

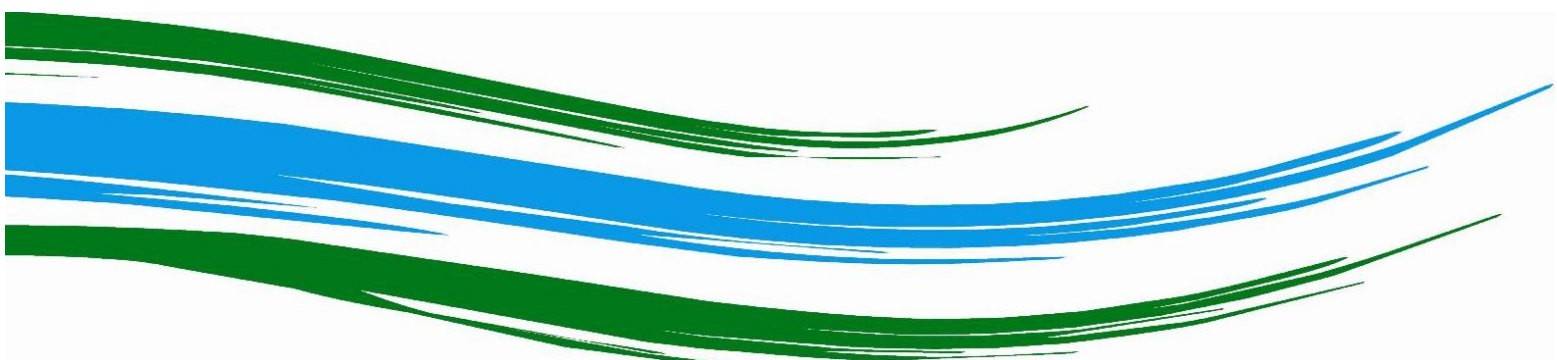


Camden Council

Attachments

Ordinary Council Meeting
25 February 2020

Camden Council
Administration Centre
70 Central Avenue
Oran Park



ORDINARY COUNCIL

ATTACHMENTS - ORDINARY COUNCIL

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9th February 2020

To Mr Ron Moore

General Manager

Camden Council

70 Central Avenue,

Oran Park NSW 2570

Dear Mr Moore

I forward this letter of thanks and job well done on behalf of all members of the Camden West Rural Fire Brigade.

Over the past few months, our brigade like most others have been committing many hours combatting the fires that have caused such devastation to many communities around our state of New South Wales. Our members were engaged in local commitment, commitment within our neighbouring zone of Wollondilly, Wingecarribee and numerous out of area involvement where multi day commitment was required.

Whilst all this was taking place, our brigade was tasked as a staging brigade, which saw fifty odd firefighters returning from shifts and new bodies taking up the warmth of the tanker seat to head out for another long day and/or night.

As a staging point brigade, there were many additional tasks to see to, from ensuring both food and drinks were available for all to use, clean toilets, clean and replenished hoses, radios, fuels and much much more were a daily routine that had to take place to keep the machine turning.

It would very much be an understatement to say, that this was a task that was hard relentless work, but a task that would have been ever so more difficult, if it was not for your team at Camden Council. How wonderful were they when the cry for help arrived. The generation of waste was something that became overwhelming, to a point where we were losing the battle, until a call was made for some Otto bins. In less than an hour, 24 new bins

had arrived, brought on site, set up, with a statement made, "if there is anything else you need, just call"!

During the following days, we encountered a major issue with the toilet system, where things were not working as they should and a real dilemma had unfolded. Another phone call to a known Council contact, and guess what? the plumber arrived in thirty minutes during a weekend, fixed the problem and all was back on track, ready for the thirty odd that were not long off arriving home.

Unfortunately, some of our vehicles were asked to work hard and work hard they did. With things breaking or just damaged in the fight, there was a need for understanding and a quick turnaround fix to get the tanker back out in the field. Needless to say, young Jason in your workshop was just unbelievable. Unbelievable in his acceptance of the task, his appreciation of the need and his ability to get the job done in a time that left most of the crews pretty much unaware that there was even a repair done. What a credit he is to your team!

The Camden West Brigade were certainly given a tall mountain to climb, a climb that took place over twelve long weeks, a challenge that was taken on with thoughts of "how are we to do this and still offer our daily numbers to go off and fight fires". It was the help offered by your people Mr Moore, that allowed us to stand up each day and meet everything that was sent our way. Still today there are passing comments and Facebook recognition for a job well done Camden West.

I felt it appropriate and my duty as Captain Mr Moore, to make contact with you, to demonstrate the appreciation of my brigade members and to highlight to you, the magnificent team of people you have representing our Council. Much of the recognition I speak of, belongs with you and your people and for this I'm extremely grateful.

On behalf of the entire team at Camden West, thank you, and thank you very much to those who dug deep and conquered the challenges we gave them. So, I use the words that have been sent our way many times, **Job well done!**

Kindest Regards



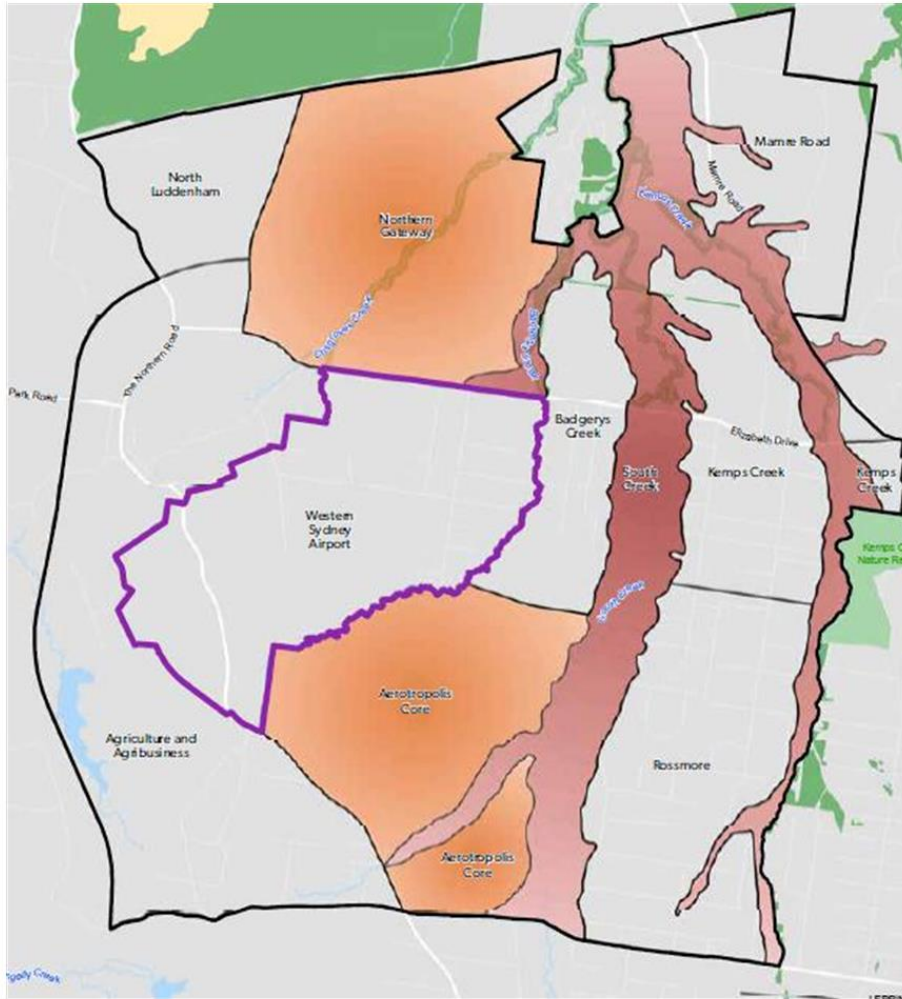
Steve Urquhart

Captain

Camden West Rural Fire Brigade



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 LUUIP are broadly supported.

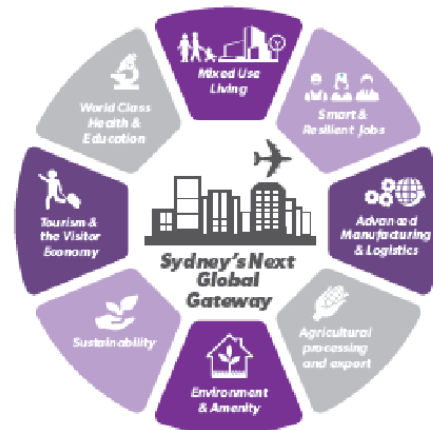
Council is looking forward to working with the DPE and relevant partners in meeting the vision through planning frameworks and governance arrangements to optimise economic opportunities, improved coordination and delivery of road and rail infrastructure, and development of a strategic framework for the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

The LUUIP 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 LUUIP and recognises that initiatives and projects could leverage from one or more focus areas.

Council commends the six principles to assess the Stage 1 LUUIP'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 LUIP 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 LUIP for the South West Growth Area (SWGA) includes appropriately zoned land for employment generating land uses with a mix of job densities where the SWGA 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 LUIP 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 SWGA), 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 SWGA, 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 LUIP 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/LUIP, 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 LUIP 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 LUIP 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.

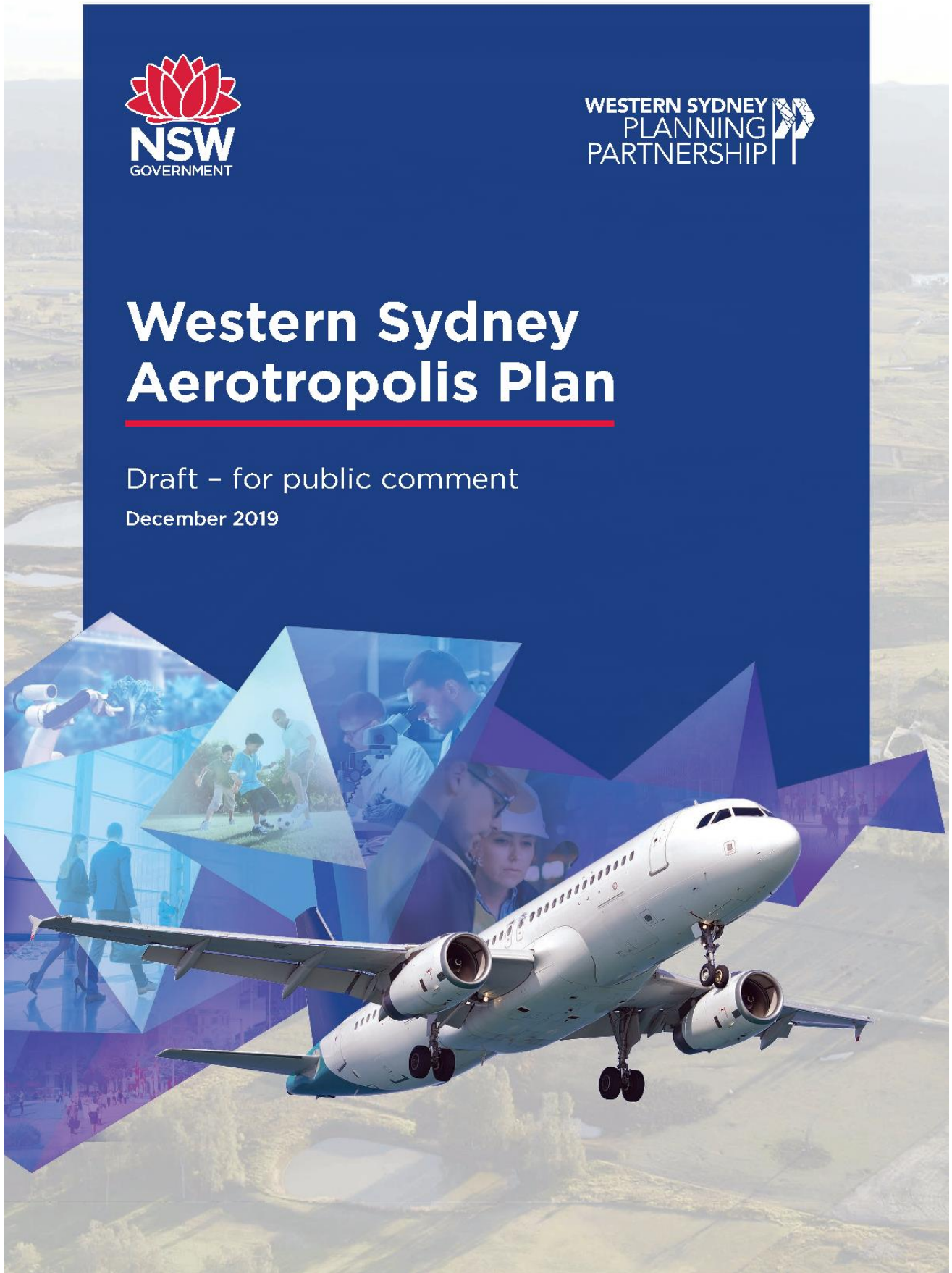
The South Creek precinct is the green spine of the WSA, so the appropriate investigation into a relocation (translocation) plan for the threatened flora and fauna within the WSA should be undertaken to help mitigate the impacts of the proposed development.

Conclusion

The WSA LUUIP 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 LUUIP 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 LUUIP 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.



Visit:

www.wscd.sydney/planning-partnership
www.planning.nsw.gov.au

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An aerial photograph of a river winding through a landscape with some buildings and trees. The image is dark and serves as a background for the text.

Acknowledgement

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

This Plan recognises that, as part of the world's oldest living culture, traditional Aboriginal and Torres Strait Islander owners and custodians of the Australian continent and adjacent islands share a unique bond to Country — a bond forged through thousands of years of travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

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

This significant connection to Country plays an important part in shaping this Plan.

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

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Executive summary

The Western Sydney Aerotropolis Plan sets a vision for the Western Sydney Aerotropolis as Australia’s next global gateway, built around the world-class Western Sydney International (Nancy-Bird Walton) Airport.

The Aerotropolis will be a centre of employment for:



Defence and aerospace



Advanced manufacturing



Technology



Agribusiness



Education and research



Health



Tourism

An aerotropolis is a metropolitan area with infrastructure, land uses and the economy centred on an airport. The Western Sydney Aerotropolis is a once-in-a-lifetime opportunity to drive transformational change in the emerging Western Parkland City, a vision for Western Sydney that will improve opportunity, amenity and sustainability for workers and residents.

In setting its vision through the *Greater Sydney Region Plan*, the NSW Government has committed to a 30-minute city, where people live within 30 minutes by public transport of their nearest strategic or metropolitan centre. The Aerotropolis is essential to this vision.

It will be an accessible, innovative and connected city. Its evolution will catalyse a jobs dense environment nurturing industry of the future. It will help to boost productivity and contribute to significant jobs growth in Western Sydney. As an employment centre for the Western Parkland City it will include jobs in defence and aerospace, advanced manufacturing, technology, agribusiness, health, education, research and tourism.

The Aerotropolis will be framed around a landscape-led approach, where Wianamatta–South Creek, large regional parks and an expansive network of green and blue corridors shape the city’s structure and building. Noise sensitive uses in appropriate locations will protect the community from the 24/7 airport operations. People will live and work in vibrant urban centres with a mix of uses, walking and cycling paths, and social and cultural infrastructure.

Planning on this scale will build resilience and adaptability to the effects of a changing climate and draw on circular economy principles to better use resources and reduce waste on an Aerotropolis-wide scale. Integrated transport and digital networks will

prioritise more sustainable connections and make it easier for people to navigate their way around the Aerotropolis. Essential freight connections to and from the Airport and other areas like the Agribusiness Precinct will be focused on main roads away from local areas.

Given the many elements, stakeholders and ambitions for creating this 21st century city, the Plan sets out 10 objectives to shape decision-making across the four themes of the *Greater Sydney Region Plan*: productivity, sustainability, infrastructure and collaboration, and liveability. These objectives are supported by landscape, urban design and planning principles.

Importantly, all work will be guided by a single, overarching objective to Recognise Country: Acknowledge Traditional Owners and provide opportunities to Connect with Country, Design for Country and Care for Country when planning for the Aerotropolis.

This draft Plan builds on the unprecedented collaboration across all levels of government that commenced with the Western Sydney City Deal. It was developed by the Western Sydney Planning Partnership, a key commitment of the Western Sydney City Deal and strategic, innovative approach that includes Western Sydney councils and State agencies. It builds on the *Stage 1 Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan* (LUIIP).

