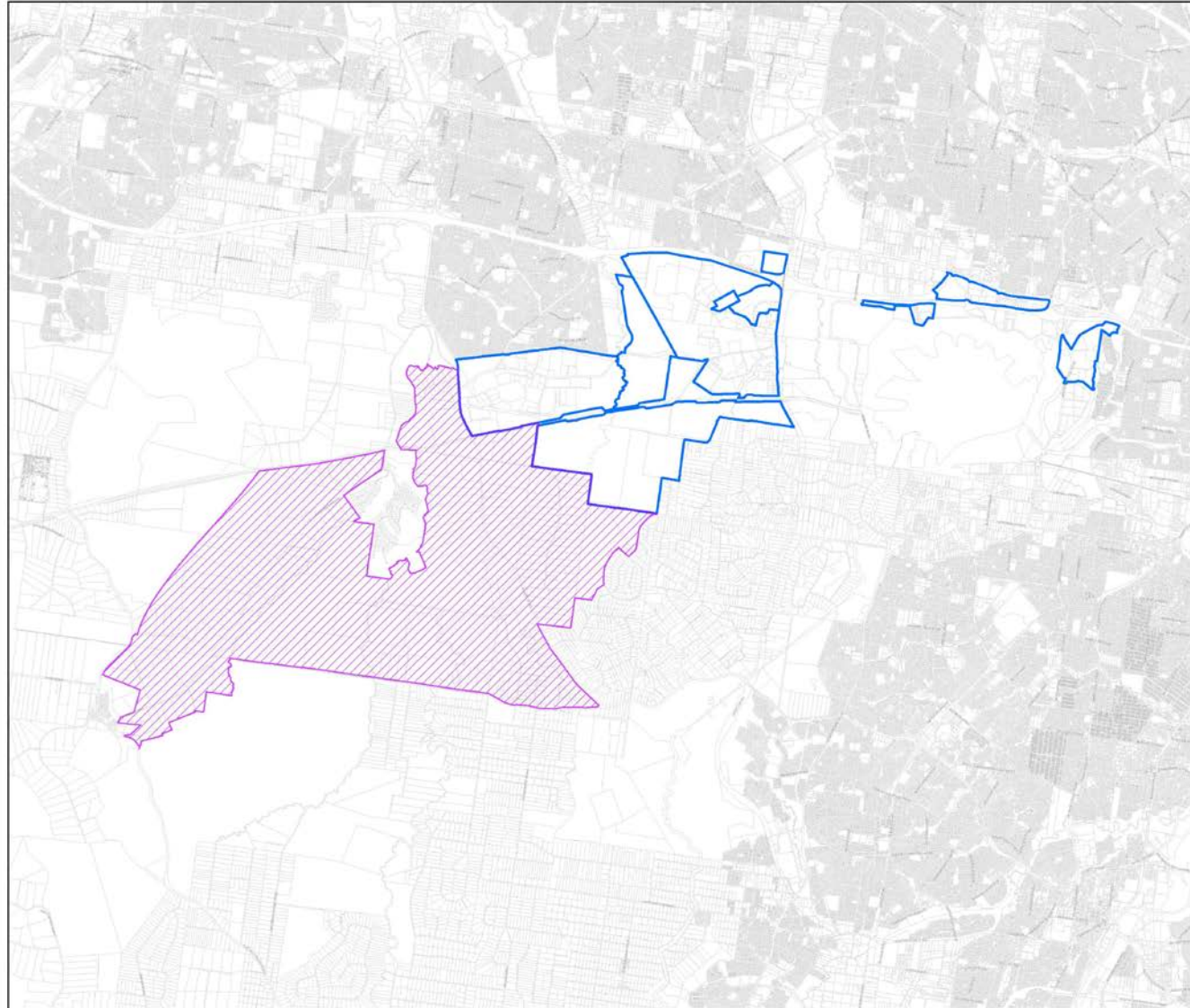


Figure 2 Exhibited WSEA SEPP Land Application Map and proposed Broader WSEA Precinct

2 Public Exhibition of the draft WSEA SEPP Amendment

2.1 Exhibition and Submissions Period

The draft WSEA SEPP amendment was publicly exhibited from 21 August 2014 to 19 September 2014. The Department accepted a small number of late submissions until 15 October 2014 with an additional community drop-in session held at the request of Fairfield City Council. A Summary Submissions Report documents key comments raised by submitters on the proposed amendment (**Appendix A**).

2.2 Exhibited Materials

The following documentation was publicly exhibited as part of the draft WSEA SEPP amendment package:

- Draft WSEA SEPP Land Application Map (**Figure 2**);
- Explanation of Intended Effect (**Appendix B**); and
- 'Western Sydney Employment Area Land Extension' Frequently Asked Questions;
- 'Creating New Jobs in Western Sydney' brochure.

2.3 Exhibition Venues

The draft WSEA SEPP amendment package was made available to the public for viewing at the following locations:

- Department of Planning & Environment, Level 5, 10 Valentine Avenue, Parramatta
- Department of Planning & Environment, 23-33 Bridge St, Sydney
- Penrith City Council, 601 High St, Penrith
- Blacktown City Council Library, 62 Flushcombe Road, Blacktown
- Liverpool City Council, 12/33 Moore St, Liverpool
- Fairfield City Council, 86 Avoca Rd, Wakeley
- Department of Planning & Environment website
 - www.planning.nsw.gov.au/proposals
 - www.planning.nsw.gov.au/wsea

2.4 Public Notice

A media release was made by the Minister for Planning on the proposed SEPP amendment:

- Smarter Planning Locks in Land for Jobs Around Second Sydney Airport – Thursday 21 August 2014.

Notices were placed in the following newspapers advising details of the public exhibition:

- Penrith Press – Friday 29 August 2014
- Fairfield Advance – Wednesday 03 September 2014
- Blacktown Sun – Tuesday 02 September 2014
- Liverpool Leader – Wednesday 03 September 2014

2.5 Land Owner Notification

The Department wrote to all land owners (as recorded on Council's rates database) within the 2013 draft Broader WSEA Structure Plan boundary area, which encompasses the proposed new precinct, at the start of the exhibition period notifying them of the proposed WSEA SEPP amendment. In addition, letters of notification were sent to landowners adjacent to the proposed boundary area in Mount Vernon, Horsley Park, and Cecil Park (bordered by Elizabeth Drive and the M7) within Penrith and Fairfield local government areas (as recorded on Councils' rates database).

Notification included details of the exhibition period, the times and dates of the community drop-in sessions and contact details for the Department. Land owners within the 2013 draft Structure Plan area were sent a copy of the brochure and Frequently Asked Questions, which were also made available on the Department's project and 'on exhibition' website.

2.6 Community Information Sessions

The Department held three community drop-in sessions on the draft WSEA SEPP amendment. These included:

- Wednesday 10th September, 6:00pm - 8:00pm
Twin Creeks Golf & Country Club, 2-8 Twin Creeks Drive, Luddenham
- Wednesday 17th September, 6:00pm - 8:00pm
Twin Creeks Golf & Country Club, 2-8 Twin Creeks Drive, Luddenham
- Wednesday 8th October July, 6:00pm - 8:00pm
Horsley Park Hall, The Horsley Drive, Horsley Park.

The sessions were an opportunity for landowners and members of the community to meet with the project team and discuss the draft WSEA SEPP amendment. Councils were invited to attend the drop-in sessions along with other key NSW government agencies responsible for key infrastructure proposals in the Structure Plan area. A representative from Transport for NSW attended two drop-in sessions at Twin Creeks.

The sessions were well attended by the community and business with approximately 197 attendees in total for all of the sessions. At the sessions, Departmental staff offered information and advice to land owners and the community, including assistance interpreting technical information, addressing concerns regarding future development within the area, providing an update on the 2013 draft Structure Plan, and detailing subsequent planning stages for the area. Attendees were also encouraged to provide submissions on the draft WSEA SEPP amendment.