The Plan sets out a sequenced approach to precinct planning that will optimise planned investment in major infrastructure and create the impetus for the early activation of the Aerotropolis. It establishes 10 precincts, of which six will be planned for early. These are described in more detail on pages 6-7.

This timing represents a shift from that set out in the Stage 1 LUIIP, in response to

feedback to the public exhibition, create early employment opportunities and better coordinate infrastructure planning.

Detailed precinct planning will aim to stage and sequence development within and between precincts to optimise infrastructure provision. This will be informed by the Place-based Infrastructure Compact for the Aerotropolis.

Infrastructure funding will be refined through work on an Aerotropolis Special Infrastructure Contribution, local infrastructure planning and funding mechanisms by Liverpool and Penrith City councils, and possible value capture mechanisms.

The Plan will be implemented through a statutory planning framework that includes a new Aerotropolis *State*

Environmental Planning Policy (SEPP) and Development Control Plan (DCP). This framework will guide more detailed precinct planning and master planning, promoting exemplary design outcomes and implementing detailed development controls to achieve the vision for the Aerotropolis.

More detailed precinct plans for the initial precincts will be on exhibition by mid-2020. Infrastructure planning, and work on major transport corridors, airport operations and environmental considerations are continuing. Traditional Owners are helping to shape the Aerotropolis and its rich cultural values, as the community, businesses, landowners and developers also participate in the development of Australia's newest global gateway.

Next steps:



Community consultation



Finalisation of *Western Sydney Aerotropolis Plan*, Aerotropolis SEPP and Phase 1 DCP



Precinct Planning – initial precincts

Figure 1: Artist's Impression of the Aerotropolis Core centre
Source: Cox



1

Introduction

The *Western Sydney Aerotropolis Plan* sets the planning framework for the Western Sydney Aerotropolis, Australia's next global gateway focused on the Western Sydney International (Nancy-Bird Walton) Airport (the Airport).

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 within a cool, green and connected Western Parkland City.

The success of the Aerotropolis requires strategic, integrated planning across different levels of government and collaboration with business and the community. This Plan will help to drive this process.

The Plan was developed by the Western Sydney Planning Partnership, a local government-led initiative that brings Blacktown, Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly councils together with key State agencies. It builds on the *Stage 1 Land Use and Infrastructure Implementation Plan* (LUIIP) for the Aerotropolis, released in 2018.

The Planning Partnership 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.

1.1 The Aerotropolis

The 11,200 hectare Western Sydney Aerotropolis surrounds the site of the Airport in Badgerys Creek (without including the Airport site itself). It sits within the Penrith and Liverpool local government areas (LGAs).

The Aerotropolis contains 10 precincts (see page 7), six of which will be the focus of initial precinct planning. Following feedback on the Stage 1 LUIIP, the Agribusiness, Badgerys Creek and Mamre Road precincts have been brought forward as initial precincts to help create early employment opportunities and better coordinate infrastructure planning.

Initial precincts

- Aerotropolis Core
- Agribusiness
- Badgerys Creek
- Mamre Road
- Northern Gateway
- Wianamatta-South Creek

Remaining precincts

- Dwyer Road
- Kemps Creek
- North Luddenham
- Rossmore

Next steps

- Rezone initial precincts by mid-2020*
- Exhibit precinct plans by mid-2020 and finalised by late 2020
- Commence master planning of large sites, subject to statutory requirements.
- Retain existing zoning under *Liverpool LEP 2008* or *Penrith LEP 2010* until precincts are rezoned under Aerotropolis State Environmental Planning Policy (see 3.2.1)
- Sequence precinct planning and rezoning to match infrastructure provision and the rate and nature of development in initial precincts and adjoining areas.

* Except for Mamre Road Precinct (zoned under WSEA SEPP)

The Western Sydney City Deal spans

3

Levels of government:



8 local councils



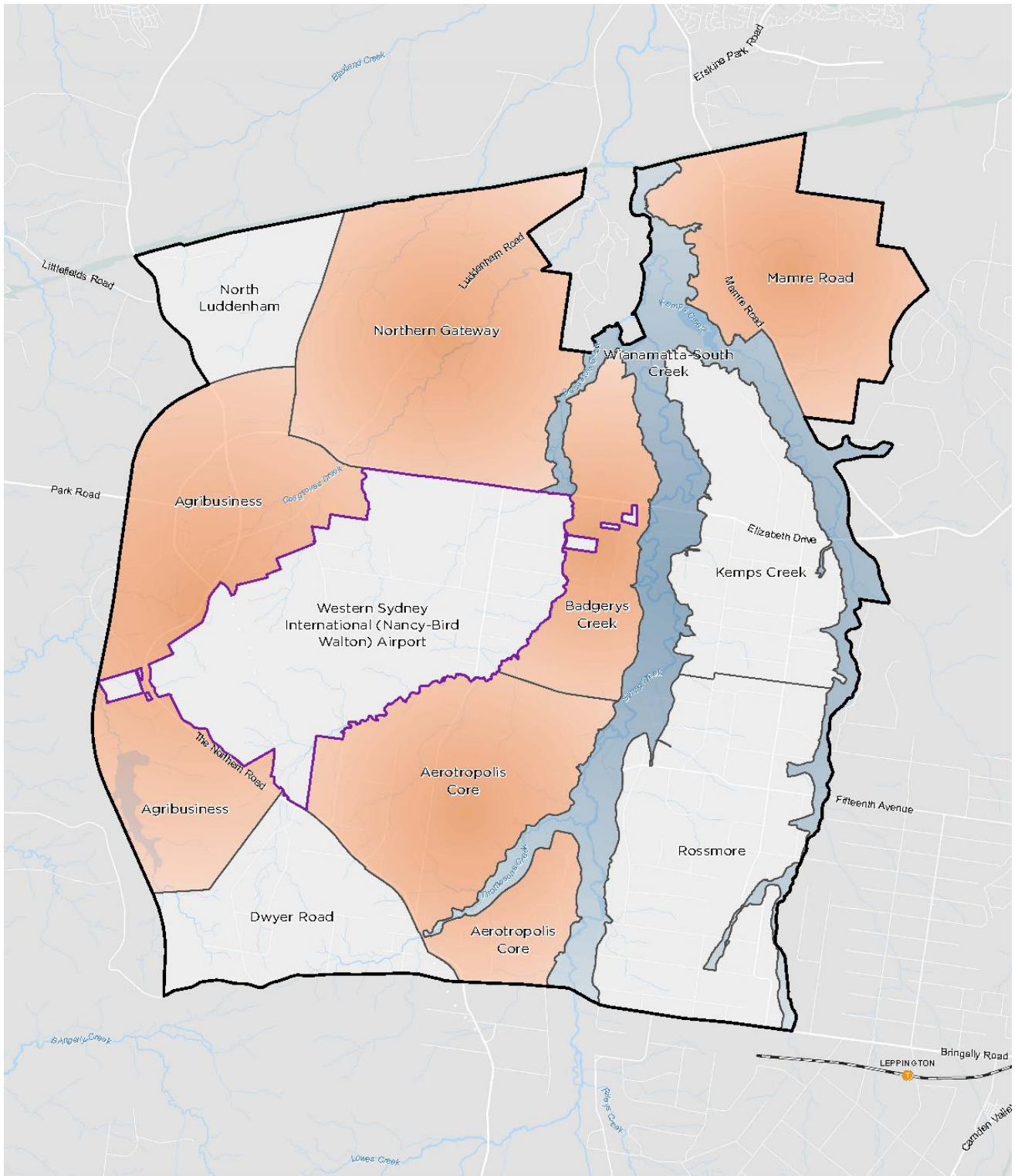
NSW Government



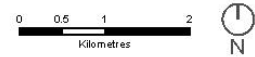
Australian Government

What is an Aerotropolis?

An Aerotropolis is a metropolitan area whose infrastructure, land-use and economy are centred on the airport and includes the outlying corridors, and aviation orientated business and residential development that benefit from each other and their accessibility to the Airport.



- Initial Precincts**
Western Sydney Aerotropolis
- Western Sydney Aerotropolis
 - Western Sydney International (Nancy-Bird Walton) Airport
 - Initial Precincts
 - Wianamatta-South Creek



1.2 Purpose of the Plan

As the planning framework for the Aerotropolis, this Plan acknowledges the area's Traditional Owners. It recognises the rich cultural history of the land on which the Aerotropolis is located and the continuous and deep connection to Country for Aboriginal people.

This Plan embraces the transformational potential of the Aerotropolis and airport. It aspires to share the benefits of population and economic growth and create employment, develop skills and boost productivity, providing jobs closer to home and towards achieving a 30-minute city.

It balances this with an ambitious 'landscape-led' planning approach, where the structure and places of the Aerotropolis are defined by the Blue-Green Grid – a network of blue and green spaces and assets such as waterways, open spaces and the tree canopy.

The Plan begins by establishing a vision, objectives and principles to give effect to these objectives. It identifies the intended land use planning outcomes for each of the 10 precincts and a sequenced approach to precinct planning that optimises investment in major infrastructure and creates the impetus to activate the Aerotropolis early.

This Plan defines how the broader region's environment, waterways, strategic transport network, infrastructure and economy will combine to transform the Aerotropolis into a contemporary metropolitan city. Complementing Liverpool, Penrith and Campbelltown, the Aerotropolis will be part of the metropolitan city cluster at the heart of the Western Parkland City.

This Plan introduces statutory mechanisms to implement the vision and objectives. Alongside future precinct plans and site-specific development control plans (DCPs), it gives effect to the *Greater Sydney Region Plan: A Metropolis of Three Cities* and the *Western City District Plan*.

The Plan represents a collaborative approach led by the Planning Partnership and continued cooperation with the Australian Government, Western Sydney Airport, the Western City and Aerotropolis Authority (WCAA), Infrastructure NSW, Sydney Metro and other State agencies.

The Planning Partnership considered more than 600 submissions to the Stage 1 LUIP when developing this Plan. It will continue to engage broadly during precinct planning, commencing with the initial precincts.

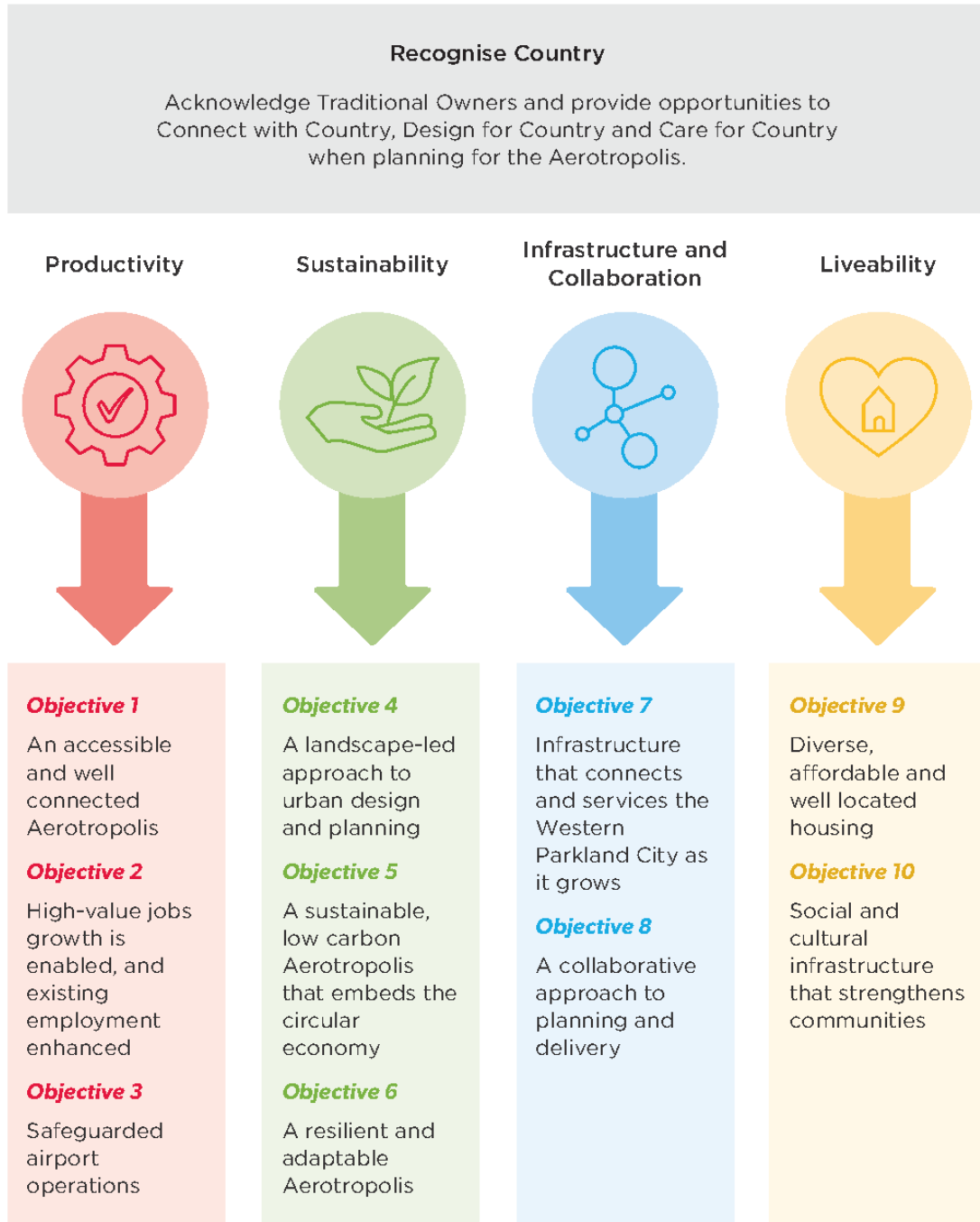
Planning for Aerotropolis also opens opportunities for new design approaches to landscape management and urban design. This Plan includes 47 landscape, urban design and planning principles that give effect to the objectives. These are detailed in the Appendix.

This plan gives effect to:



1.2.1 Aerotropolis-shaping objectives and principles

A single, overarching objective underpins this Plan and will be integrated into all planning:



1.3 Strategic context

The Region Plan sets a 40-year vision and 20-year plan for Greater Sydney. It seeks to meet the needs of a growing and changing population by transforming Greater Sydney into a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. The Aerotropolis is at the heart of the Western Parkland City.

1.3.1 The Aerotropolis within the Western Parkland City

The Western Parkland City will be home to 1.1 million people by 2036 and will experience a significant increase in jobs. Planning for the Aerotropolis is integral to ambitions for the Western Parkland City in areas such as:

- early planning for the Wianamatta-South Creek green spine
- jobs and housing supported by the proposed Sydney Metro Greater West (Stage 1) rail spine

- significant investment that will help to bring a greater diversity of jobs closer to where people live across the entire Western Parkland City including Penrith, Liverpool and Campbelltown-Macarthur.

The Aerotropolis will connect to Greater Parramatta and the Harbour CBD to realise the vision for Greater Sydney as a metropolis of three cities (see Figure 3). Beyond the metropolitan area, connections to NSW regional and rural areas, Australia and the world will create opportunities in advanced manufacturing, agribusiness, aerospace and defence, as well as freight, tourism and more.