3 Submissions on the Draft WSEA SEPP Amendment

3.1 Submissions Review Methodology and Summary Submissions Report

All submissions made on the draft WSEA SEPP amendment were sent an acknowledgement letter or email notifying receipt of their submission. Submissions were summarised and responded to by Departmental staff and recorded in the Summary Submissions Report at **Appendix A**.

Issues raised were grouped according to an issue category. **Figure 3** highlights the frequency of issues raised by submitters for each category. **Section 4** of this report details a summary of issues raised and a response to each issue category.

It is important to note that whilst the prominence of an issue category reflects the frequency in which it was raised or noted, some comments were made of a 'general' or 'inferred' nature and some issue categories are broad in scope.

Following consideration of this report and the final WSEA SEPP amendment by the Minister for Planning, further correspondence will be sent to all land owners, including those who made submissions to notify the Minister's decision.

3.2 Number of Submissions

A total of 54 submissions were received by mail, fax, email, online or hand delivered. **Table 1** below illustrates the key stakeholder groups who made submissions on the proposed WSEA SEPP amendment.

Table 1 Summary of submissions by stakeholder group

Stakeholder Group	Submissions
Local Government, State Government Agencies and Authorities	<ul style="list-style-type: none">▪ Penrith City Council▪ Fairfield City Council▪ Blacktown City Council▪ Liverpool City Council▪ Blue Mountains City Council▪ Sydney Water▪ Sydney Catchment Authority▪ NSW Environmental Protection Authority
Special Interest Groups – Community	<ul style="list-style-type: none">▪ Blacktown & District Environment Group▪ Western Sydney Wildlife
Special Interest Groups – Industry and Business	<ul style="list-style-type: none">▪ UDIA NSW▪ Regional Development Australia▪ Sydney Airport Corporation Limited
Land owners, residents and other interested individuals	<ul style="list-style-type: none">▪ Landowners within the proposed precinct▪ External community members

3.3 Frequency of Issues Raised in Submissions

Figure 3 below illustrates the number of issues raised by submitters on the draft WSEA SEPP amendment for each issue category. In addition to views presented on the issue categories illustrated below, 23 submissions made comment specifically in support for the draft WSEA SEPP amendment whilst eight submissions commented specifically on general objection to the proposal. Objection to the proposal was also made in reference to other key issue categories noting concern for anticipated development impacts of future development.

Frequency of Issues Raised in Submissions

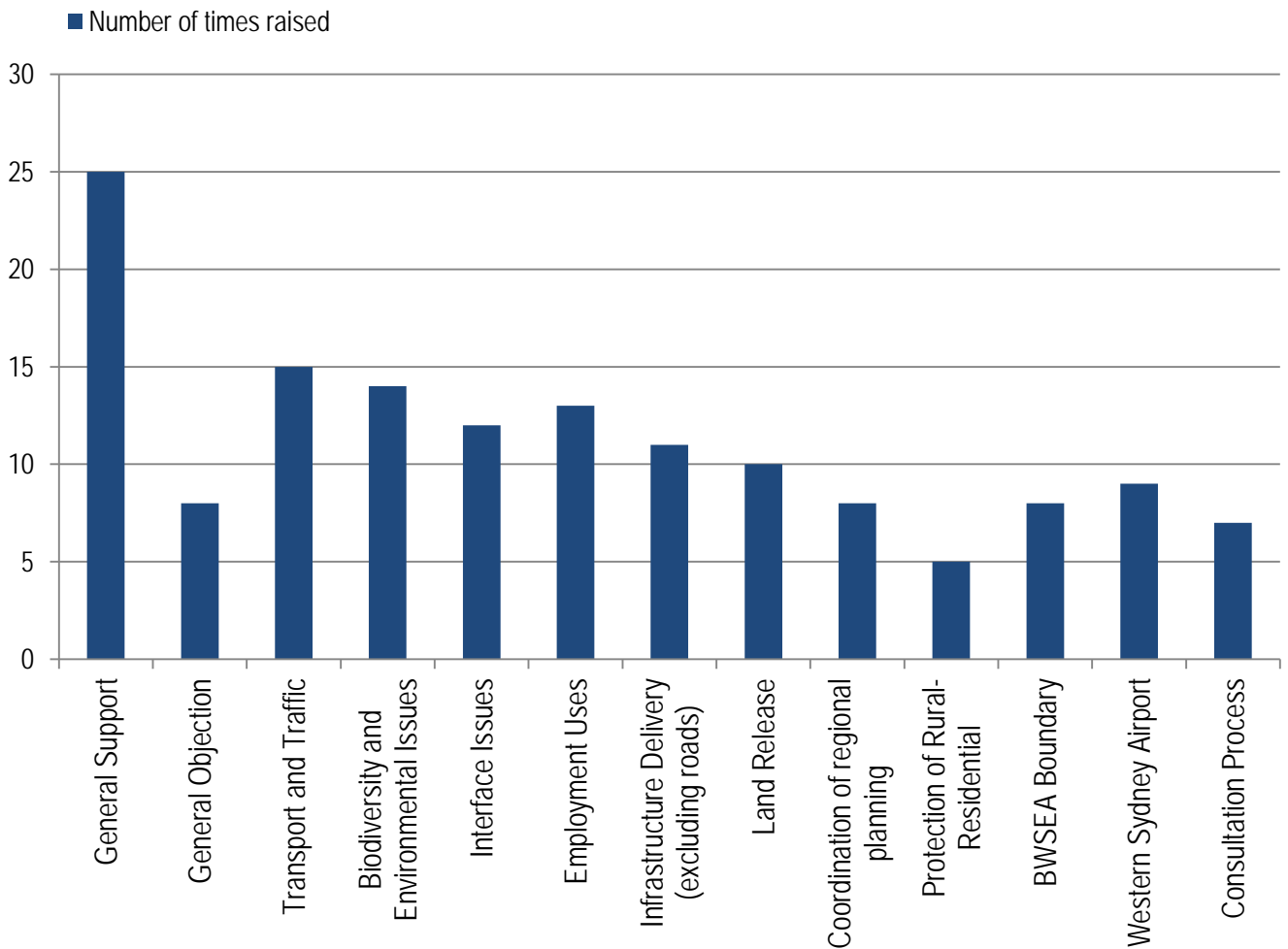


Figure 3 Frequency of issues raised in submissions

4 Consideration of Comments made on the Draft WSEA SEPP Amendment

4.1 Consideration of Issues

Many comments made on the draft WSEA SEPP amendment were in relation to the proposed future land uses and potential development impacts, including future Western Sydney Airport and the 2013 draft Broader WSEA Structure Plan.

Whilst this SEPP amendment cannot address many of those issues due to its nature, these matters can be noted and taken into consideration for future planning and rezoning processes.

The following sections highlight key issues raised by stakeholders grouped by broad issue categories. A response to the issue category and options for their future resolution is also included. A summary submissions report is included in **Appendix A**, which details a summary of each submission raised and a brief response to those submissions. All original submissions are intended to be made available online following the Ministers decision.

For the purposes of this report, some categories have been combined to discuss interrelated issues and options for their resolution.

4.1.1 Consultation Process

A number of land owners throughout the Broader WSEA and interface areas requested that they continue to be informed and consulted about planning for the region. The Department will continue to directly notify residents and land owners affected by planning for the Broader WSEA, and will also publish updates on the Department's project website.

Comments were made regarding the extent of community notification of the draft WSEA SEPP amendment by two parties external to the area, including local community environmental groups who had previously commented on the draft Structure Plan. Whilst the initiatives are related, given the statutory function of the SEPP it has been undertaken as a separate initiative for the purposes of project notification.

The Minister for Planning notified the proposed WSEA SEPP amendment through a media release made on the 21st of August 2014.

The proposed amendment was also notified on the Department's 'on exhibition' and Broader WSEA project website as per existing notification procedures for projects coordinated by the Department.

The Department notified all landowners within the 2013 draft Broader WSEA Structure Plan area, including an additional 900 residents immediately adjoining the boundary of the proposed WSEA SEPP amendment by mail. This additional area covered the Capitol Hill, Mount Vernon and Horsley Park area in Penrith and Fairfield City Council areas.

The surrounding Western Sydney community were notified through advertisements in local suburban newspapers and at Departmental and Council venues as detailed in **Section 2**.

4.1.2 Broader WSEA Precinct Boundary and Protection of Rural Residential Living

The NSW Government had released a draft Structure Plan for the Broader WSEA in 2013, which included a proposal for an expanded WSEA boundary with general support from landowners, business, and the broader community for future employment uses.

Two additional areas have been incorporated for future employment uses to address potential land use interface impacts:

- Land north of the pipeline at Mamre road; and

- An extension of the draft 2013 boundary to the corner of Mamre and Elizabeth Drive (Figure z).

Landowners within these areas made submissions in support of their inclusion.

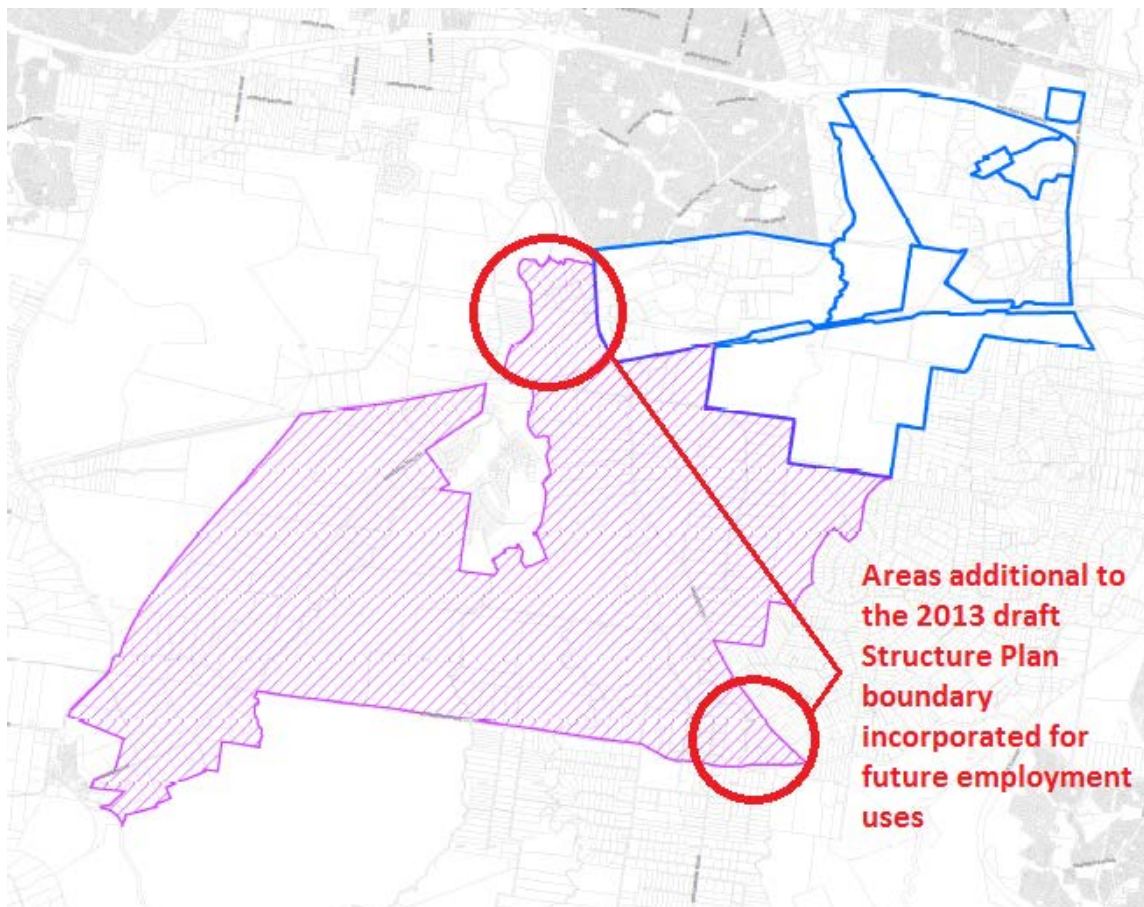


Figure 4 Areas additional to the 2013 draft Broader WSEA Structure Plan boundary included for future employment uses.

The majority of submissions made relating to the boundary of the Broader WSEA precinct relate to the inclusion of land that was identified as non-employment in the 2013 draft Structure Plan (See **Figure 4** below).

A large number of submissions supported the inclusion of the non-employment area east of Aldington Road, which was indicative of submissions made on the 2013 draft Structure Plan. However, a slightly smaller number also raised concern regarding the management of the interface between any employment uses in this area (discussed in further detail below) and existing rural residential and 'executive' style housing in Capitol Hill, Mount Vernon, and Horsley Park.

In addition, a small number of comments were made from landowners within this area requesting to remain non employment to facilitate rural residential or 'executive' style housing at this location to support future business development and ensure an appropriate land use interface with the adjacent rural residential area of Mount Vernon and Horsley Park.

This area has been included in the Broader WSEA precinct boundary to allow the Department to facilitate a coordinated approach to address the interface with the existing Mount Vernon residential area, as part of subsequent detailed precinct planning or consideration of individual planning proposals. The inclusion of this area within the precinct does not indicate a decision as to the future land use zone to be applied.

Future rezoning processes will consider the most suitable planning outcome for this area in consideration of strategic planning directions, site specific constraints, and existing uses, and will be subject to further community consultation.

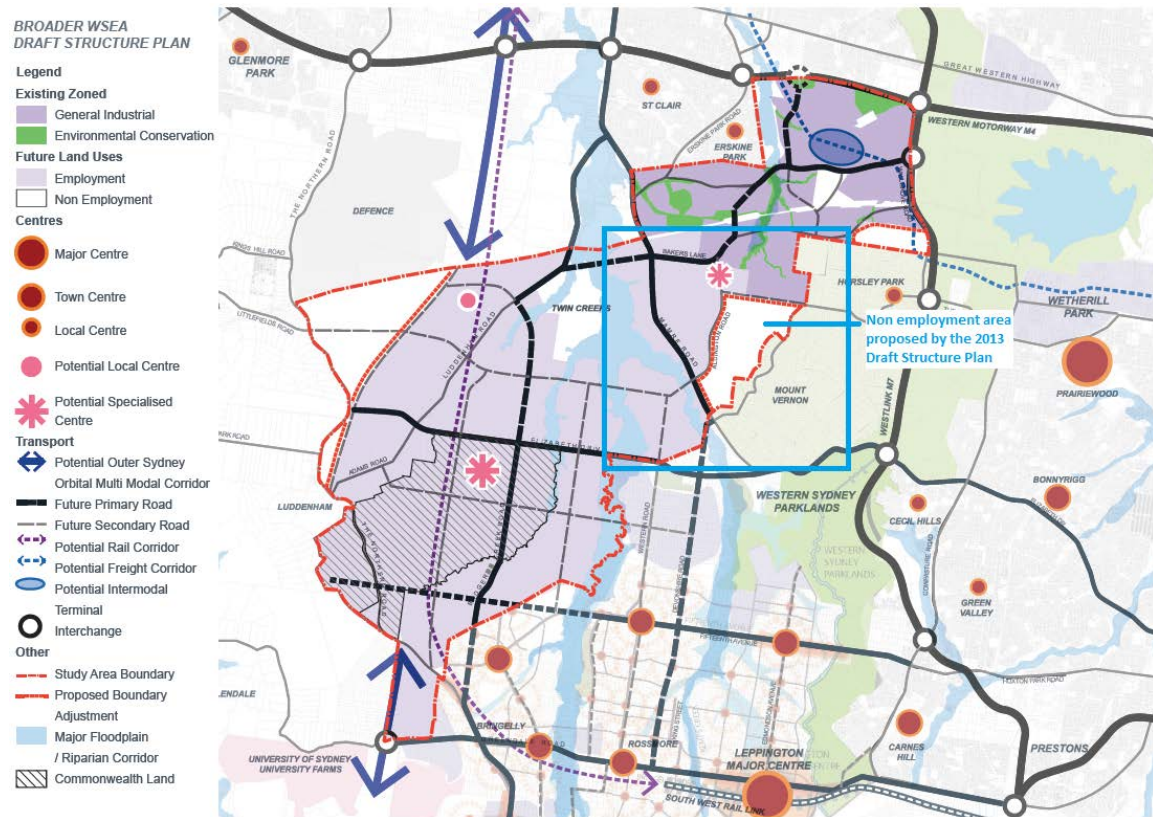


Figure 5 Non employment area proposed by the 2013 draft Structure Plan included within the WSEA SEPP Land Application boundary.