Figure 2: Strategic planning context

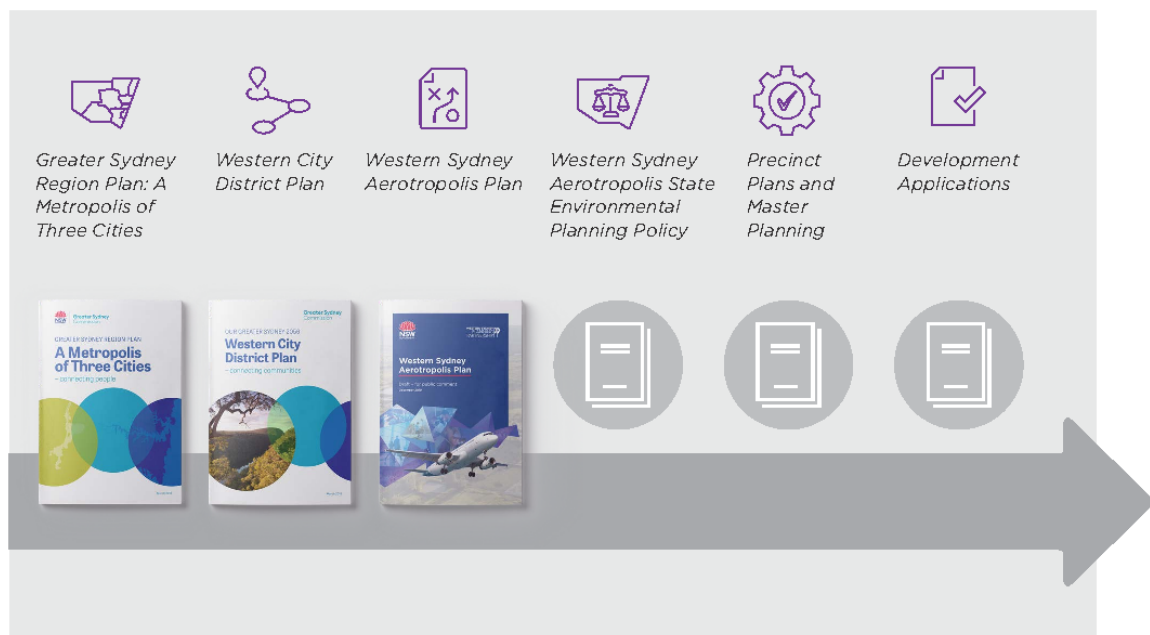


Figure 3: Sydney as Three Cities
Source: Greater Sydney Commission



1.3.2 The Aerotropolis and Wianamatta–South Creek catchment

Wianamatta–South Creek is the longest freshwater stream in Greater Sydney and a defining element of the Western Parkland City and the Aerotropolis. Its catchment includes most of Western Sydney's Cumberland Plain.

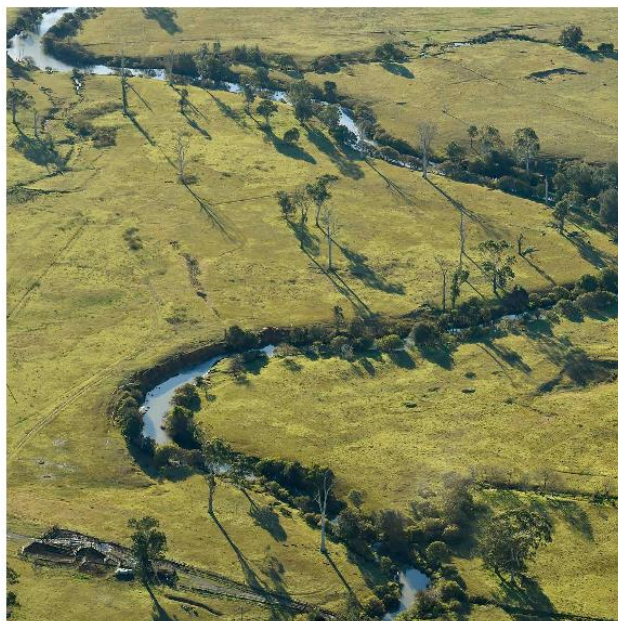
As the Aerotropolis transforms, the catchment will be renewed and improved using a risk-based approach to manage the cumulative effects of development on the health of catchments, as defined in Action 69 of the *Western City District Plan*.

This approach will identify waterway targets to mitigate impacts from stormwater and wastewater discharge to the creeks in the catchment.



Water resources have important cultural, spiritual and practical values for First Peoples.

Figure 4: Wianamatta–South Creek
Source: Greater Sydney Commission



12 Western Sydney Aerotropolis Plan

Waterway Health in the Wianamatta–South Creek Catchment

There are many waterway dependant species that are highly valued by the community living in the catchment. Not the least of these are important native fish which are valued by recreational anglers. Iconic species like the Australian Bass can only remain in the creeks and streams if the health of the ecosystem continues to support them. Both the flow and the cleanliness of the water in the creek must be considered.

What does Wianamatta mean?

Wianamatta–South Creek holds special significance to the Traditional Owners, who know the waterway as Wianamatta, or 'the Mother Place'. The name, Wianamatta, implies a matricentric landscape as in Dharug language wiana or wiyanga relates to mother and matta refers to a place of water. Wianamatta is understood as being part of an extraordinary wider cultural landscape extending from beyond the Blue Mountains through Emu Plains and east to the coast.

Wianamatta begins its journey near Narellan flowing north until its confluence with the Hawkesbury–Nepean River system near Windsor, creating a unique hydro-networked cultural landscape.

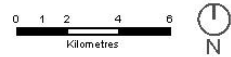
This cultural landscape has been shaped by a filigree of water systems that form and define the Cumberland Plain. Water resources have important cultural, spiritual and practical values for Aboriginal peoples. Waterways are used for cultural practices, including knowledge transfers as part of a healthy, flowing connected system.



Wianamatta-South Creek Catchment

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Wianamatta-South Creek Catchment
- National Parks and Nature Reserves
- Environmental Conservation
- Railway
- Waterways
- South Creek System (Strahler)



1.3.3 The Aerotropolis and adjoining areas

Planning for the Aerotropolis will complement that of other focus areas in Western Sydney (see page 15).

Western Sydney Employment Area (WSEA)

- Thousands of new jobs and synergies with the Aerotropolis in supporting economic and employment growth.
- Mamre Road Precinct in the north of Aerotropolis will be planned for under WSEA planning controls.

Greater Penrith to Eastern Creek Investigation Area

- Potential new growth area being planned for across government. Future public consultation will inform this work.

South West Growth Area

- New housing and jobs, with Leppington and Oran Park key destinations and access via the proposed South West Rail Link extension between Leppington and the Aerotropolis.

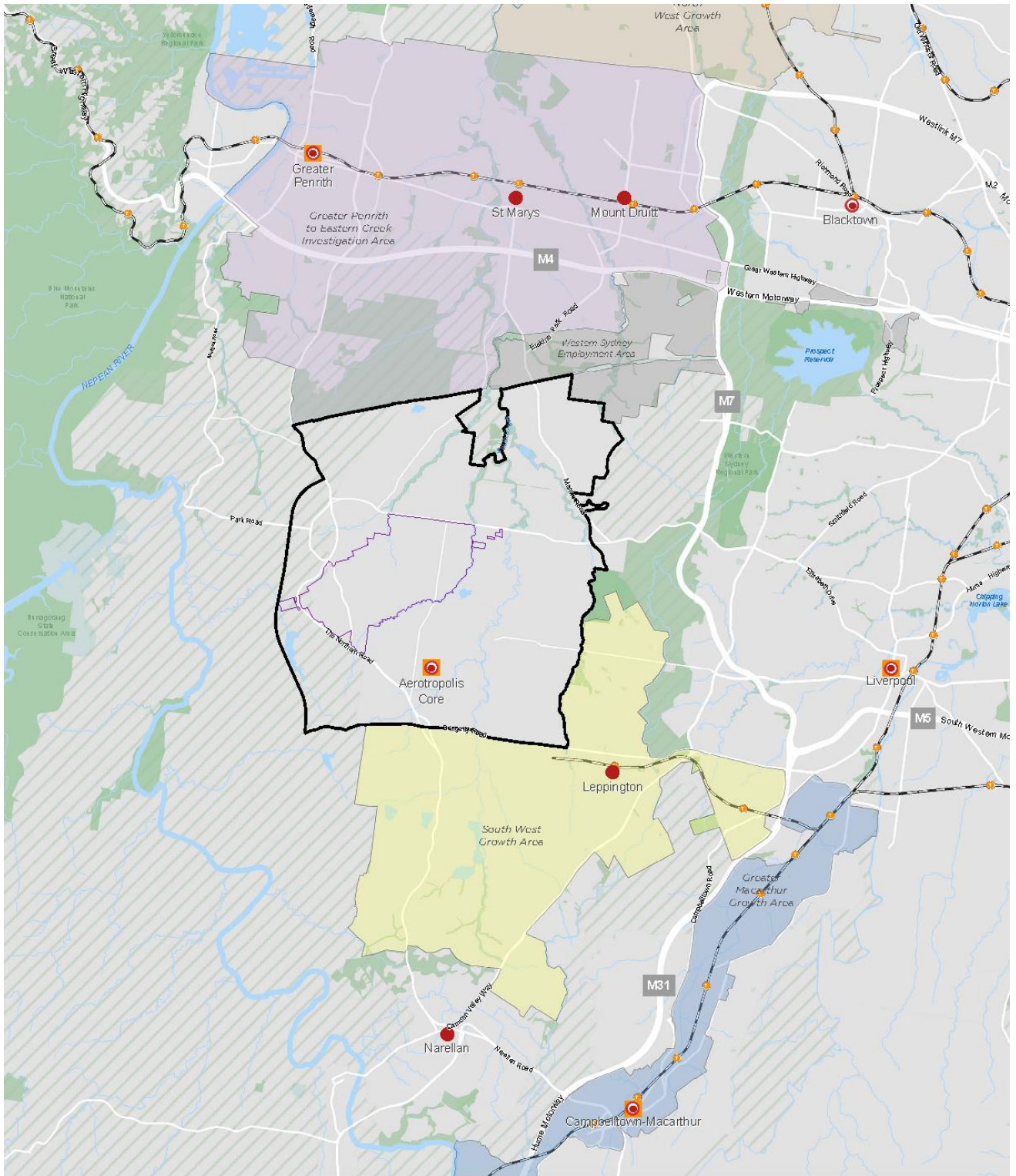
- Wianamatta–South Creek will allow recreational connections to the Aerotropolis.
- The proposed Fifteenth Avenue Smart Transit (FAST) Corridor will run east–west through Austral, and connect to the Airport, Aerotropolis and Liverpool.

Metropolitan Rural Area

- Outside the established and planned urban area to the west of the Aerotropolis.
- Includes public land protected for conservation, peri-urban land for rural uses and rural towns and villages.
- Maintained or enhanced through place-based planning.
- Economic viability of agricultural industries supported and enhanced as the Aerotropolis evolves, including through the Agribusiness Precinct.

Figure 5: Oran Park is in the South West Growth Area
Source: Department of Planning, Industry and Environment





Adjoining Areas

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- National Parks and Nature Reserves
- Environmental Conservation
- Western Sydney Employment Area
- Greater Penrith to Eastern Creek Investigation Area
- South West Growth Area
- Greater Macarthur Growth Area
- North West Growth Area
- Metropolitan Rural Area

- Metropolitan Cluster
- Health and Education Precinct
- Strategic Centre



1.3.4 The Aerotropolis and local planning

The Aerotropolis is within the local government areas (LGAs) of Liverpool and Penrith. As with all Greater Sydney councils, Penrith and Liverpool councils have developed draft Local Strategic Planning Statements (LSPS) for their LGAs.

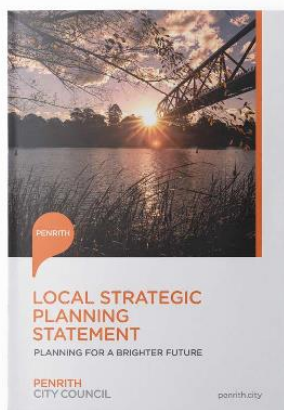
The draft documents require the councils to work with the NSW and Australian governments to implement this Plan and prepare precinct plans through the Western Sydney Planning Partnership. Planning for the Aerotropolis will align with these LSPSs.



Liverpool

Relevant priorities

- **Planning Priority 2**
A rapid smart transit link between Liverpool and Western Sydney International Airport – the FAST Corridor will connect Liverpool to the Aerotropolis and Airport.
- **Planning Priority 13**
A 24-hour Western Sydney International Airport growing to reach its potential – through the Planning Partnership, Council will ensure the Airport's curfew-free status is protected.
- **Planning Priority 16**
Rural lands are protected and enhanced – an updated Rural Lands Study and protected agricultural land will support the rural economy, ecosystem services and natural landscapes.



Penrith

Relevant priorities

- **Planning Priority 9**
Support the North South Rail Link and emerging structure plan – Council will work across government to maximise the benefits of the North South Rail Link (Sydney Metro Greater West).
- **Planning Priority 11**
Support the planning of the Western Sydney Aerotropolis – Council will work to minimise impacts and maximise benefits.
- **Planning Priority 12**
Enhance and grow Penrith's economic triangle – the economic triangle builds on the Western Economic Corridor between the Aerotropolis, Penrith and St Marys.





Figure 6: Artist's impression of interface between Aerotropolis Core, Wianamatta-South Creek and Fifteenth Avenue
Source: Cox

2

A vision for the Aerotropolis



The Aerotropolis is Australia's newest global gateway, built around the world-class Western Sydney International (Nancy-Bird Walton) Airport. Its evolution has driven transformational change in the Western Parkland City. Development is framed around Wianamatta–South Creek and an expansive network of parklands and green and blue corridors to realise the cool and connected Western Parkland City. Above all, it respects and connects Country. It creates opportunity, amenity and sustainability for workers and residents in Western Sydney.

The Aerotropolis accommodates high value jobs closer to where people live. It is an accessible, innovative 24-hour metropolitan centre, connected globally, nationally, locally and digitally.

It nurtures the industry of the future. It contributes to greater productivity and a significant increase in jobs for Western Sydney in areas such as defence and aerospace, advanced manufacturing, technology, agribusiness, health, education, research and tourism.

A diversity of housing in parts of the Aerotropolis Core, Northern Gateway and Rossmore precincts provide a vibrant and living city, protected from the 24/7 operations of the Airport. Centres are easy to walk around, with quality public areas and a mix of social and cultural infrastructure.

The Aerotropolis is low carbon, featuring next-generation energy, waste and water infrastructure. Circular economy principles minimise waste and pollution, retain water in the environment, reuse energy and regenerate natural systems to increase the tree canopy and urban cooling. Sustainable food production in the Agribusiness Precinct minimises food miles and reduces food wastage.

Sustainable urban connections include efficient and accessible public transport links, walking and cycling facilities, smart technologies and an efficient road network. Efficient freight movements are mainly by rail. People and business can access key centres in the Western Parkland City and Greater Sydney.





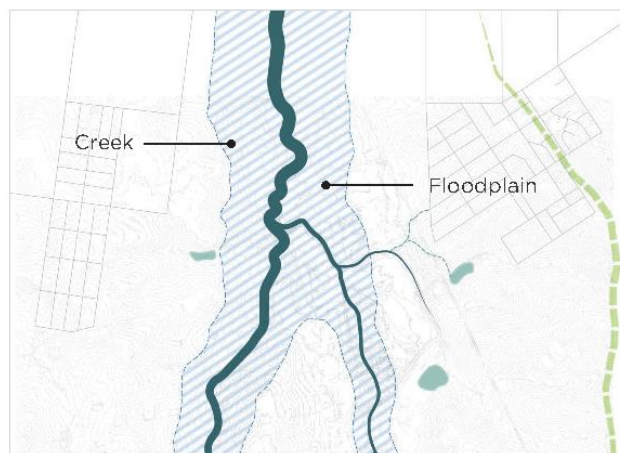
Figure 7: Artist's impression of an employment centre within the Aerotropolis
Source: Urbis

2.1 Achieving the vision - a landscape-led approach

To achieve the vision for the Aerotropolis, an innovative landscape-led approach is proposed that interweaves urban planning, landscape and urban design. This approach brings new thinking to land use and transport patterns and focuses on the structural elements required to create a cool and green Western Parkland City. It recognises blue and green infrastructure – major waterways, parks or green spaces – as the kind of elements that should shape the future of a city, just as major roads, rail lines, universities or hospitals have done traditionally.

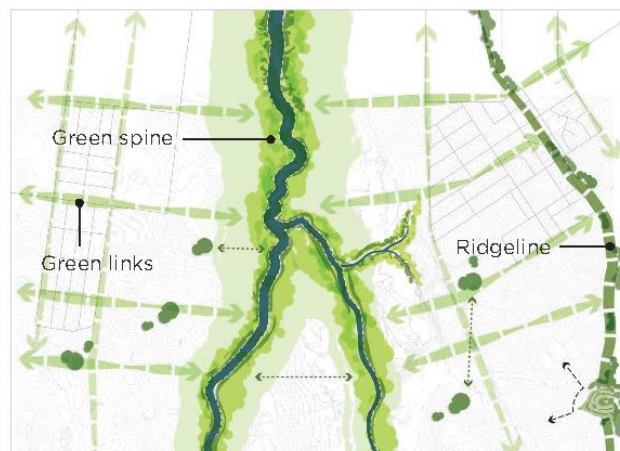
The landscape-led approach to planning and urban design is illustrated in the series of maps below. The process starts with recognising Country to identify and build the city's structure and places from the landform and water system.