A small number of submissions were received requesting the inclusion of a number of other individual land holdings for future employment uses in the WSEA SEPP. These land holdings were generally located outside of the 2013 draft Broader WSEA Structure Plan boundary and in areas that are currently identified for continued rural-residential uses or future urban uses.

One area south of Elizabeth Drive is already identified in the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* for future urban uses. The NSW Government will coordinate land release and planning for this area in accordance with its land release program for the South West Growth Centre. There are currently no intentions to release this area until strategic planning initiatives have been finalised.

Another site at Wallgrove Road, Hursley Park, whilst adjacent to the existing WSEA and currently utilised for employment generating uses, interfaces directly with an existing rural residential area. The site has not been subject to the planning assessment undertaken for the purposes of this SEPP amendment. The inclusion of this property for the purposes of this WSEA SEPP amendment will not change the zone. It is recommended that this site be considered by Fairfield City Council for rezoning as part of existing processes, or as part of subsequent planning investigations for the Hursley Park and Mount Vernon Rural Land Use investigation to be undertaken by Council.

A third site was requested for inclusion on the eastern side of Mamre Road South. This site interfaces directly with the existing Mount Vernon residential area by lot boundaries. At this time, there is no direction to expand the WSEA boundary at this location. However, land owners may seek council consideration of alternative zonings through existing LEP amendment processes.

The government will work with all stakeholders including local government, developers and the community to accelerate the delivery of employment land supply in the WSEA and investigate new opportunities to expand or identify new precincts adjoining the existing areas

identified for growth. Better coordination and targeted public and private investment in infrastructure in growth areas, such as WSEA will increase the supply of zoned and serviced land to support the delivery of new jobs on the ground.

4.1.3 Employment Uses

In this category comments were made in relation to the suitability of the area for employment land uses and protection of existing farming lands.

The Broader WSEA precinct is affected by the existing s117(2) Ministerial Direction - Second Sydney Airport: Badgerys Creek. This direction regulates the use of the area largely for non-residential uses, which creates an opportunity for use of the area for employment uses.

The Australian Government announcement of the proposed Western Sydney Airport at Badgerys Creek in April 2014 confirms what will be a major employment activity in the area. As a result there is a greater need to plan appropriately for land uses around the airport and ensure the necessary infrastructure is provided to support development of the area through the revision of the Structure Plan.

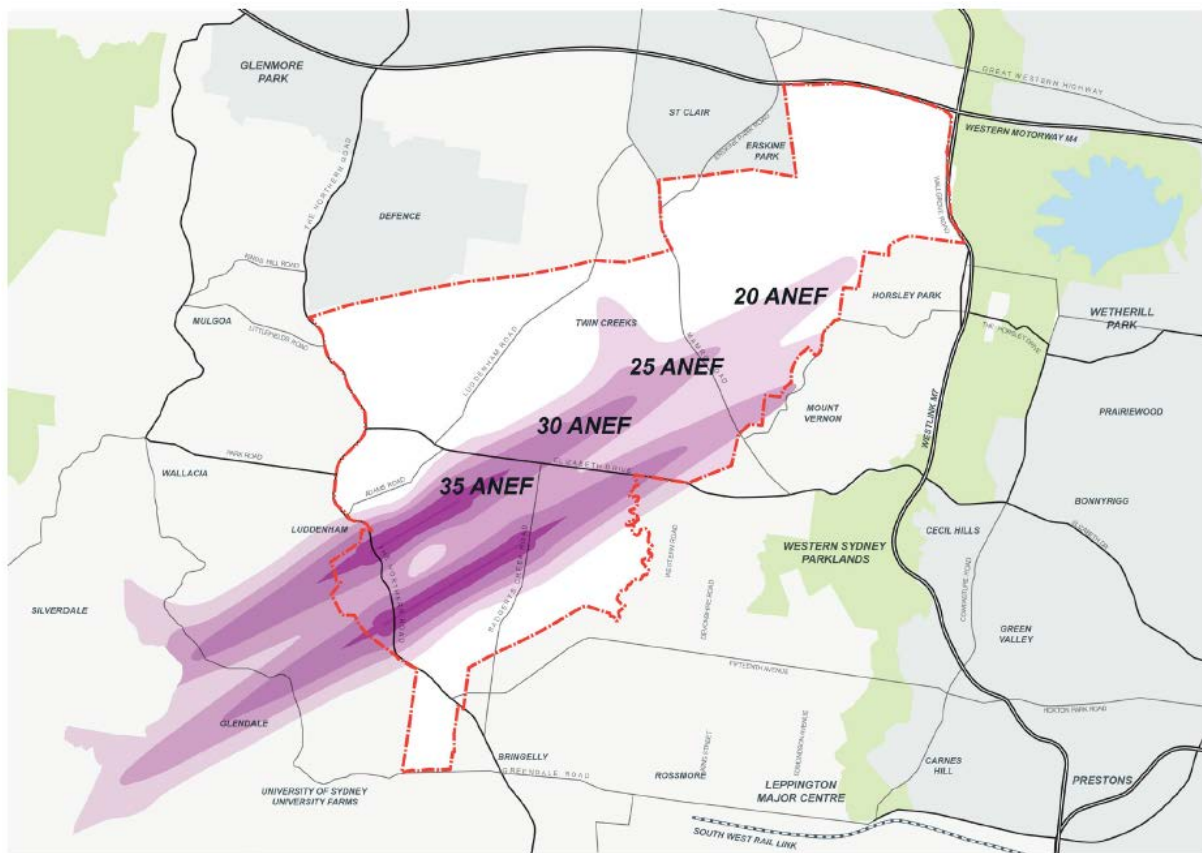


Figure 7 ANEF Noise Contour



-  Broader Western Sydney Employment Area (WSEA)
-  ANEF Contour (source: Penrith and Liverpool City Council)

Figure 6 Existing ANEF Noise Contours applies to the area – s117 Ministerial Direction

The WSEA SEPP amendment is an initial step that establishes the framework to coordinate the planning and development for the area. Whilst a strategic land assessment has been undertaken which supports future employment uses, the WSEA SEPP amendment which is the subject of this report, is not a final test of land suitability for particular land use zones. Further detailed planning may identify land more suitable for agricultural and environmental purposes. These land use suitability assessments will be undertaken at subsequent planning and development stages when specific details of a development activity can be considered along with site specific constraints.

Several submissions queried or commented on the range and nature of employment uses that would be accommodated within the Broader WSEA, particularly in consideration of the proposed Western Sydney Airport at Badgerys Creek.

Submissions by special interest groups and industry associations, including by UDIA and Regional Development Australia, as well as a number of private land owners, emphasised the importance of facilitating higher-order employment uses to develop the Broader WSEA as a comprehensive employment precinct. Office-based employment, either associated with logistics/warehousing or in stand-alone business parks, was emphasised as playing a vital role in supporting jobs growth, however, challenges in establishing the viability of such uses was also acknowledged. In contrast, Blue Mountain City Council supported a range of employment types, but questioned how new higher-order employment in the Broader WSEA might impact upon the development of existing centres such as Penrith.