Figure 8: Artist's impression of the town centre
Source: Urbis



Retain water in the landscape

- retain water in the landscape
- manage health of the Wianamatta-South Creek Catchment
- create a functional Blue-Green city structure that contributes to flood management and human safety



Preserve, extend and restore the green

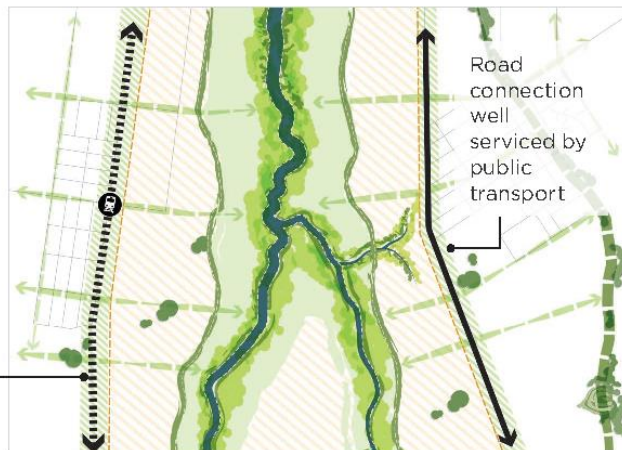
- preserve, extend and restore the green around the Wianamatta-South Creek corridor and tributaries
- conserve biodiversity land, remnant vegetation, water features, habitat links, cultural values and view lines



Locate transit corridors within walking distance to landscape amenity

- locate transport within a walk of attractive landscapes
- use Green Grid as basis of pedestrian connectivity and cycling network
- enhance edge of creek corridor and provide accessible local streets to encourage active transport

Mass transit corridor supported with green infrastructure

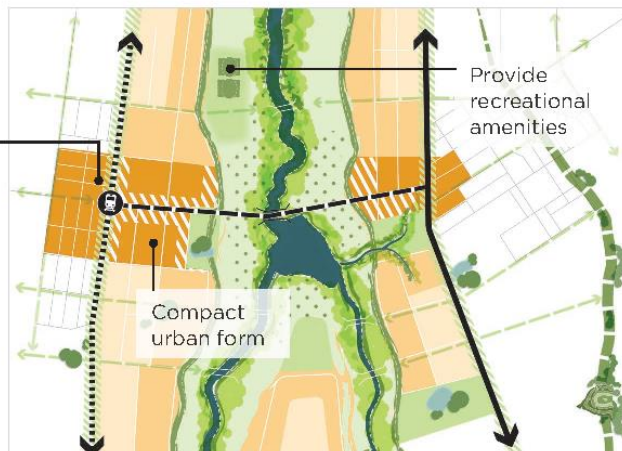


Orientate urban development towards landscape amenity, connected to transit corridors

- create places around amenity of creek corridor and open space close to public and active transport connections

Adopt urban typologies

- adopt urban typologies that ensure urban development retains water in the landscape with public space and private landscape spaces including streets used to provide a high level of liveability.



2.1.1 Starting with Country

Traditional understandings of Country will shape the Aerotropolis, influencing planning, urban design and landscape management. Aboriginal peoples understand that they originated from Country; it is at the centre of their ways of knowing and being. An appreciation of Country ensures Country is cared for throughout the process of design and development.

Connecting with Country is an approach being championed by the NSW Government to give effect to the objectives of the *Environmental Planning & Assessment Act 1979 (EP&A Act)* which states that Aboriginal culture and heritage are to be sustainably managed in the built environment. Using comprehensive and respectful approaches, planning for the Aerotropolis can build capacity and pathways for knowledge sharing between Aboriginal and non-Aboriginal communities.



Wianamatta–South Creek runs like a spine through the area, providing fresh water and fertile soils, with abundant ironbark and Sydney black wattle. This landscape has changed, with human modification and ecological processes, yet it remains significant as part of a system of relationships that depend on and interconnect with each other.

Country cannot be reduced to individual places disconnected from this system. Even when Country changes, the narratives of Country remain, told through storytelling, singing and language. The stories adapt to new events, technologies, information and the many people who today share Country.

Guided by Cultural Design Principals and leaders in the Aboriginal community, planning for the Aerotropolis will be informed and shaped by these narratives. Future natural, economic or cultural landscapes will preserve and embody Aboriginal values and identities.

The Country that the Aerotropolis sits within is a landscape of undulating shale plains and low hills, with open woodland and areas of denser vegetation.

Figure 9: Natural landscape
Source: Greater Sydney Commission





The area is to be driven by placemaking to attract the best and brightest to invest and work in the Aerotropolis.

2.2 Creating a global gateway

The Aerotropolis will be a regionally and nationally significant employment area for the entire Western Parkland City. It will contribute to national productivity. The landscape-led approach, coupled with collaborative place-making, will create a global gateway that attracts the best and brightest to invest and work in the Aerotropolis.

The Aerotropolis Core will be a new urban centre connected to fast and reliable transport as well as digital infrastructure. It will be a place for collaborating within and beyond the Aerotropolis. A mix of uses will support and enliven the city; employment, civic, retail, hotel, recreation, residential, education and cultural.

2.3 Designing a cool, green new city

The Aerotropolis will have compact urban form – a place where centres or work communities are connected by walking, cycling, interaction and collaboration. A compact urban form minimises the urban footprint and leaves more land for open spaces, waterways and recreation areas. It allows people to access a diversity of uses within walking distance of centres, open space or transport.

Urban typologies will be developed, contributing to the delivery of a cool, green, safe and sustainable Aerotropolis. They will ensure water is retained in the landscape, increase the tree canopy and reduce building reflectivity. These typologies are broader in scale than individual buildings and could include several different buildings, streets and open spaces.

Retaining water in the catchment will improve creek flow, reduce flooding risk, and irrigate open spaces and vegetation. It helps to provide a cooler, more attractive green environment for residents, workers and visitors.

Development in the Aerotropolis will incorporate cost-effective, efficient and low-maintenance solutions that ensure urban form and stormwater are considered in an integrated way with other infrastructure. Performance criteria will be developed to ensure that urban development:

- provides sufficient pervious areas to retain water to optimise stormwater management, flood protection and waterway health;
- improves/optimises water cycle management;
- maximises links and access to open space;
- increases tree canopy cover and shade; and
- mitigates urban heat through landscape, water and building reflectivity.

The typologies will be subject to refinement through the precinct planning process in the context of liveability and feasibility considerations and environmental and water management outcomes. Ultimately, a series of final urban typologies will be reflected in precinct plans, master planning and development controls.

The Aerotropolis will contain vibrant urban centres supported by a mix of uses

			
Employment	Civic	Retail	Hotel
			
Recreation	Residential	Education	Cultural

2.3.1 Public domain

The public domain is the shared and publicly accessible places in a city, suburb, or neighbourhood: open spaces, parks, bushland, plazas, public buildings, roads, streets and pathways.

The landscape-led approach integrates the many elements of the public domain as a landscape, connectivity and social infrastructure framework with quality public spaces. This creates:

- environmental parkland areas of diverse landscapes and vegetation where ecological and human benefits overlap
- a significant tree canopy that cools the air and, provides shade and urban cooling
- many high quality open spaces that offer different uses for residents, workers, students or visitors, and community and cultural facilities that integrate with the urban environment
- a local street and block structure that complements the topography, prioritises walking, cycling and attractive places and can be adapted over time.

2.4 Transitioning to an Aerotropolis

Land uses and urban forms will evolve as the Aerotropolis changes. Sequencing will ensure development takes place as infrastructure is provided to avoid dispersed development. This will require flexibility given the uncertain nature of future land uses, especially in non-residential areas. While this transition to from rural to non-rural land uses will occur over several decades, the important agricultural lands of today can be retained.

Land uses, buildings and structures may be temporal in nature in the short to medium term and transition to more intensive and higher order technology, advanced manufacturing and creative industry uses in the longer term. New enabling industries such as building materials production to facilitate construction of the Aerotropolis may be permitted subject to interface mitigation treatments and an ability for the site to transition to higher order uses compatible with airport operations over time.

Regardless, compact, walkable precincts will be planned for and developed upfront to meet the sustainability, liveability and connectivity objectives of the Region Plan. Careful planning of precincts that may initially accommodate larger building footprints within a walkable block structure will be required to allow for future land use intensification.

2.5 Retaining a green, biodiverse landscape

The Aerotropolis requires land for its many native plants and animals. This requires biodiversity to be assessed upfront in the planning for such large-scale development to identify urban capable land and areas with biodiversity values within the Aerotropolis. Regenerating natural landscapes will reduce impacts as the Aerotropolis develops and embed a circular economy approach.



A strategic conservation planning process is occurring which will identify and protect biodiversity values and also seek strategic biodiversity certification to confirm areas suitable for urban development.



Figure 10: Lake Burragorang Warragamba Catchment is rich in biodiversity and is located to the west of the Aerotropolis. Source: Department of Planning, Industry and Environment



3

Implementing the vision

3.1 Structure Plan

The Structure Plan is a spatial representation of high-level land uses, environmental assets and transport infrastructure within the Aerotropolis. It will be reviewed and updated alongside precinct planning and infrastructure provision.

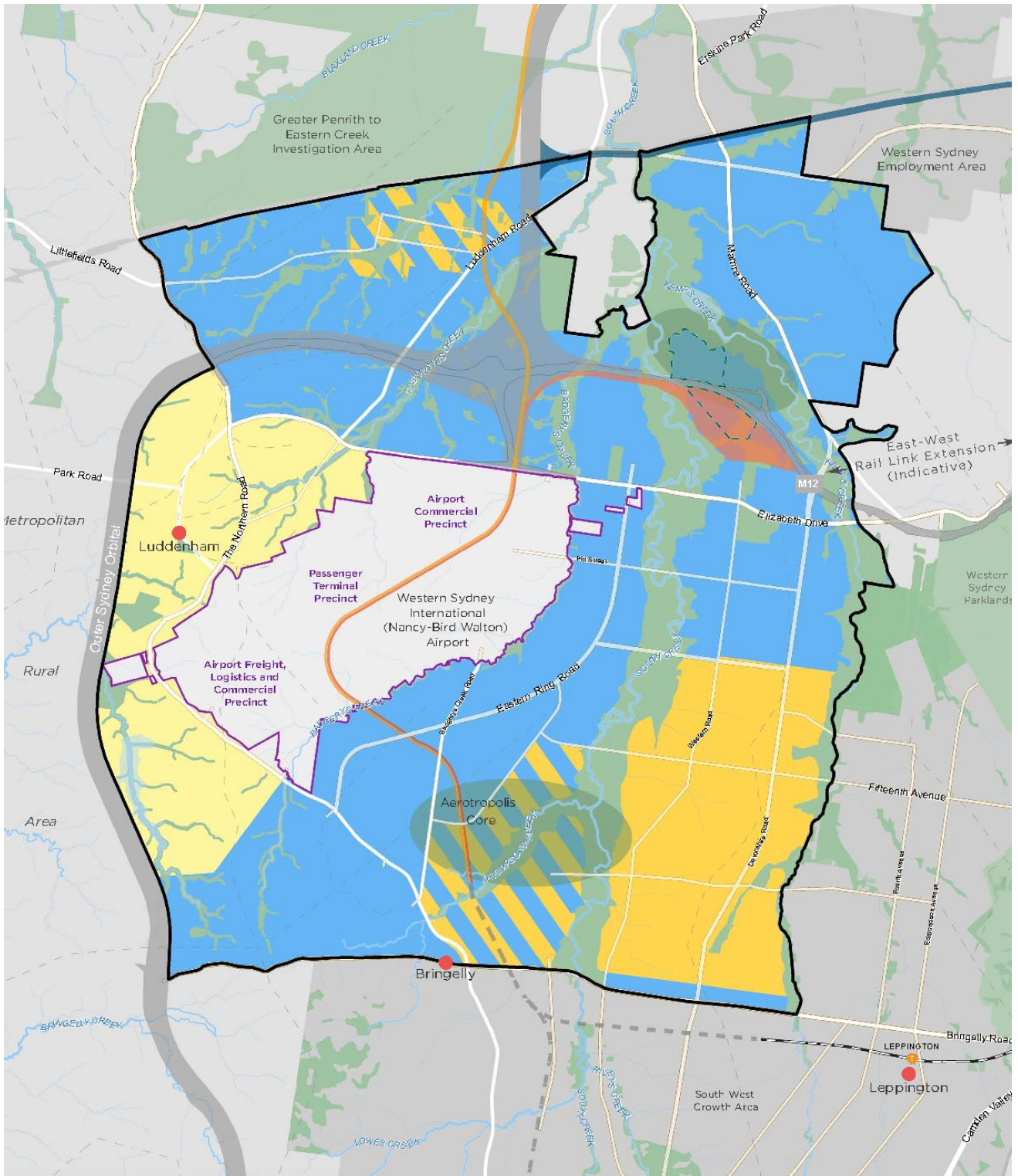
A network of new and existing centres will emerge from the precinct planning process and as Sydney Metro Greater West stations are confirmed together with rail, bus, walking, cycling and freight connections.

3.2 Planning framework

A comprehensive planning framework provides clarity for more detailed planning, implementation and delivery and ensures development meets with the objectives and principles of this Plan, the Region Plan and the District Plan.

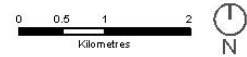
Figure 11: Planning framework





Structure Plan
Western Sydney Aerotropolis

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> Western Sydney Aerotropolis Western Sydney International (Nancy-Bird Walton) Airport Topographic Ridgeline Key Network Upgrades Regional Parkland (Investigation) Critical Utility / Infrastructure (Investigation) | <ul style="list-style-type: none"> Proposed Sydney Metro Greater West Potential East-West Rail Link, Stabling and Critical Infrastructure Proposed Future Rail Links (Investigation) Proposed Transport Corridor Potential Western Sydney Freight Line Corridor | <ul style="list-style-type: none"> Centre Agribusiness Environment and Recreation Flexible Employment Urban Land Mixed Flexible Employment & Urban Land |
|--|---|---|



3.2.1 Aerotropolis State Environmental Planning Policy

A new Aerotropolis SEPP will apply to the 11,200-hectare area surrounding the Airport except for the Mamre Road Precinct, which will be zoned under *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP). The SEPP will also protect airport operations beyond the Aerotropolis.