The draft SEPP amendment does not identify specific employment land use zones to be applied to the Broader WSEA, nor does it rezone the land, and the issues raised in submissions will be addressed as part of future planning. The Department is in the process of revising the 2013 draft Structure Plan for the Broader WSEA to consider the proposed Western Sydney Airport at Badgerys Creek. This process will include a review of the economic modelling to identify the demand for various employment land use zones, which will consider higher order uses, centre based activities, and the role and function of existing surrounding centres.

4.1.4 Interface Issues

A number of submissions were received in relation to the management of the interface between the proposed land application boundary and existing rural-residential areas. These matters included the land use, visual impact, and acoustic impact of proposed future employment uses on surrounding areas, particularly at the interface with existing residential areas at Mount Vernon and Horsley Park, Penrith and Fairfield.

The identification of the Broader WSEA precinct boundary in the WSEA SEPP does not denote the developable area. The WSEA SEPP amendment seeks to include this land within the area to which the SEPP applies. It does not designate a land use zone to this area, but simply allows the Department to coordinate the zoning process and deal with issues concerning the management of the interface with existing residential areas.

Whilst the purpose of the policy is to 'protect and enhance land for employment purposes', the Department will consider a transition of land use zonings in areas adjacent to existing residential areas to ensure the most appropriate planning outcome. This process will be undertaken as part of subsequent planning stages, which will include further public consultation.

Detailed investigations to ensure that appropriate land use interface outcomes are achieved will be undertaken as part of subsequent detailed planning stages, or as part of consideration of proponent led development proposals. Particular emphasis will be placed on visual impact.

The Department will work with the Environment Protection Authority as part of future land use planning for the Broader WSEA to ensure that development proposals support all relevant regulations and NSW Government policies on air, noise and environmental management. All development proposals will be required to comply with existing air, noise, and environmental regulation as part of the development assessment process.

4.1.5 Land Release

Comments made in relation to land release and rezoning included requests for coordinated land release and infrastructure delivery; the identification of areas for prioritised release and rezoning; and support for the finalisation of the Structure Plan to guide future development of the area.

Penrith and Liverpool City Councils' also suggested the establishment of a moratorium on planning proposals within the Broader WSEA and the surrounds of Badgerys Creek to allow strategic planning for the area to be finalised prior to the approval of out of sequence development.

In amending the WSEA SEPP to include the new Broader WSEA precinct, the NSW government has confirmed its intentions for the planning and coordination of future land uses at this location whilst strategic planning initiatives are finalised.

The Department is currently in the process of revising the 2013 draft Structure Plan to consider the proposed Western Sydney Airport at Badgerys Creek. Strategic planning for the Broader WSEA will align with planning for the airport to ensure land uses and infrastructure provision is planned appropriately. The staging and sequencing of land release will form part of this review. The NSW Government will work closely with the Commonwealth to achieve a coordinated airport outcome.

The WSEA SEPP amendment and refinement of the Structure Plan for the area will establish a land release and delivery framework for the area. This delivery framework will provide a strategic development strategy to ensure the achievement of the vision for the area. It will also establish a mechanism so that private investment proposals can be considered within a strategic context, and levies for the funding of regional road and other infrastructure may be collected in the expanded area to enable their timely delivery.

This framework will allow the orderly release of land and efficient delivery of infrastructure, and ultimately the creation of new employment areas for communities to access employment, public transport, shops and services.

The Department is supportive of a coordinated approach to land release and delivery within the Broader WSEA. The Department will work with Councils in consideration of out of sequence development proposals, within the strategic planning framework.

4.1.6 Coordination of Regional Planning and Western Sydney Airport

A number of submissions were received in relation to other planning initiatives proposed for the area, including the review of the 2013 draft Broader WSEA Structure Plan, the proposed Western Sydney airport at Badgerys Creek, transport infrastructure initiatives, such as the South West Rail Link Corridor extension, and Outer Sydney Orbital, local government planning strategies, and out of sequence planning proposals.

Penrith City Council's submission suggested that a more formal inter-governmental arrangement be established between the Commonwealth, NSW and local government to coordinate planning for the area given the Western Sydney Airport announcement.

The revision of the 2013 Broader WSEA Structure Plan will continue to be undertaken with close involvement of Councils and state agencies as part of the project Steering Group. The review is currently being undertaken with a view to revising a draft Structure Plan by the close of 2015. The Department will continue to engage with the Australian Government on the proposed airport throughout the planning process.

Air, noise, environmental pollution, health, and traffic impacts were identified as key issues in objection to the proposed Western Sydney airport.

Planning for the airport is in its very early stages. The Australian Government Department of Infrastructure and Regional Development are responsible for coordinating preparation of an Environmental Impact Assessment (EIS) and commercial arrangements relating to the proposed Western Sydney Airport. The EIS will detail the airport proposal and its anticipated construction and operation impacts at a local and regional scale, including proposed mitigation measures to meet existing development standards. Matters raised by submissions will be addressed as part of this process, to be undertaken by the Australian Government and their partners.

The Department acknowledge a need to ensure a whole of government approach to planning for the airport is established. The Department will continue to engage with the Australian Government on this matter as planning for the airport progresses to inform the review of the Structure Plan.

The Department is working closely with Transport for NSW and other key agencies on planning for significant transport-related infrastructure initiatives proposed in the area, including the Outer Sydney Orbital and South West Rail Link corridor extension with key project officers forming part of the Steering and Transport Working group. Planning for these initiatives will be considered as part of the Broader WSEA Structure Plan review.

4.1.7 Biodiversity

The Department received a number of submissions that discussed the implications of future development for employment uses on biodiversity conservation in the region. Submissions raised concerns regarding the protection of threatened and endangered species and ecological communities, as well as to aesthetic issues associated with the removal of vegetation for development. Air, noise, and environmental pollution impacts were also noted.

The WSEA SEPP amendment is an initial step that establishes the framework to coordinate planning and development for the area. It is not a final test of land suitability for particular land uses, nor an endorsement of a proposed development activity. These processes will be subject to further investigation and public comment.

A Biodiversity and Riparian Assessment Report was prepared to inform the 2013 Draft Structure Plan, and more detailed assessments will be undertaken as part of the review and at subsequent detailed planning and development stages when private property land access is provided and details of proposed development activities can be considered.

The Department is currently preparing a Conservation Strategy for the Broader WSEA to identify options for biodiversity protection as part of subsequent processes.

All development proposals will be required to comply with existing air, noise, and environmental regulation as part of the development assessment process, which includes assessment and protection of listed flora and fauna, and water quality in the South Creek catchment.

4.1.8 Transport and Traffic

Comments in this category noted the need to integrate land use and infrastructure planning for road infrastructure; raised concern about safety implications of heavy vehicle movements and increased traffic in general; and made comment on specific road upgrades (particularly Elizabeth Drive) proposed for upgrading by the Western Sydney Infrastructure Plan.

The NSW and Commonwealth Governments announced \$3.5 billion in funding over 10 years to improve roads in Western Sydney near Badgerys creek. Fairfield City Council's submission made reference to the \$200 million local roads package announced as part of the Western Sydney Infrastructure Plan and stated that additional funding for local road upgrades would be required given the proposed airport announcement and future development in the Broader WSEA.

A Preliminary Transport Planning Report and Traffic Modelling report has been prepared for the 2013 draft Structure Plan, which identified a suitable regional road network to meet anticipated traffic demand for the area. The indicative regional road network will be reviewed as part of the revision to the Structure Plan. Subsequent detailed precinct planning and consideration of proponent led proposals will inform the indicative road network, including further investigations for concept design of identified road upgrades.

Future traffic-generating development within the Broader WSEA will be assessed to ensure ongoing road safety and identify road network improvements required by any increase in vehicle numbers on the road network.

NSW Roads and Maritime Services will consult with affected land owners and business regarding proposed future road alignment and access arrangements once these initiatives commence.

4.1.9 Infrastructure Delivery (excluding roads)

The majority of comments in relation to infrastructure delivery were made by government agencies and authorities.

A submission received from the Sydney Catchment Authority (SCA) emphasised the need for future development in the precinct to ensure that the Warragamba Pipelines and water supply running through the Broader WSEA is protected as part of future planning for the area. The Department is mindful of the location and protection of the Warragamba Pipelines and will ensure that future planning in the vicinity of this infrastructure does not adversely impact upon the corridor in accordance with the Authorities policies on development adjacent to the pipeline easement.

Sydney Water expressed its ongoing interest in being involved with the Broader WSEA precinct, although noted that its current Growth Servicing Plan (2017-17) does not include servicing of the Broader WSEA, and at this time Sydney Water does not have an integrated servicing strategy for the area. Servicing of the area will be subject to the Government's Contestability Assessment Guidelines and the agency notes that there is no commitment by Sydney Water to service the area, to date.

The review of the Broader WSEA Structure Plan will include a revision of the Water and Wastewater, and Utility servicing strategies for the area to support utility infrastructure agencies or providers in planning for the area.

5 Final WSEA SEPP Amendment – Broader WSEA Precinct

5.1 Post Exhibition Changes to the WSEA SEPP Land Application Map

Following exhibition a minor change was made to the boundary of the Broader WSEA precinct to resolve a mapping error to adjust the boundary to lot cadastre boundaries of existing rural residential sites bordering Bowood Road, Mount Vernon. No other changes were made to the boundary (**Figure 7-9, and 8**). The final WSEA SEPP Land Application Map for the Broader WSEA Precinct is detailed below at **Figure 10** and at **Appendix C**.

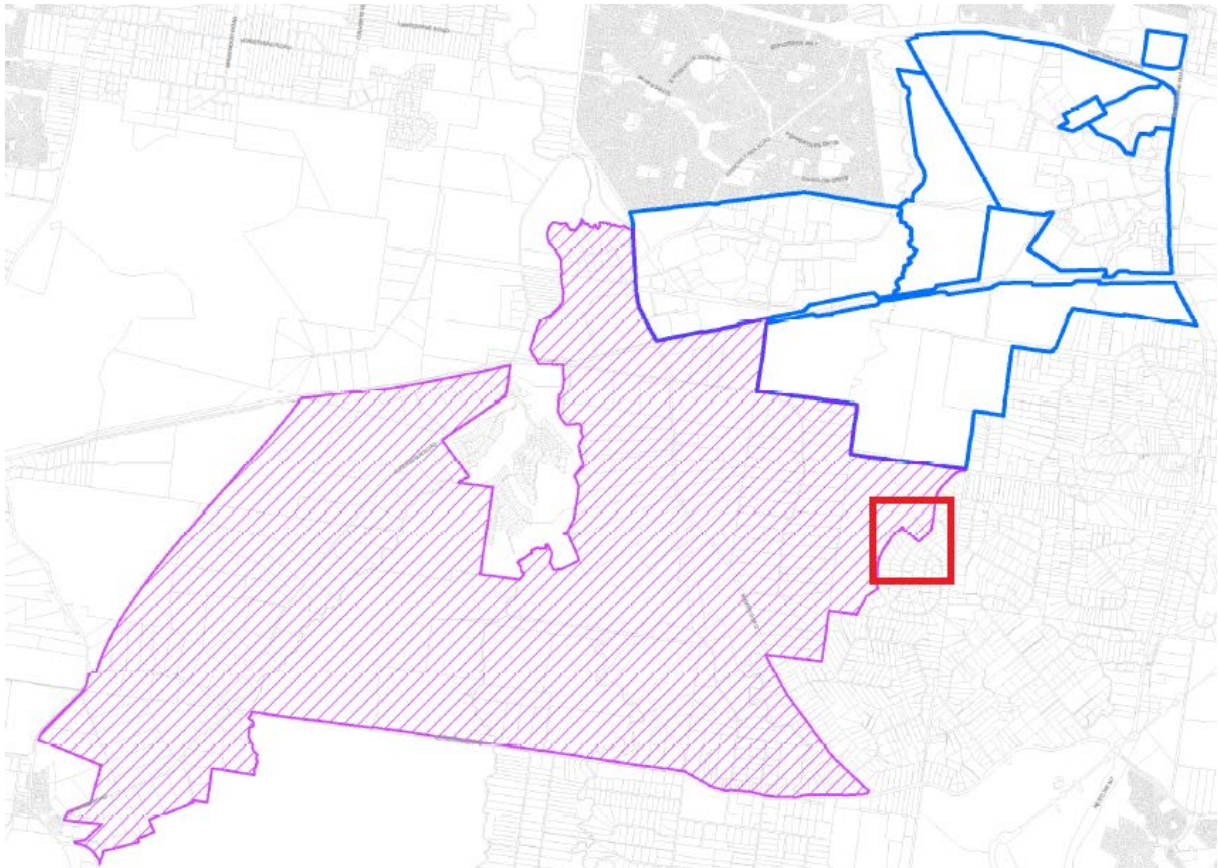


Figure 7 Location of minor boundary amendment on exhibited Land Application Map - Context