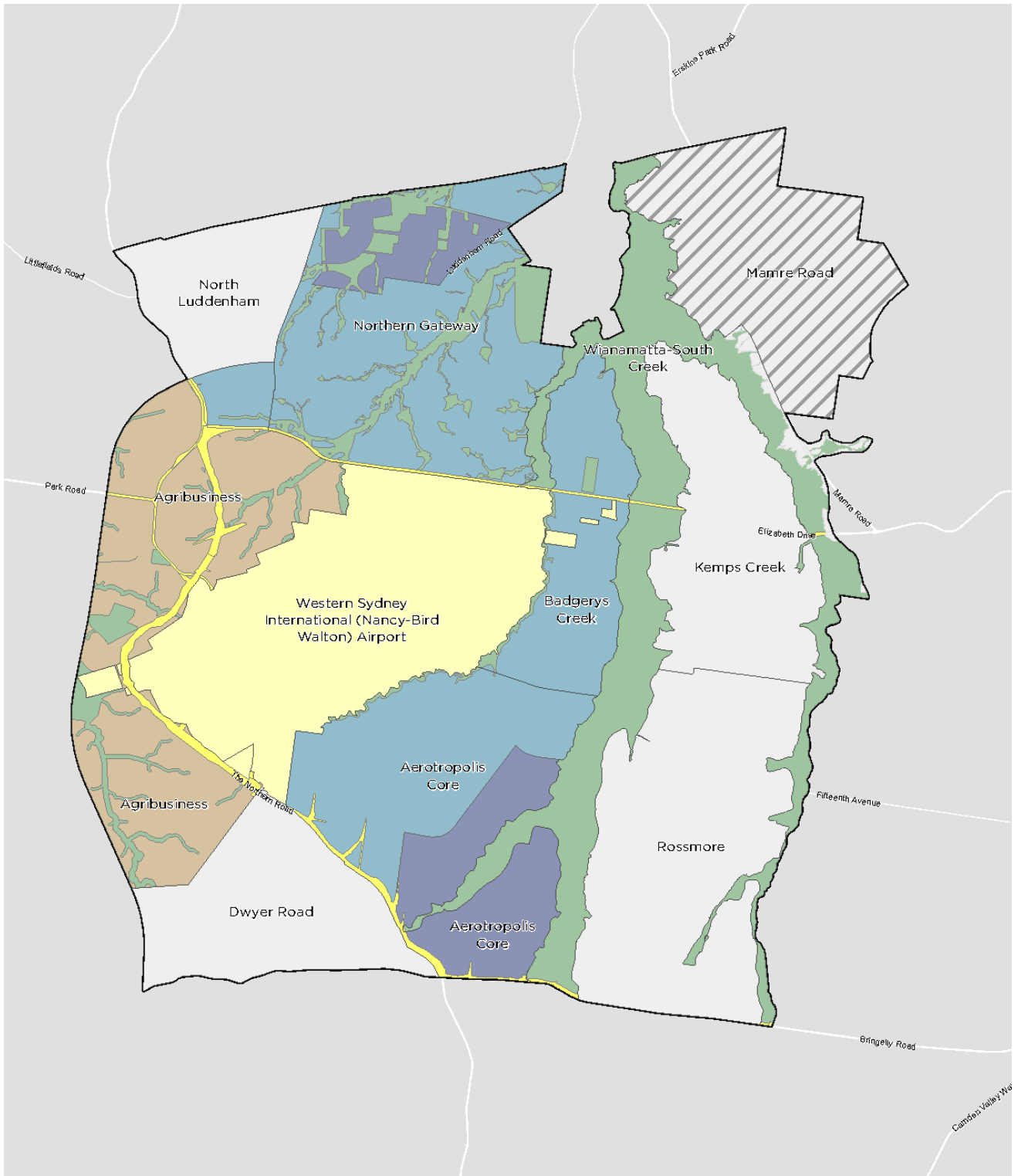
The Aerotropolis SEPP will encourage and support the orderly and economic use and development of land in the Aerotropolis.

It will provide statutory weight to the planning and development of land around the Airport and will implement this Plan by:

- establishing boundaries for applicable land
- defining all precincts and their boundaries
- establishing strategic objectives for all precincts
- applying land use zones to the initial precincts
- implementing various clauses and maps
- protecting transport corridors and utility sites
- providing performance criteria for the master planning process
- identifying the types of development applications that are to be referred to Western Sydney Airport and/or relevant Commonwealth department
- ensuring there is no increase in noise sensitive uses within the Australian Noise Exposure Concept (ANEC)/ Australian Noise Exposure Forecast (ANEF) 20 and above contours.

A combination of new and existing zones will be applied in the SEPP to enable the unique development opportunities that the Aerotropolis provides. These have been defined for the initial precincts, with zoning for the remaining precincts to occur at precinct planning stage:

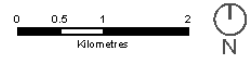
- **Enterprise Zone:** land where enterprise uses are supported while mitigating impacts of airport operations. Residential development and other noise sensitive uses not permitted.
- **Mixed Use Zone:** mixed flexible employment, residential and noise sensitive uses on land not affected by the ANEC/ANEF 20 and above contours in high amenity areas and areas well connected to public transport.
- **Environment and Recreation Zone:** most of the Wianamatta–South Creek Precinct and other areas identified for conservation and biodiversity.
- **SP1 Special Activities Zone:** the Airport and associated land in Commonwealth ownership to support airport operations and other special uses to support the Aerotropolis.
- **SP2 Infrastructure Zone:** new and existing road and rail corridors, transport facilities, and land required for utilities. The SEPP will need to be amended to accommodate infrastructure as it is planned and as corridor and site boundaries are further refined.
- **Agribusiness Zone:** to support high-tech agribusiness uses, including freight, logistics and horticulture in the Agribusiness Precinct.



Land Zone

Western Sydney Aerotropolis

- | | | |
|-----------------------------|--------------|------------------------------|
| Western Sydney Aerotropolis | Agribusiness | Special Purpose 1 |
| Precinct Boundary | Enterprise | Special Purpose 2 |
| Environment and Recreation | Mixed Use | Relevant LEP Zone |
| | | Mamre Road (under WSEA SEPP) |



Referral of development applications to Western Sydney Airport

The Aerotropolis SEPP will identify the triggers for development applications (DAs) that are to be referred to Western Sydney Airport and/or the appropriate Commonwealth department or agency, depending on their potential impact on the safe operation of the Airport. This will include development or activities that could impact on operational airspace, development that has the potential to attract wildlife within three kilometres of the Airport and development that could result in windshear or turbulence and development or construction activities that include the use of cranes that extend into prescribed airspace.

3.2.2 Aerotropolis Development Control Plan

The Aerotropolis DCP will guide precinct planning and master planning and promote exemplary design:

- Phase 1 will identify precinct planning principles to achieve the vision for the Aerotropolis and set objectives and some performance outcomes for development.
- Phase 2 will identify additional performance outcomes and specific development controls to satisfy required objectives, performance outcomes and acceptable design solutions for all development permitted within the Aerotropolis.

3.2.3 Section 9.1 Direction

This Plan is accompanied by a proposed amendment to *Ministerial Direction 7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan* under section 9.1 of the *EP&A Act*.

This reflects the new title and status of the Plan and requires that all planning proposals seeking to amend land zoned under the Aerotropolis SEPP or the respective LEP be consistent with this Plan.

Figure 12: Artist's impression of a transport hub in the Aerotropolis
Source: Cox





4

Infrastructure

This Plan identifies high-level infrastructure that will shape and support the Aerotropolis including their interdependencies, while precinct planning will identify the infrastructure required for each precinct. Because of the size of the Aerotropolis and the time over which it will develop, infrastructure provision will be staged. Precinct plans will indicate the likely sequencing for infrastructure in each precinct, informed by the Place-based Infrastructure Compact and local infrastructure needs.

4.1 Blue-Green Grid

The Blue-Green Grid is the network of blue and green spaces including waterways, riparian areas, bushland, parks and open spaces, tree canopy (including street trees) and private gardens.



These elements of a Blue-Green Grid are strategically planned, designed and managed to support a good quality of life in an urban environment.

4.1.1 Wianamatta-South Creek as Blue-Green infrastructure

This Plan and the District Plan embrace the Wianamatta-South Creek Catchment's natural blue and green systems as valuable assets. The landscape-led approach will incorporate these into urban activity and form, while improving and preserving environmental, cultural and spiritual values.

4.1.2 Parkland elements

Four parkland elements are included as investigation areas: Wianamatta-South Creek corridor, regional parks, ridgeline parks and multi-functional linear parks. Their potential and/or location will be determined during precinct planning.

Wianamatta-South Creek corridor

The Wianamatta-South Creek corridor is the central element of the urban design and water management of the Western Parkland City. Within the Aerotropolis it connects the potential southern and northern regional parks and provides the foundation of a city physically balanced with nature. The southern regional park will protect and improve the ecology of the northern regional park through the restoration of the creek and improved waterway health.

Regional parks

Regional parks will provide the immediate and recognisable identity of the Western Parkland City and Aerotropolis, connecting with the Western Sydney Parklands. The regional park investigation areas in the north and south of the Aerotropolis sit along the Wianamatta-South Creek corridor.

- The southern regional park will connect the environmental setting of the Wianamatta-South Creek corridor to urban areas in the Aerotropolis Core.
- The northern regional park located north of the proposed M12 Motorway at the confluence of South, Badgerys and Kemps creeks is an area of high environmental and Aboriginal cultural value. It could create an iconic parkland gateway visible from the air and on the ground.

Ridgeline parks

The ridges help to frame the Western Parkland City setting and can reduce the visual dominance of urban areas across a vast expanse of land with subtle elevational shifts. Existing trees will be retained, and tree planting will focus on riparian areas and ridgelines. Local parks and sporting grounds will be distributed along ridgelines and incorporate existing vegetation. Ridgetop parks will catch the breeze on hot days while also offering views to the Blue Mountains and facilities for stormwater management. Siting taller buildings in the valleys around the large



Figure 13: An example of a ridgeline park looking towards the Blue Mountains from Western Sydney Parklands
Source: Tyrrellstudio Pty Ltd

park system and situating lower buildings towards the ridgelines will integrate landscape and built form to retain views and the green setting.

Multi-functional linear parks

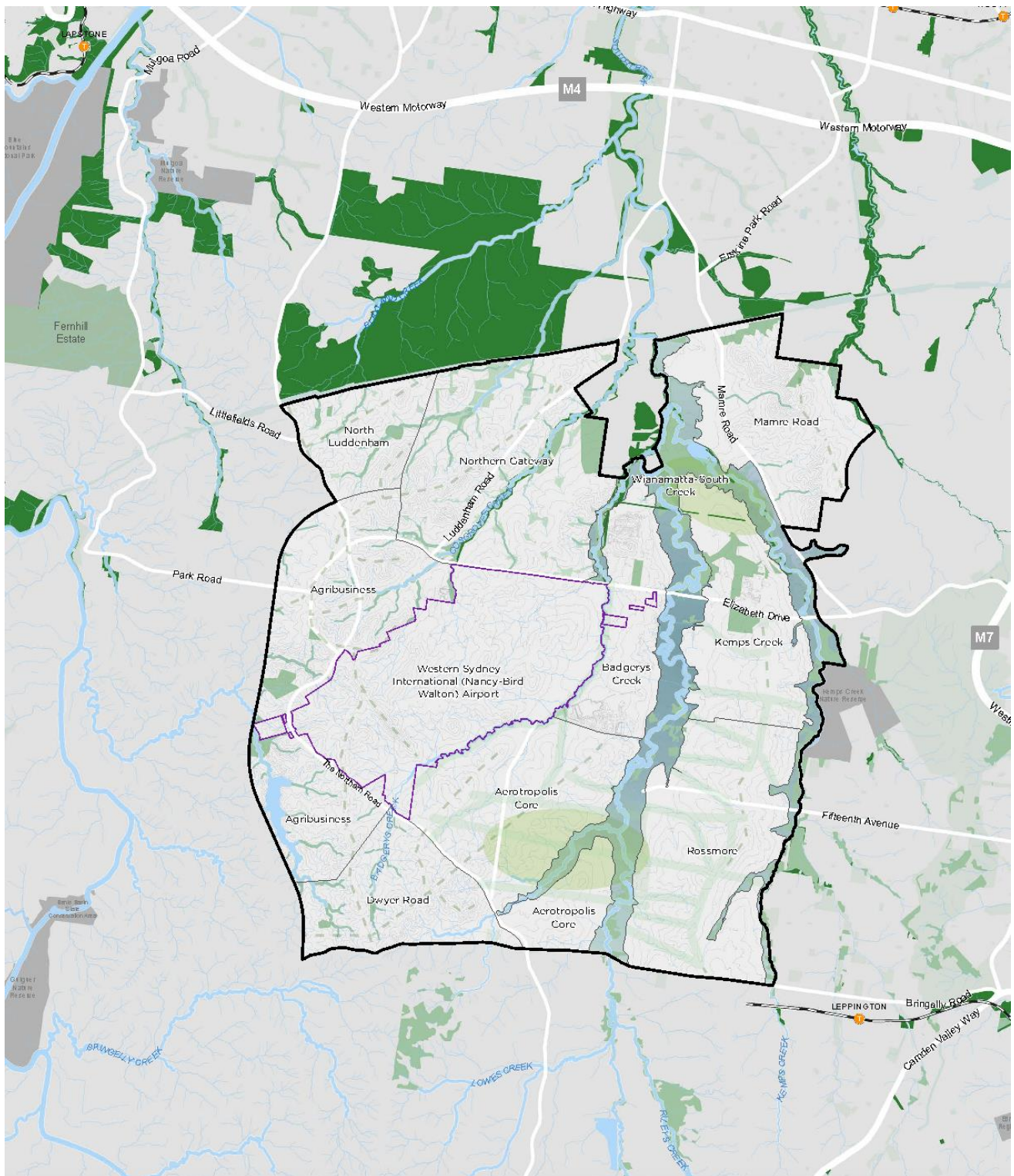
Multi-functional linear parks created alongside infrastructure corridors and minor creeks will offer quality local open spaces along creeks and between ridges and the floodplain. They will be places for walking and cycling connections as well as recreation. The geographic nature of the area's many creek systems means their spacing creates opportunities for green and connected walking, cycling and ecological systems. These will be the logical location of local shops and density that matches these attractive areas.

Streets










A walkable, fine grain street layout is to be provided that meets the needs of all uses and relates to the urban landform, the creation of quality public spaces and connects with other parkland elements. Retaining and planting trees along streets provides green connecting corridors that provide shade and support amenity and urban cooling. Raingardens at the end of streets near Wianamatta-South Creek and its tributaries will support management of stormwater.



Figure 14: The Goods Line in Sydney is an example of a multi-functional linear park
Source: Destination NSW



Blue Green Infrastructure
Western Sydney Aerotropolis

- | | |
|--|---|
|  Public Recreation |  Topographic Contour 5m |
|  Potential for Conservation |  Waterways |
|  Environmental Conservation |  Topographic Ridgeline |
|  National Parks and Nature Reserves |  Linear Parks (Investigation) |
|  Wianamatta-South Creek |  Regional Parkland (Investigation) |



4.1.3 Biodiversity conservation

Strategic conservation planning for the Aerotropolis will avoid, minimise or mitigate the impact of development on biodiversity values.

Biodiversity certification under the *NSW Biodiversity Conservation Act 2016* and the strategic assessment under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* apply to part of the Aerotropolis.

The Department of Planning, Industry and Environment will exhibit the *Cumberland Plain Conservation Plan* in 2020. It will aim to protect threatened plants and animals in Western Sydney while supporting the delivery of housing, infrastructure, open and green spaces. It will enable land to be certified for development and ensure areas of biodiversity value are avoided from development and conserved.

In general, areas to the east of the Airport site and south of Elizabeth Drive sit within the South West Growth Centre under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP)*. In December 2007 that land was conferred a biodiversity certification in accordance with Section 126G of the *Threatened Species Conservation Act 1995* (now the *Biodiversity Conservation Act 2016*).

In addition, the strategic assessment under the *Commonwealth EPBC Act* also applies to the part of the Aerotropolis that is subject to the Growth Centres SEPP. These commitments will continue to apply.

4.2 Future transport network

The future transport network will not only link the Aerotropolis to the world, it will help realise the aspirations of community and industry. Transport networks and services will be coordinated with investment plans and land use planning. The streets and places of the Western Parkland City will be smarter, healthier and more focused on people.

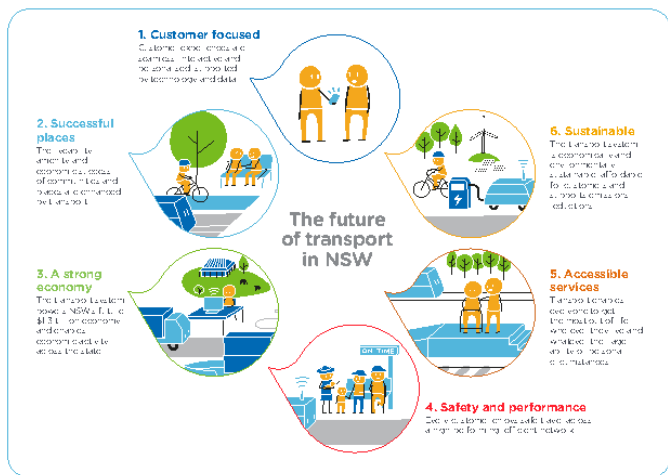


Figure 15: Future Transport’s six state-wide outcomes
Source: Transport for NSW

“In broadening our thinking about our roads, rail and streets beyond movement; places can better deliver social, environmental and economic improvements for the entire community.

Likewise, in broadening our thinking about movement to both mobility and access, we can promote the right mode for each trip purpose, and plan places that serve local areas and minimise the need to travel long distances”

Better Placed
(Government Architect NSW, 2018)



Figure 16 (top): Proposed Sydney Metro Greater West will provide city-shaping services

Source: Transport for NSW



Figure 17 (bottom): Example of a Metro station
Source: Transport for NSW

The *Western Sydney Infrastructure Plan* works include major upgrades of The Northern Road, while construction of the M12 motorway is imminent. Along with the crucial Sydney Metro Greater West, these links will tie the Aerotropolis to the opportunities and markets of Greater Sydney.