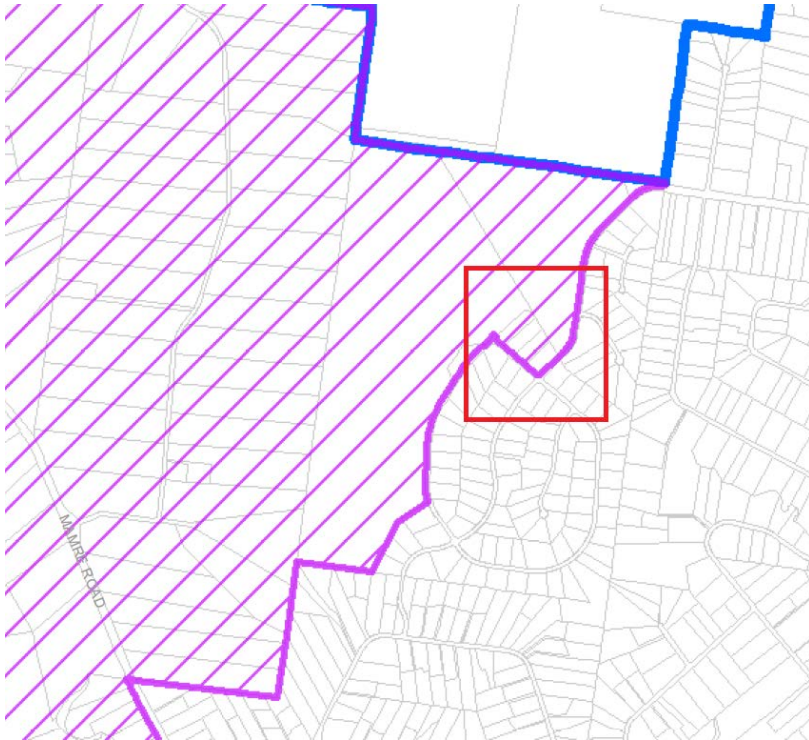


Figure 8 Location of minor boundary amendment on exhibited Land Application Map

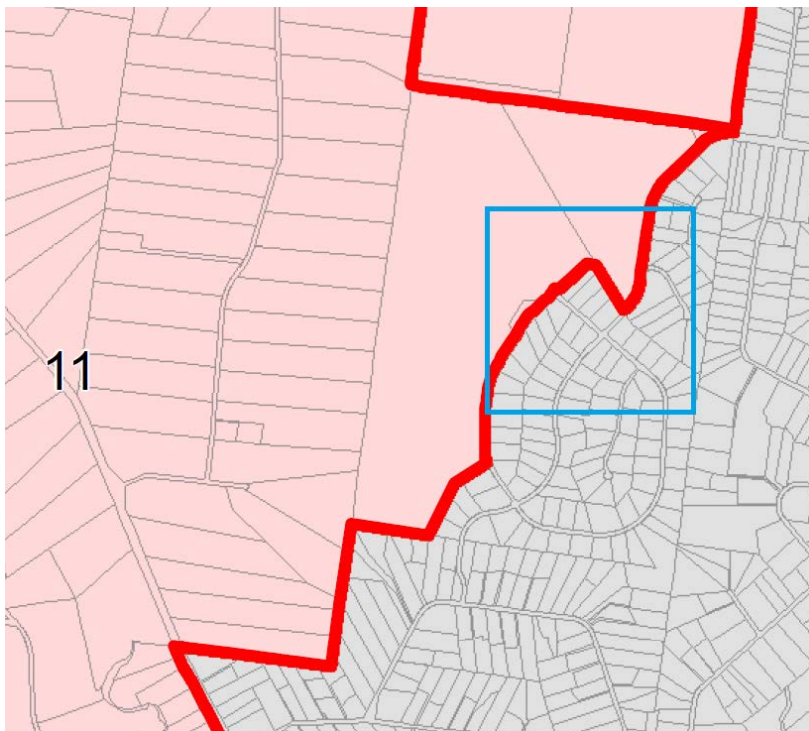


Figure 9 Boundary amendment made to Land Application Map following exhibition

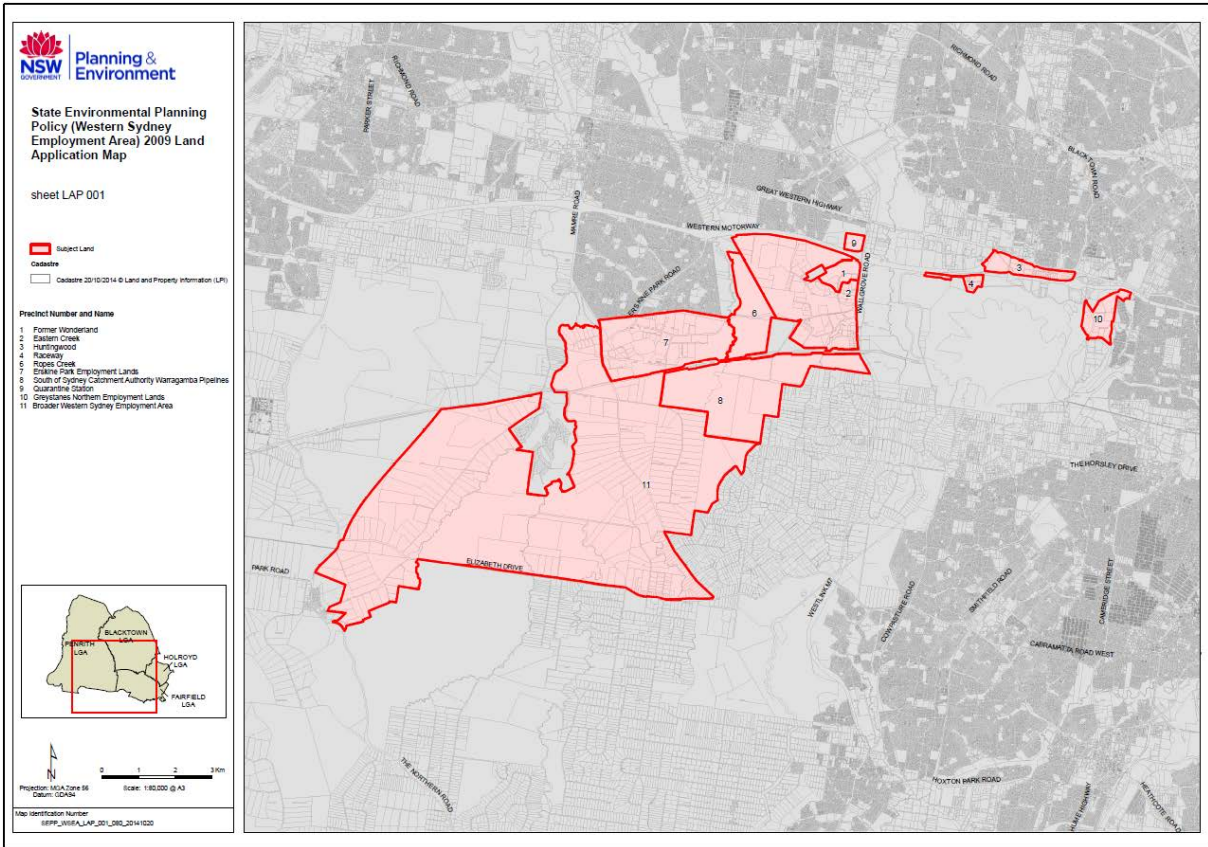


Figure 10 Final WSEA SEPP Land Application Map

6 Implementation of the SEPP Amendment

6.1 Statutory Implementation

The proposed WSEA SEPP amendment is the first stage of the implementation of a statutory planning framework for the release of land for future employment uses in the Broader WSEA.

The identification of the Broader WSEA precinct by title in the instrument and by area in the Land Application Map indicates that the area is being considered for future employment uses (subject to detailed assessment), and establishes the WSEA SEPP as the statutory mechanism for future changes to planning controls in the precinct.

Subsequent detailed planning stages for the precinct will address issues such as detailed site suitability for zoning of land, and establishment of development controls and land use parameters, which will be subject to further community consultation.

6.2 Subsequent Planning Stages for Broader WSEA and Associated Mechanisms

6.2.1 Review of the 2013 Draft Structure Plan

The NSW Government released a draft Structure Plan for the Broader WSEA in 2013, which included a proposal for an expanded WSEA boundary. Further work is now being undertaken to refine the plan for the future development of the area and land around the Western Sydney Airport. The area is now expected to deliver more than 36,000 industrial jobs and 21,000 office jobs over the next thirty years.

The Structure Plan will outline a strategic level planning framework for the development of the area including the location of future employment land and centres, a road network, potential freight and transport corridors and staging scenarios.

Several technical investigations will be prepared or refined to inform the opportunities and constraints analysis and identify an indicative land use and infrastructure plan. These include:

- Economic and Employment Assessment
- Transport planning
- Water and Wastewater services
- Utility Services (Electricity, Telecommunications, Gas and National Broadband)
- Biodiversity and conservation
- Aboriginal and European heritage
- Agricultural lands and agribusiness
- Visual impact assessment.

The overarching objective of the proposal is to establish a strategic level land use plan which once implemented will support a sustainable urban land use structure for Metropolitan Sydney and balance the share of employment locations for Western Sydney to achieve identified employment targets.

The review of the Structure Plan is currently being undertaken with a view to revising a draft Structure Plan for community consultation by the close of 2015.

6.2.2 Employment Lands Development Program

The Department administers the Employment Lands Development Program (ELDP) to monitor supply and demand for employment lands, plan for new employment lands, and assist in associated infrastructure coordination.

The proposed employment lands and infrastructure requirements identified by the Structure Plan area will be incorporated into the ELDP to monitor development trends as rezoning takes place and inform

agencies of the availability of zoned industrial land and potential industrial release areas that will require infrastructure services such as connection to sewerage, electricity and transport networks.

6.2.3 Precinct Planning

Opportunities and recommendations for land release will be considered in response to market demand consistent with infrastructure investment.

Following announcement of land release by the Minister for Planning, the Department in conjunction with relevant local governments may facilitate the coordination of detailed precinct planning in key areas of the precinct to meet market demand.

This process will largely be undertaken in accordance with the established process for precinct planning similar to that which has occurred in the North West and South West Growth Centres (See www.growthcentres.nsw.gov.au/).

Precinct planning brings together government agencies and local councils to consider a precinct's development potential and coordinate efficient delivery of key infrastructure for water, sewerage, power, roads, public transport, education and other services based on the preparation of a Structure Plan.

The NSW Government works with the relevant local council to decide the future zoning and development controls for that precinct by reflecting the Metropolitan and Regional planning directions, and looking at factors such as conservation, town centres, employment areas and key transport routes.