People in the Aerotropolis will be able to walk to the Metro on safe and shaded streets, enjoy frequent and direct bus services, have convenient access to schools and shops, and benefit from a comprehensive network of cycleways. To realise this vision and support the functions of the Airport and high-tech sector, a network of smart motorways and arterial roads will efficiently accommodate time sensitive freight and private vehicle trips.

New technology will make the Aerotropolis smarter and safer. For the logistics and aerospace sector, connected and autonomous vehicle (CAV) technology can reduce freight and handling costs. On large logistics and technology campuses, autonomous buses will provide connections to bus stops and transit hubs. New technologies allow more responsive transport services that will evolve as the Aerotropolis matures.

Planning for different movements will consider local networks that pass through centres and link places where people want to go, as well as freight and bypass networks to bypass centres and directly link people and goods to the wider network.

4.2.1 Transport services

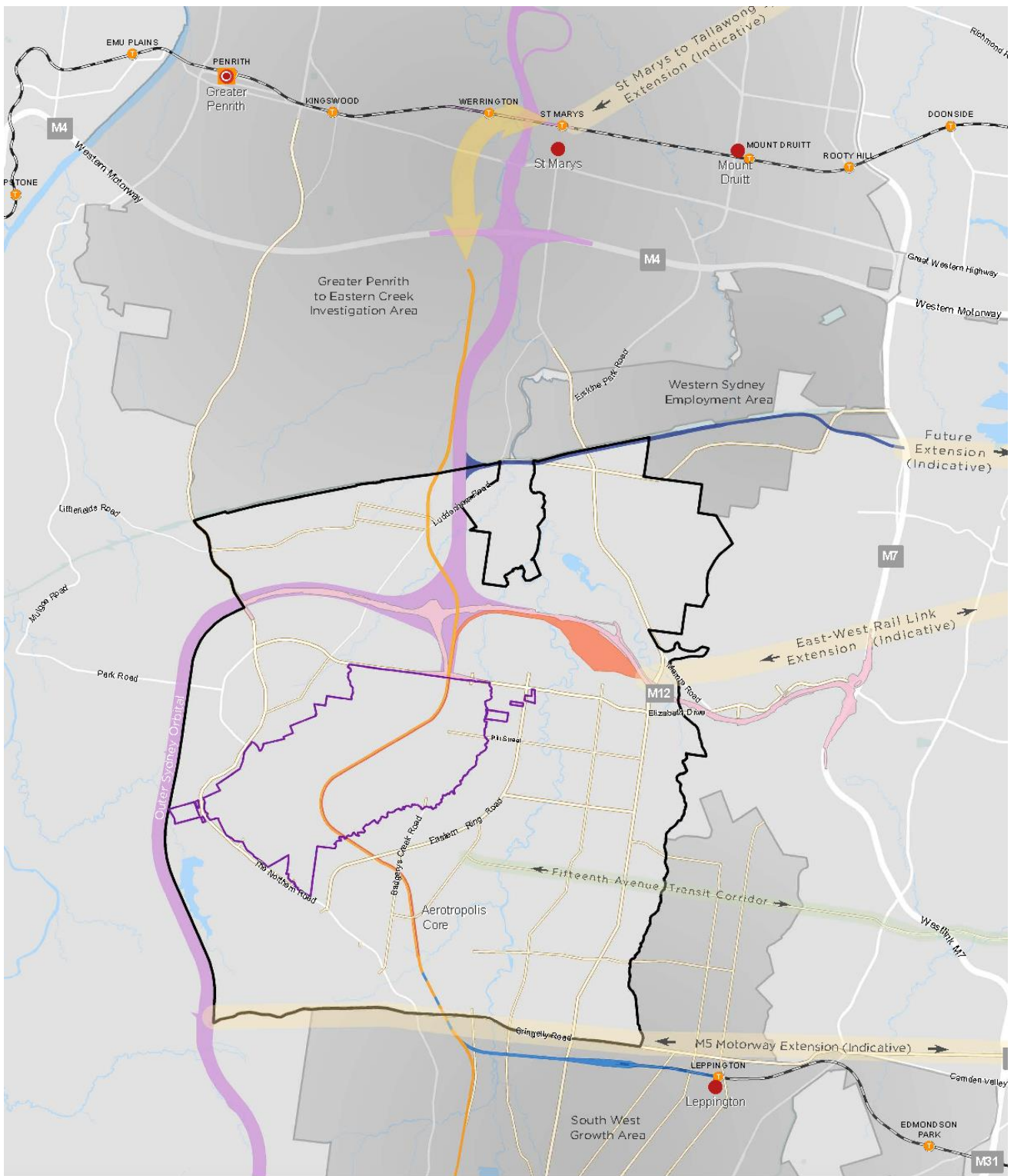
The Aerotropolis's transport network will reflect the service hierarchy adopted in *Future Transport 2056*:

- **city-shaping services** – mass transit public transport services of higher frequency, speed and volume linkages between cities and centres that shape locational decisions of residents and businesses
- **city-serving services** – high to medium capacity, high frequency services, with more frequent stopping patterns
- **centre-serving services** – medium to low capacity, high frequency or on-demand services that provide customers with access to their nearest centres and transport node.

Public transport services will be staged with development. Initial services on the proposed Sydney Metro Greater West (Stage 1) and rapid bus services linking Liverpool, Penrith and Campbelltown with the Airport and Aerotropolis Core will be supported by local services delivered in line with demand.

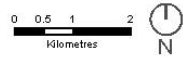
Interconnected mass transit city-shaping services that support the evolving needs of the Aerotropolis include the proposed Sydney Metro Greater West as part of a broader North South Rail Link corridor, and other connections such as the proposed Outer Sydney Orbital.

The proposed network includes a number of major city and centre serving connections. City-serving networks such as Elizabeth Drive and The Northern Road will provide high capacity and frequency, while centre-serving networks such as Luddenham Road, Western Road and Ramsey Road offer lower capacity but more closely spaced stops connecting to centres. Local centre-serving bus services will be complemented by smaller on-demand vehicles and 'mobility as a service' offerings, such as ride sharing. Connected urban sensor networks and artificial intelligence will allow on-demand services to anticipate and respond to changes in demand. In conjunction with mass transit and a comprehensive cycle network, these 'last mile' services will enable limits to be placed on private parking supply, further reducing congestion.



Proposed Transport Corridors
Western Sydney Aerotropolis

- | | | |
|--|---|---|
| Western Sydney Aerotropolis | M12 Motorway Corridor | Sydney Metro Greater West |
| Western Sydney International (Nancy-Bird Walton) Airport | Outer Sydney Orbital Corridor | Tunnel Connection to T1 (Subject to further investigation) |
| Metropolitan Cluster | Potential South West Rail Link Extension Corridor | North South Rail Line Corridor |
| Strategic Centre | Potential Western Sydney Freight Line Corridor | Potential East-West Rail Link, Stabling and Critical Infrastructure |
| Key Network Upgrades | | |



4.2.2 Network development

Transport network planning for the Aerotropolis and broader Western Parkland City will maximise the use of the existing roads. New connections will respond to proposed urban development through precinct planning.

The proposed network includes local and transit-focused streets that will connect to key centres including the Aerotropolis Core and the Airport. The Fifteenth Avenue corridor will provide a direct connection to these centres from Liverpool. Similarly, the Pitt Street Extension Corridor will provide an east-west connection for public transport, walking, cycling local traffic between Devonshire Road and the Airport Commercial Precinct via Pitt Street.



Planning for the Aerotropolis will accommodate a new freight infrastructure corridor between key freight centres and the Aerotropolis, as well as freight and logistics development in precincts identified for flexible employment and agribusiness.



The proposed transport network servicing the Aerotropolis will accommodate freight on connections that maximise effective and reliable movements while protecting local amenity.

Key freight links will serve the Airport and the Airport Commercial Precinct to support economic activities along Eastern (Airport) Ring Road. The upgrade of The Northern Road is designed to serve the Agribusiness Precinct and the Airport Freight and Logistic Precinct. The proposed M12 Motorway will be the major access route to the Airport and connect to Sydney's motorway network.

The proposed Outer Sydney Orbital Corridor will be the major north-south transport corridor between Richmond Road in the north and the Hume Motorway near Menangle in the south with a motorway interchange with the M4 Western Motorway. It will include dedicated freight rail infrastructure, providing a regional connection between Port Botany, Western Sydney and regional NSW.

The potential Western Sydney Freight Line would link the Southern Sydney Freight Line with potential intermodal terminals in the Western Parkland City. It would serve freight, logistics and related industries, and consolidate WSEA as a key freight and logistics hub. This line would also divert freight from the Main West Rail Line, unlocking passenger capacity.

Following landowner and community input, a final transport network will be determined through precinct planning, based on detailed investigations and analysis that focus on integrating land use and transport. This work will be underpinned by investigations to identify infrastructure priorities for the Aerotropolis within the broader Western Parkland City.

Figure 18: Artist's impression of the M12 linking the Aerotropolis to Greater Sydney. Source: Transport for NSW



4.3 Digital infrastructure - smart cities

Smart cities use technology to improve quality of life. Whilst the scale of initiatives can vary, most solutions use embedded, connected and interoperable technology tools and platforms that take advantage of smart devices working across infrastructure assets, services and sectors. A smart city:

- embeds sensors and communications technology in infrastructure as it is built or when it is being upgraded
- captures, exchanges and uses data securely from sensors
- communicates information, insights and actions, including through the infrastructure itself.

Investing in appropriately scalable and adaptable communications and digital infrastructure is fundamental to enabling a city that can respond to the sustainability objectives of the Aerotropolis, deliver a liveable city, and enable development of industry and jobs.

To create a smart city, the Aerotropolis will incorporate the following built infrastructure:

4.3.1 Connectivity infrastructure

- 4G and 5G (or other future technology) radio cells integrated into buildings, public transport, smart poles or other infrastructure
- Gateway devices for low power wide area networks that collect data from sensors
- Wi-Fi nodes and mesh networks for public access and sensor connection

- Fibre optic network to buildings and homes and data transfer from gateway devices
- Fibre network for high capacity links to commercial buildings, centres and management hubs
- Vehicle to Infrastructure (V2I) to communicate between road signs, traffic lights and connected autonomous vehicles (CAVs).

4.3.2 Sensor infrastructure

- Water, environmental, weather, soil or energy meters
- Traffic, transport and people movement sensors in road surfaces and buildings integrated with parking and traffic management infrastructure
- CCTV for smart transport, safety and law enforcement
- Smart lighting, remote controllable and event configurable
- Road marking for connected and autonomous vehicles.

4.3.3 Communications infrastructure

- Digital signage and interactive smart screens in public spaces and transport
- Smart poles that combine lighting, sensors, connectivity and signage
- Smart benches with many functions such as cooling or heating, device charging, lighting, sensors, connectivity and smart screens
- Coordinated and adaptive traffic signals
- Smart road marking to facilitate traffic management.

Figures 19-20:
Examples of digital infrastructure

4.4 Energy infrastructure

The Aerotropolis will be powered through sustainable, next-generation energy infrastructure consistent with the NSW Government's 2050 Net Zero Emissions commitment. Locally produced clean energy, energy storage solutions, smart grid and real time usage optimisation technology and innovative power purchasing options will be a focus for energy providers.

The NSW Government will work with energy infrastructure providers to deliver energy infrastructure that meets the objectives for a world's best practice energy system. This will seek to combine local generation, such as small and medium scale solar, and storage, with advanced electricity network management systems.



Figure 21: The Aerotropolis will be powered by sustainable, next-generation energy infrastructure

The development of energy supplies will draw on Australian and international experience to combine locally generated electricity with the existing large-scale electricity network. Using circular economy principles, this includes:

- installing solar rooftops and solar gardens models for new residences
- using smart grid technologies, with onsite battery storage
- considering electric vehicle charging stations during precinct planning
- if green infrastructure such as rooftop solar cannot be built upfront, incorporating the ability for future provision.

4.5 Integrated water, wastewater and recycled water services

The *South Creek Sector Review* detailed the need for water to be managed holistically under integrated water management. The release of Sydney Water's *Western Sydney Regional Master Plan* in 2020 will set out an integrated water management servicing direction to 2056. The Master Plan sets direction for doing water differently, it considers the total water cycle in Western Sydney and promotes a sustainable water future delivered via integrated water services. The Master Plan's principles will be incorporated into the Aerotropolis.

Sydney Water's adaptive, flexible planning approach for Western Sydney allows for a combination of actions to be assessed and taken immediately, if required, to support growth demands while preserving flexibility to meet future commitments and initiatives.

Sydney Water is finalising the site selection, financing and delivery options of the Upper South Creek Water Factory with associated Resource Recovery Plant and corresponding network location requirements. Once development has reached an appropriate scale the plant will produce recycled water appropriate for agricultural, industrial, open space irrigation and residential dual reticulation.

4.5.1 Warragamba Pipeline

The Warragamba Pipeline along the northern boundary of the Aerotropolis transfers water from Warragamba Dam to the Prospect water filtration plant. The Pipeline's safety, integrity and operation is essential. Precinct planning will consider *WaterNSW's Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines* to ensure this important infrastructure is safeguarded.

4.6 Social and cultural infrastructure

4.6.1 Community

Planning for the Aerotropolis will ensure that employment and residential development is within 10 minutes' walk of public open space as per the Premier's Priority. People working or living in mixed use residential areas or higher intensity employment areas will have access to a range of open spaces. District-scale open space such as playing fields and regional parks will be provided towards the edge of centres to maximise catchment areas. Sporting fields will be shared with educational institutions wherever possible.

High quality facilities and services that are attractive, flexible and address the needs of the general community will be provided, including community centres, multi-purpose hubs, libraries and aquatic centres.

4.6.2 Health and education

The Aerotropolis will support internationally competitive health education, research and innovation jobs and services at a diverse range of scales, such as:

- an internationally significant research/innovation, science, training and education area (including tertiary and VET institutions and secondary school level) within the Aerotropolis Core
- a cluster of leading science-based businesses, tertiary institutions and research facilities at the Sydney Science Park within the Northern Gateway
- strategic centres that integrate primary and tertiary education, with health facilities and the landscape to create places of learning and wellbeing
- local centres where schools and community facilities are integrated into the parklands shared with the broader community

- nearby access to upgrades at Nepean Hospital, Liverpool Hospital and Campbelltown Hospital
- private sector healthcare, where feasible.

4.6.3 Arts and creativity

Cultural and creative spaces can build character and a unique sense of place, identity and belonging. Public art, public spaces such as art galleries, museums and libraries and the new cultural infrastructure will support the ambition for the Aerotropolis to be a home for science and education. Co-locating artistic and creative organisations in science and education precincts will encourage collaboration, drive enterprise and innovation, and support the development of creative industries.



Culture and creativity will drive social, environmental and educational cohesion and innovation. Jobs will be created and the Aerotropolis will be a place that offers a high amenity, high experience urban life.



Figure 22: Camden Fine Art Gallery in Sydney's south-west
Source: Destination NSW

Precinct planning for the Aerotropolis will investigate cultural infrastructure to support a tourism and leisure economy and a night-time economy around the Airport that attracts locals and visitors.

4.6.4 Aboriginal cultural strategy

Western Sydney is rich in Aboriginal history and heritage significance and is also home to the largest Aboriginal population in Australia. The Aerotropolis will embrace opportunities to connect with Country and include cultural infrastructure for Aboriginal people to practice and share culture and for the wider community to visit to interact with and understand the Aboriginal culture, history and heritage of Western Sydney.

Connecting with Country

Connecting with Country is more than just a policy or an idea. First Peoples' connection with Country is related to the origins of the landscapes within which they/we inhabit and therefore their own origins. Connecting with Country occurs through every sense, movement and stories. It is related to knowledge, actions and experiences, so happens best through corporeal activities, and being in spaces on Country. Several practices or methodologies can be engaged to build these connections. While guidance from knowledge holders is recommended, some of these methods are part of everyday life, such as walking Country, storytelling on Country, making on Country, listening to Country, dialogue with Country, singing up Country, and sensing Country.

Aboriginal people have always walked Country as both a means of knowing and caring for Country. Culture is a map across the landscape in which not only are the individual places important, but the routes between them, and the whole of the landscape is a cohesive narrative. Indigenous cultural knowledge is spatialised and placed, so in walking Country, a sort of mapping occurs that involves all the senses and does not simply rely upon sight.

4.6.5 Heritage

Key heritage sites and items will be preserved, and where appropriate, activated and integrated with new development. The history of the area will be embraced to contribute to a distinct identity.

Heritage forms part of the wider cultural infrastructure framework and specific heritage conservation strategies and controls will be considered in precinct planning and DCPs as part of a requirement to address the *Heritage Act 1977*. During precinct planning, detailed site investigations will occur to identify and protect Aboriginal and non-Aboriginal heritage. The outcomes of these investigations will then inform master planning and will be considered in DAs.

Planning, urban design and development will activate and integrate heritage items into new developments in a sensitive way in accordance with:

- *Australia ICOMOS Charter for Places of Cultural Significance*, The Burra Charter, 2013
- *Better Placed: Design Guide for Heritage* by Government Architect NSW
- *Design in Context: Guidelines for Infill Development in the Historic Environment* by NSW Heritage Office & Royal Australian Institute of Architects NSW Chapter
- *New Uses for Heritage Places: Guidelines for the adaptation of Historic Buildings and Sites* by NSW Heritage Office & Royal Australian Institute of Architects NSW Chapter.

Aboriginal heritage

All landscapes have Aboriginal cultural heritage values, which includes both tangible and intangible elements containing places and values relating to traditional, historical and contemporary periods. There are points of significance for Aboriginal peoples within the Aerotropolis including scarred trees, carved trees, white clay, shell middens, camp sites, stone resources and scatterings of artefacts.



Figure 23: White clay being used in Aboriginal ceremonies
Source: Destination NSW

The floodplains of Ropes Creek and Wianamatta–South Creek were an important meeting place and source of nutrition for Aboriginal communities. South, Badgerys and Thompsons creeks provided food and recreation over thousands of generations. Local plant species including tea tree, paperbark trees, geebung, wattles and ferns, as well as fish and shellfish provided food for Aboriginal peoples.

Non-Aboriginal heritage

European settlement began in the area in the early 1800s with the first land grant given to James Badgery in 1809. The next settlers established large rural estates and set up local agricultural and pastoral economies. Some large estates were subdivided from the 1850s and this attracted small-scale farmers and led to the formation of village centres, including Luddenham and Bringelly. While land continued to be subdivided and developed, the rural character and agricultural uses remained, as do some early buildings and structures.

The Aerotropolis contains 18 non-Aboriginal heritage items of local significance. Three items of State significance include Kelvin Park Homestead (Group) in the Aerotropolis Core Precinct, Church of the Holy Innocents (Group) in the Rossmore Precinct and Belfield Farm (Group) in the Rossmore Precinct. These items will be mapped in the Aerotropolis SEPP and considered at the precinct planning stage.



Figure 24: Kelvin Park Homestead in the Aerotropolis Core Precinct
Source: Heritage NSW, Department of Premier & Cabinet

Women, white clay and Wianamatta

Aboriginal women in Greater Sydney are guardians of reserves of white clay. Prior to non-Indigenous appropriation, it was traded far and wide as an important resource and dietary supplement, particularly for pregnant women. These movements of trade and custodial care occurred throughout the cultural calendar, often involving travel for many days along songlines or trade routes. White clay, as found at Wianamatta, was so valued that women carried it with them in a djuguma, or net bag, slung around her neck or head along with other essential items such as kangaroo bone chisels, shells used as spear sharpeners, balls of red ochre, lumps of resin from the Xanthorrhoea, or grass tree and fishing implements. Clay is also valued for body adornments, which when used in ceremonies distinguishes groups through the differing designs in their body painting.

5

Safeguarding the 24-hour airport

The Airport represents a \$5.3 billion investment for Stage 1 alone. It will be a catalyst for economic growth and will operate without a curfew.

The Airport's 24/7 operations will be safeguarded in future precinct planning, and within the context of development (including ancillary commercial areas and business park) being subject to the planning and approval framework of the *Commonwealth Airports Act 1996*.

Planning to safeguard the 24/7 operations includes:

- preventing the encroachment of noise-sensitive land uses into areas affected by aircraft noise and operational airspace
- locating buildings to avoid wind shear and turbulence
- managing wildlife attraction
- locating wind turbines appropriately
- ensuring lighting does not distract/confuse pilots
- maintaining an obstacle free operational airspace
- ensuring off-airport development does not impact the communication, navigation and surveillance (CNS) equipment
- managing land uses in public safety areas.

All levels of government will work together to integrate the planning for the Aerotropolis with the planning undertaken by Western Sydney Airport for the Airport site.

Definition of Australian Noise Exposure concept (ANEC)

Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport that constitute the contours.

Definition of Australian Noise Exposure Forecast (ANEF)

Approved forecasts of future noise exposure patterns around an airport that constitute the contours on which land use planning authorities base their controls.

5.1 National Airports Safeguarding Framework

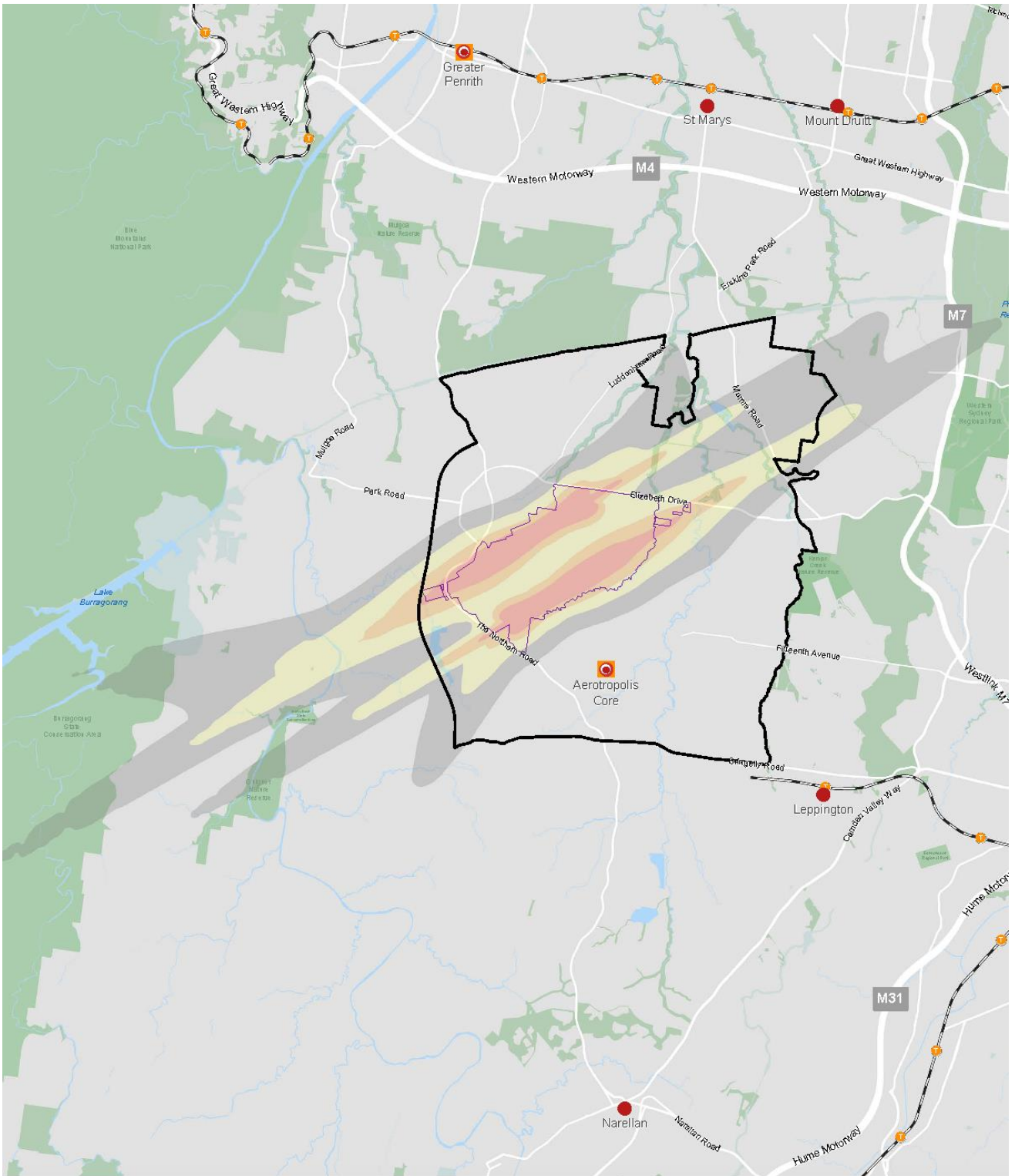
The National Airports Safeguarding Advisory Group (NASAG) developed the National Airports Safeguarding Framework (NASF) as a national land use planning framework at strategic Australian airports. The Framework requires consideration of aircraft noise, operational airspace, wildlife strike, wind shear, public safety zones, lighting, wind turbines, communication, navigation and surveillance systems and helicopter landing sites.

5.1.1 Aircraft noise and development

Development that will impact upon the aviation operations of the Airport will not be supported. New residential and other noise sensitive development will not be located within the ANEC/ANEF 20 and above contours (see page 45). Locating residential development in high amenity areas of Wianamatta-South Creek will create further separation from the Airport. More noise tolerant land uses (such as industry) will be located in louder areas. New residential development will also only be permitted in areas with high amenity and should not front major roads or public transport routes. Additionally, for the Aerotropolis Core, new residential development will be limited to being within walking distance of public transport (800m or 10 minutes) and the creek system to create a compact, walkable and vibrant centre whilst achieving the vision for the Western Parkland City.

Development within the ANEC/ANEF 20 and above contour will adopt appropriate design and construction standards to reduce aircraft noise impacts.

In existing residential areas or land approved for development, the ability to construct dwellings will not be removed and renovations to existing houses or minor extensions will still be allowed, subject to appropriate noise mitigation management measures.



ANEC Contours

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Environmental Conservation
- National Parks and Nature Reserves

- ANEC = 20-25
- ANEC = 25-30
- ANEC = 30-35
- ANEC = 35+

- Metropolitan Cluster
- Strategic Centre

- Railway
- Waterways





Over time, the noise exposure contours will be reviewed and recalibrated in accordance with the requirements of the Airports Act 1996.

As the contours may change in the future, or the ANEF chart developed during the airspace design process may differ from the current ANEC contours, a precautionary approach to residential development and other noise sensitive development within the 20 ANEC/ANEF and above contour will be taken.

5.1.2 Operational airspace

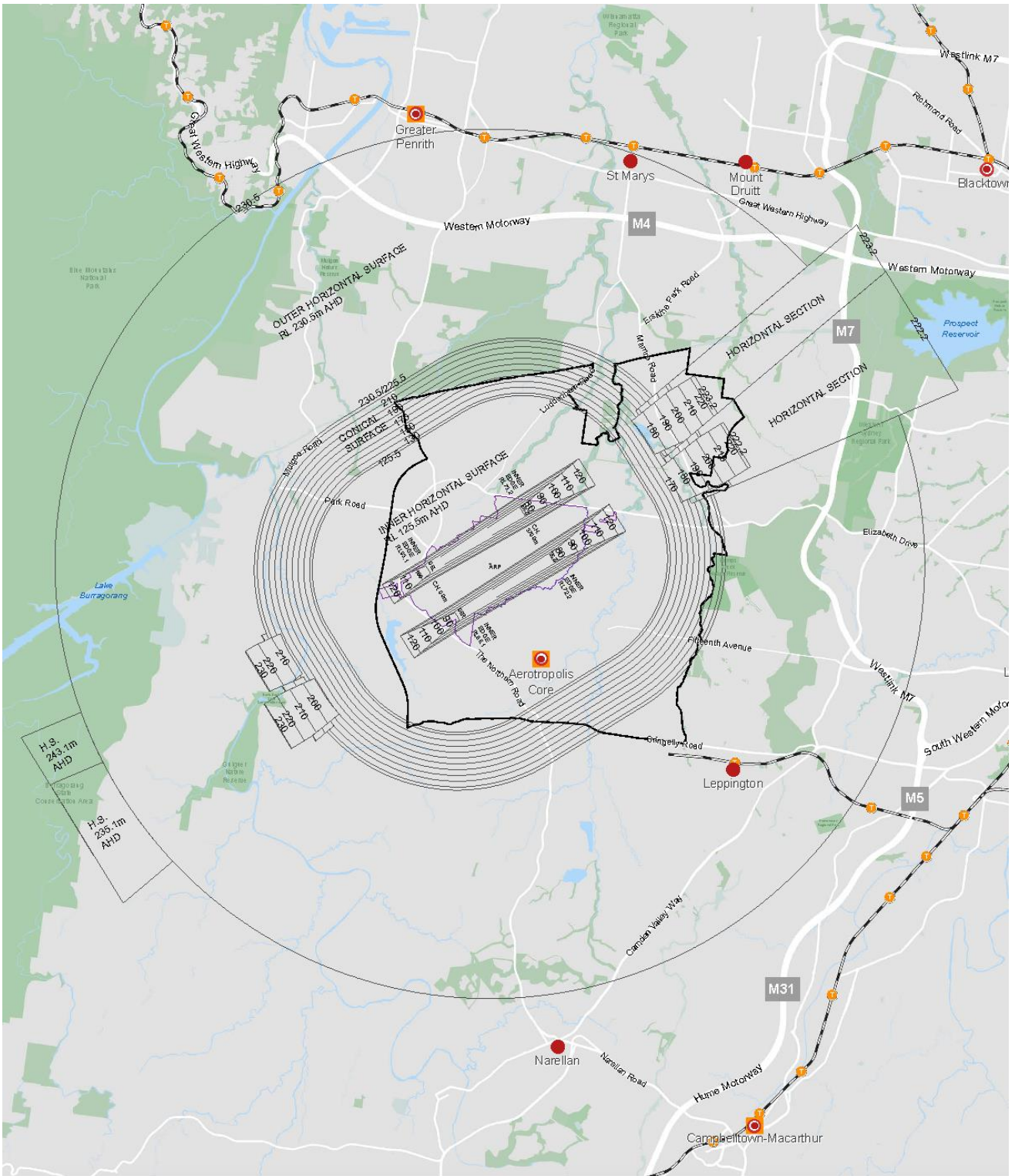
An airport's operational airspace is the volume of airspace above a set of imaginary surfaces, established to protect

aircraft from obstacles or activities. One of these, the Obstacle Limitation Surface (OLS), recognises that tall structures or obstructions such as cranes, plumes, lighting and glare could create air safety hazards. The Western Sydney Airport Plan identified an OLS for the Airport (see page 47). As the Airport gets closer to operations additional airspace surfaces such as Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) will be mapped.

The Aerotropolis SEPP and Aerotropolis DCP will include controls to protect airspace. In addition, encroachments into operational airspace for the Airport may require approval under Part 12 of the *Airports Act 1996* and *Airports (Protection of Airspace) Regulations 1996*.

Figure 25: Controls will ensure that airspace is protected from obstructions.





OLS Chart
Western Sydney Aerotropolis

- | | | |
|--|-------------------------------|-------------|
| — OLS Chart | Metropolitan Cluster | — Railway |
| Western Sydney Aerotropolis | Health and Education Precinct | — Waterways |
| Western Sydney International (Nancy-Bird Walton) Airport | Strategic Centre | |
| National Parks and Nature Reserves | | |
| Environmental Conservation | | |



5.1.3 Wildlife strike

Birds and other wildlife can impact aircraft, particularly during take-off and landing. Land uses or certain plant species and/or embellishments that could attract wildlife must be considered in the context of aircraft safety. This may influence where dams, waterbodies, wastewater treatment facilities, parks or biodiversity conservation sites are located. This will be addressed in precinct planning.

5.1.4 Wind shear and turbulence

Building-generated windshear/turbulence becomes a critical safety issue when a building is in the path of a crosswind to an operational runway. The wind flow around and over buildings can vary crosswind speed along the runway.

Any building within the assessment trigger area that will penetrate the 1:35 surface must consider windshear and turbulence. This means that if a building exceeds 10 metres and is 350 metres from the runway, it will penetrate the 1:35 surface. Buildings fitting these criteria will be referred to Western Sydney Airport and the Commonwealth for development approval. Typically, only buildings within airport sites need to be designed to address windshear and turbulence. However, any other buildings within proximity to the airport that are located within the assessment trigger area and penetrate the 1:35 surface, will need to consider windshear and turbulence.