This analysis includes extensive investigations into Aboriginal and European heritage, land capability and contamination, noise, odour, transport, biodiversity, bushfire, water management, economics and employment, community facilities and open space.

These studies form the basis of a draft Precinct Planning package, which is placed on public exhibition. The package sets out proposed road patterns, future land uses, the mix and type of housing, and the location of community facilities and local open space.

Until Precinct Planning is completed, existing planning controls generally remain unchanged. Councils need to ensure any proposed development supports proposed regional planning directions and planned regional infrastructure.

Rezoning will proceed based on a staged, sub precinct basis in response to demonstrated market demand for the proposed land uses and the confirmed provision of essential infrastructure.

7 APPENDICES

7.1 Appendix A: Summary Submissions Report

7.2 Appendix B: Explanation of Intended Effect

**EXPLANATION OF INTENDED EFFECT
PROPOSED AMENDMENT OF STATE ENVIRONMENTAL PLANNING POLICY (WESTERN
SYDNEY EMPLOYMENT AREA) 2009**

It is proposed to amend *State Environmental Planning Policy (Western Sydney Employment Area) 2009* ("WSEA SEPP") by:

- Introducing a new precinct by title, known as the *Broader Western Sydney Employment Area* precinct.
- Inserting a new "Land Application Map" which identifies the new Broader Western Sydney Employment Area precinct boundary.

Objectives

The proposed amendments to the WSEA SEPP are intended to:

- Identify new land for intended future employment purposes by expanding the WSEA lands to ensure there is adequate land to supply jobs to Western Sydney.

EXPLANATION OF PROVISIONS:

Part 1 Preliminary

4. Land to which this Policy applies

Under the WSEA SEPP, WSEA lands are currently divided into 10 precincts. The proposed amendment will introduce a new 11th precinct known as the *Broader Western Sydney Employment Area* precinct.

The policy will apply to the land identified on the Land Application Map.

Note. The Land Application Map shows the subject land divided into the following precincts:

- (a) Precinct 1 (Former Wonderland),
- (b) Precinct 2 (Eastern Creek),
- (c) Precinct 3 (Huntingwood),
- (d) Precinct 4 (Raceway),
- (e) Precinct 6 (Ropes Creek),
- (f) Precinct 7 (Erskine Park Employment Lands),
- (g) Precinct 8 (South of Sydney Catchment Authority Warragamba Pipelines),
- (h) Precinct 9 (Quarantine Station),
- (i) Precinct 10 (Greystanes Northern Employment Lands),
- (j) Precinct 11 (*Broader Western Sydney Employment Area*).**

7. Maps

The WSEA SEPP Land Application Map will be amended to include the new precinct (highlighted in purple). See the proposed map at **Attachment A**.

The proposed extension of the existing WSEA boundary will introduce an additional 4,537 hectares of new employment lands to be administered under WSEA SEPP.

Penrith Local Environmental Plan 2010 and *Liverpool Local Environmental Plan 2008* currently apply to development within the proposed extension. The proposed amendment to the Land Application Map does not rezone land and local planning instruments will continue to apply to the land.

7.3 Appendix C: Final WSEA SEPP Land Application Plan

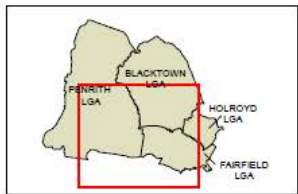
State Environmental Planning Policy (Western Sydney Employment Area) 2009 Land Application Map

sheet LAP 001

- Subject Land
- Cadastre
- Cadastre 2010/2014 © Land and Property Information (LPI)

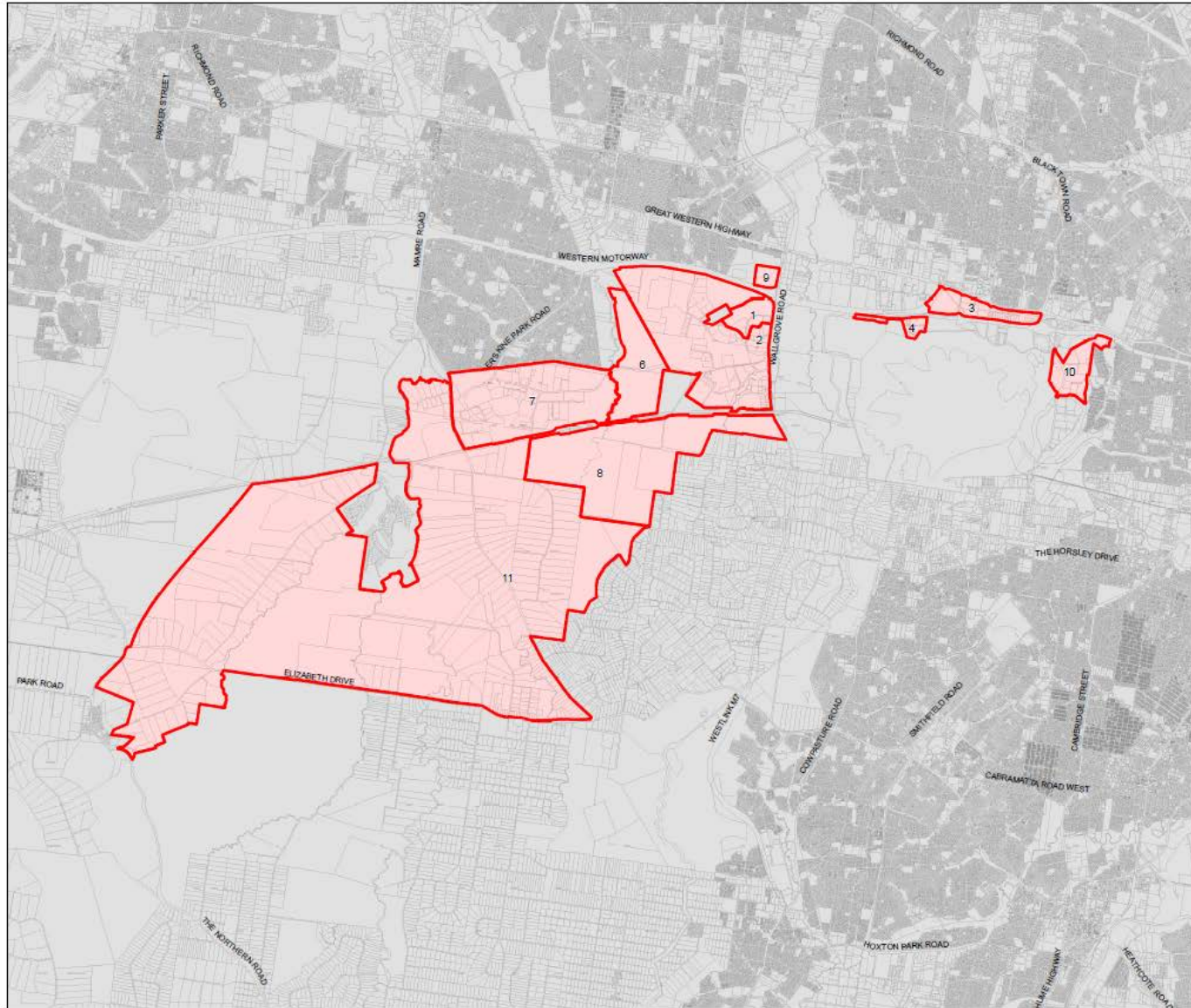
Precinct Number and Name

- 1 Former Wonderland
- 2 Eastern Creek
- 3 Huntingwood
- 4 Raceway
- 5 Ropes Creek
- 6 Erskine Park Employment Lands
- 7 South of Sydney Catchment Authority Warragamba Pipelines Quarantine Station
- 8 Greystones Northern Employment Lands
- 9 Broader Western Sydney Employment Area
- 10 Broader Western Sydney Employment Area
- 11 Broader Western Sydney Employment Area



Projection: MGA Zone 56
Datum: GDA84
Scale: 1:80,000 @ A3

Map Identification Number:
SEPP_WSEA_LAP_001_D80_20141020





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Environment**

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