Precinct planning will address windshear and turbulence.

5.1.5 Public safety areas

The risk of aircraft incidents is highest at the ends of runways. Planning within these areas – public safety areas – will exclude land uses that attract large numbers of people or include the storage, use or manufacture of certain dangerous goods.

Whilst the unmodelled trapezoidal area was applied to identify the public safety area for the airport in its EIS, *NASF Guideline I Managing the Risk in Public Safety Areas at the Ends of Runways* was subsequently released in November 2018. Guideline I provides an opportunity to apply a public safety area based on the UK Public Safety Area model, which models anticipated aviation activity at the airport. This approach will be applied to land use planning decisions around the Airport. Consultation with Western Sydney Airport in relation to that model is ongoing.

Precinct plans will address public safety areas in greater detail.

5.1.6 Lighting and reflectivity

Lighting will be required within six kilometres of the Airport to be installed and configured to avoid distraction or confusion for pilots who could mistake it for aeronautical ground lights that are used during inclement weather and outside of daylight hours.

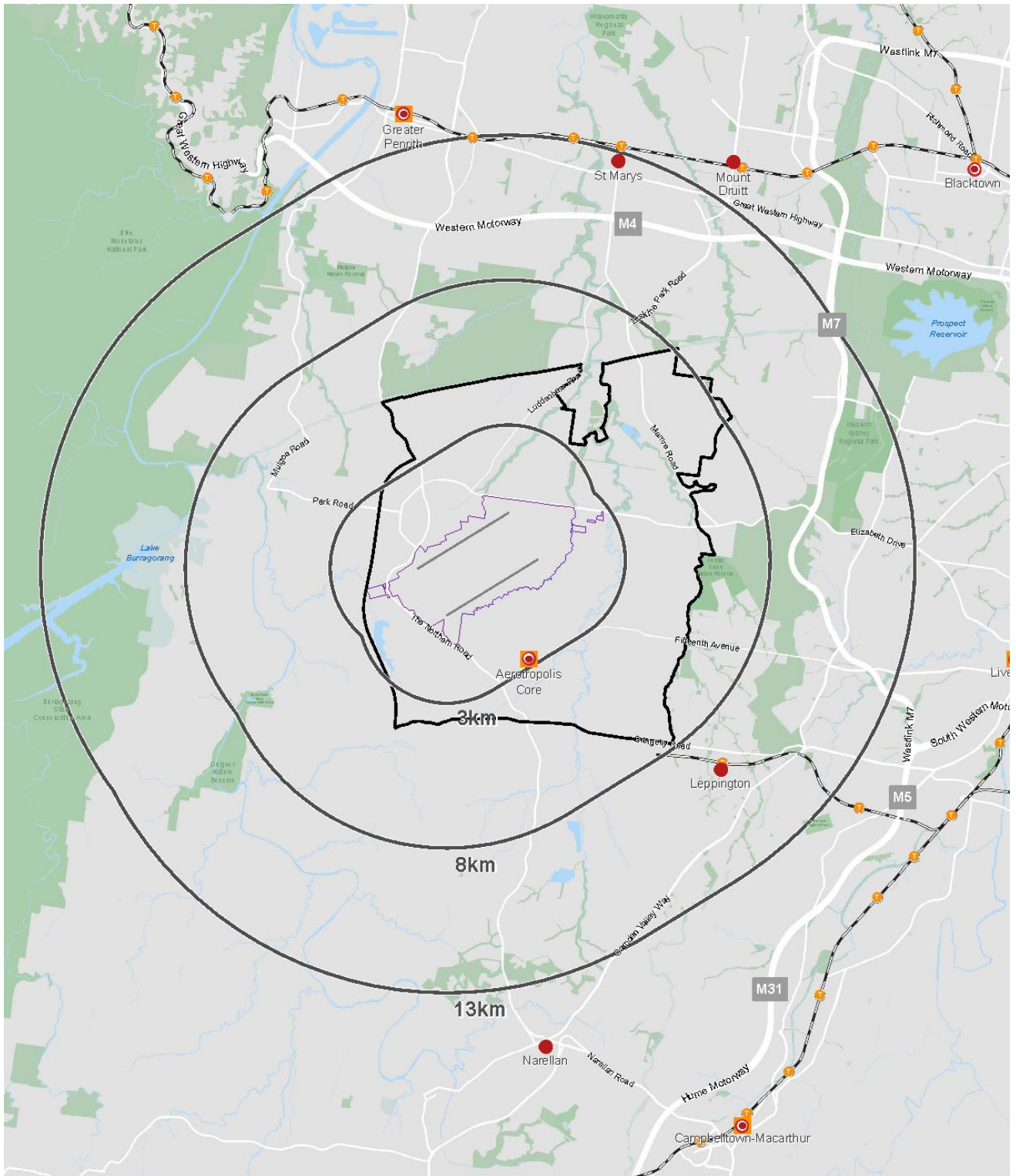
Additionally, the design of buildings and structures should consider how their design could reduce distraction to pilots resulting from reflected sunlight.

5.1.7 Wind turbines

Wind turbines can be hazardous to aviation as their height creates potential conflict with low flying aircraft. They can also create turbulence and affect the performance of CNS equipment. Wind turbines will be avoided in the vicinity of the Airport.

5.1.8 Helicopter landing sites associated with hospitals

To ensure continued operations of helicopter landing sites at hospitals, associated flight paths must be free from encroachments. Any proposed hospitals in or adjacent to the Aerotropolis must consider flight path protection.



Wildlife Buffer Zones
Western Sydney Aerotropolis

- | | | | | | |
|--|--|--|-------------------------------|--|-----------|
| | 3km Wildlife Buffer Zone | | Metropolitan Cluster | | Railway |
| | 8km Wildlife Buffer Zone | | Health and Education Precinct | | Waterways |
| | 13km Wildlife Buffer Zone | | Strategic Centre | | |
| | Aerotropolis Core | | | | |
| | Western Sydney International (Nancy-Bird Walton) Airport | | | | |
| | National Parks and Nature Reserves | | | | |
| | Environmental Conservation | | | | |

5.2 Implementing the NASF

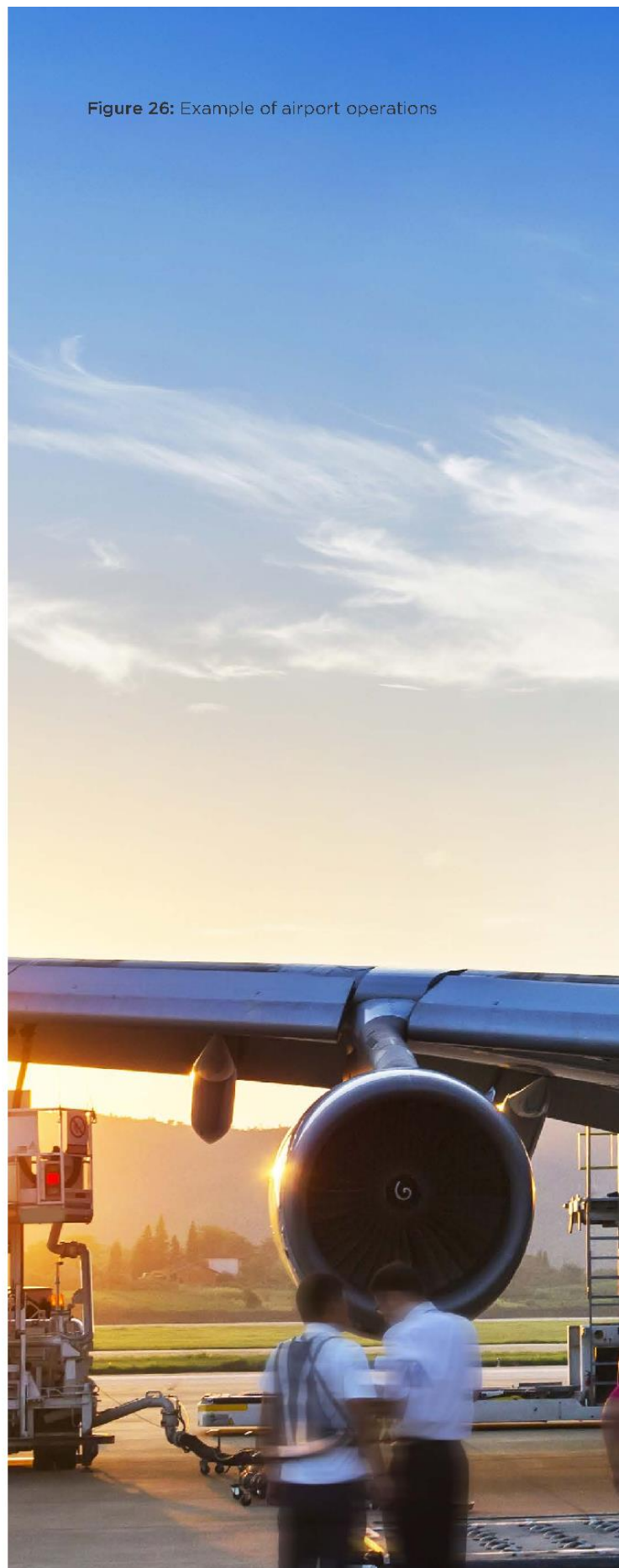
Principles to safeguard the aviation operations of Western Sydney Airport will be implemented through:

- the Aerotropolis SEPP
- the Aerotropolis DCP
- Section 9.1 directions 3.5 *Development Near Regulated Airports and Defence Airfields* and 7.8 *Western Sydney Aerotropolis Plan*
- precinct planning
- master planning.

Master plans will not be approved unless they satisfy all principles, including aviation safeguarding principles, identified in the Aerotropolis SEPP.

DAs must demonstrate how they satisfy performance outcomes of the DCP, either through identified acceptable solutions or proposed alternative solutions. Some development will trigger referral to Western Sydney Airport and the relevant Commonwealth agency.

Figure 26: Example of airport operations



ORD01

Attachment 2



6

Resilience and adaptability

Planning for resilience addresses several economic and social issues. Adapting to climate change will build resilience to higher temperatures, higher evaporation, changes to intensity and distribution of rainfall, and more frequent heatwaves.

6.1 Circular economy

The circular economy gradually decouples economic activity from the consumption of finite resources. It is an approach that designs out waste and changes how goods are produced and sold to minimise waste and environmental impact. Circular economy is based on three key principles:

- design out waste and pollution
- keep products and materials in use
- regenerate natural systems.

The *NSW Circular Economy Policy Statement* and the Circular Economy Innovation Network (referred to as NSW Circular) guide NSW Government decision-making to transition to a circular economy. The Statement sets the ambition and approach for a circular economy in NSW and guides resource use and management. Decision-making and planning for the Aerotropolis will be governed by these principles.

Considering utility provision across all four domains of water, energy, waste and digital networks allows for new business models and technology solutions to be delivered in the Aerotropolis and the Western Parkland City more broadly.



The NSW Government, with councils, will look to innovative utilities solutions and technologies to drive a circular economy, build resilience and optimise the sustainable management of resources.

6.1.1 Waste and resource recovery and management

The NSW Environment Protection Authority's latest *Waste Avoidance and Resource Recovery (WARR) Strategy* establishes priorities for the next seven years. Drawing from this, planning for the Aerotropolis will integrate sustainable energy, waste and circular economy design principles into development and operations. Requirements will be determined at the precinct planning and master planning stages.

6.1.2 Low carbon precincts

The Low Carbon Precincts Program, developed by the CRC for Low Carbon Living, aims to reduce the carbon footprint of urban systems. It will develop new knowledge and tools to enable the design of, and a market for, low-carbon, precinct-scale infrastructure.

Development requirements to ensure low carbon living and to meet the NSW Government target of net zero carbon emissions by 2050 will be established for the Aerotropolis at the precinct planning and master planning stages.

6.2 Urban cooling

Western Sydney is hotter and drier than other parts of Greater Sydney. To cool the Aerotropolis, planning will need to consider that:

- Water retained in the landscape requires a high level of pervious surfaces and better means to absorb rain and use water efficiently to increase transpiration.
- When water and the tree canopy are combined, the benefit is higher than if each is provided in isolation.
- In growing areas like the Aerotropolis, building mass can create significant urban heat island effects. Building reflectivity may provide a higher degree of urban cooling than canopy and water alone.

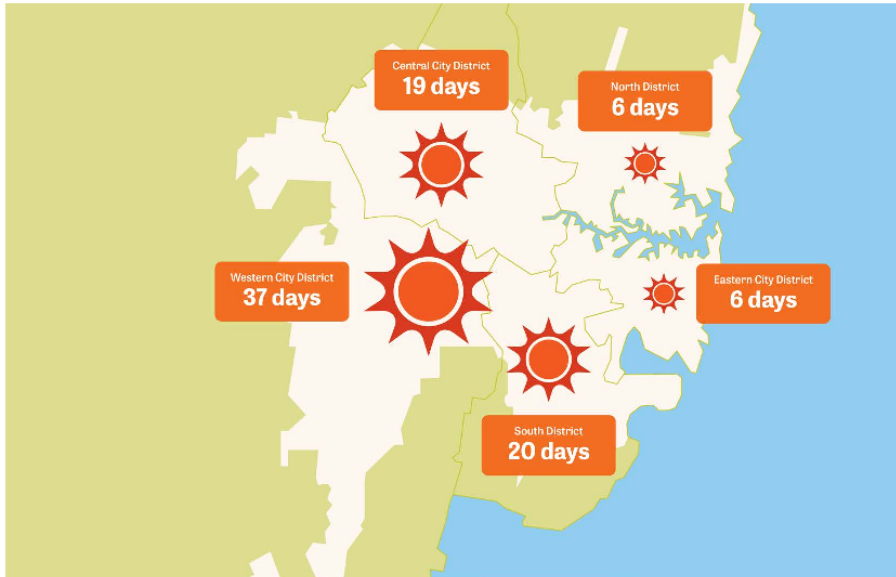


Figure 27: Hot days (over 35 degrees Celsius) in Greater Sydney in 2018-19
Source: Greater Sydney Commission

The optimum solution is to integrate tree canopy cover, water retention, permeable surfaces and high solar reflecting building materials into urban design. These requirements will be enforced at the precinct planning stage and controls included in the DCP.

6.3 Waterway health and management

Most of the small creeks that join Wianamatta-South Creek are characterised by ephemeral creeks with little flow between rainstorms. These pools and larger creek sections have deep pools of water year-round that water-based animals rely on.

Urban development could increase the volume and duration of flows entering waterways and increase pollution. Impacts could include erosion of creek banks and reduced aquatic and terrestrial ecosystems.

The *Western City District Plan* requires the application of a risk-based approach to manage the cumulative effects of development on the health of catchments. The NSW Government is using this approach to determine waterway health values for Wianamatta-South Creek in consultation with the catchment community. The values will be translated into appropriate water quality and flow targets. Further, an effective regulatory and policy framework will be

developed to protect the waterway's community environmental values. This will be detailed in precinct planning.

6.4 Hazard management and recovery

6.4.1 Climate change resilience

The effects of climate change pose challenges to ecosystems, communities and economy. All three levels of government have adopted mitigation and adaptation policies that acknowledge the need to plan for climate change.

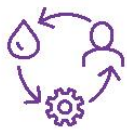
The extent and severity of impacts will vary and includes more days of extreme heat, longer bushfire seasons, more regular drought, increases to flooding depths and extent, sea level rise (inundation, storm surge and erosion) and more intense storms and cyclones. These are likely to impact biodiversity, food security, human settlements, wellbeing and economies.

Adaptation minimises vulnerability to climate and other hazards. Adaptation responses can vary depending on the type and severity of the hazard and the capacity of the community to adapt.

The Aerotropolis DCP, precinct planning, master planning and the ongoing review of these documents will guide the planning for a resilient and adaptable Aerotropolis.

6.4.2 Floodplain management

The NSW Government's Flood Prone Land Policy aims to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone land. The *NSW Floodplain Development Manual* (2005) guides the process of floodplain risk management. Floodplain risk management studies and plans identify and prioritise ways to reduce risk of damage from flooding.



Flood management should be integrated with urban and water system planning to leverage efficiencies and maximise community benefit.

The Blue-Green Grid provides an ideal opportunity to accommodate and manage flooding through innovative stormwater retention strategies without unnecessarily sterilising land.

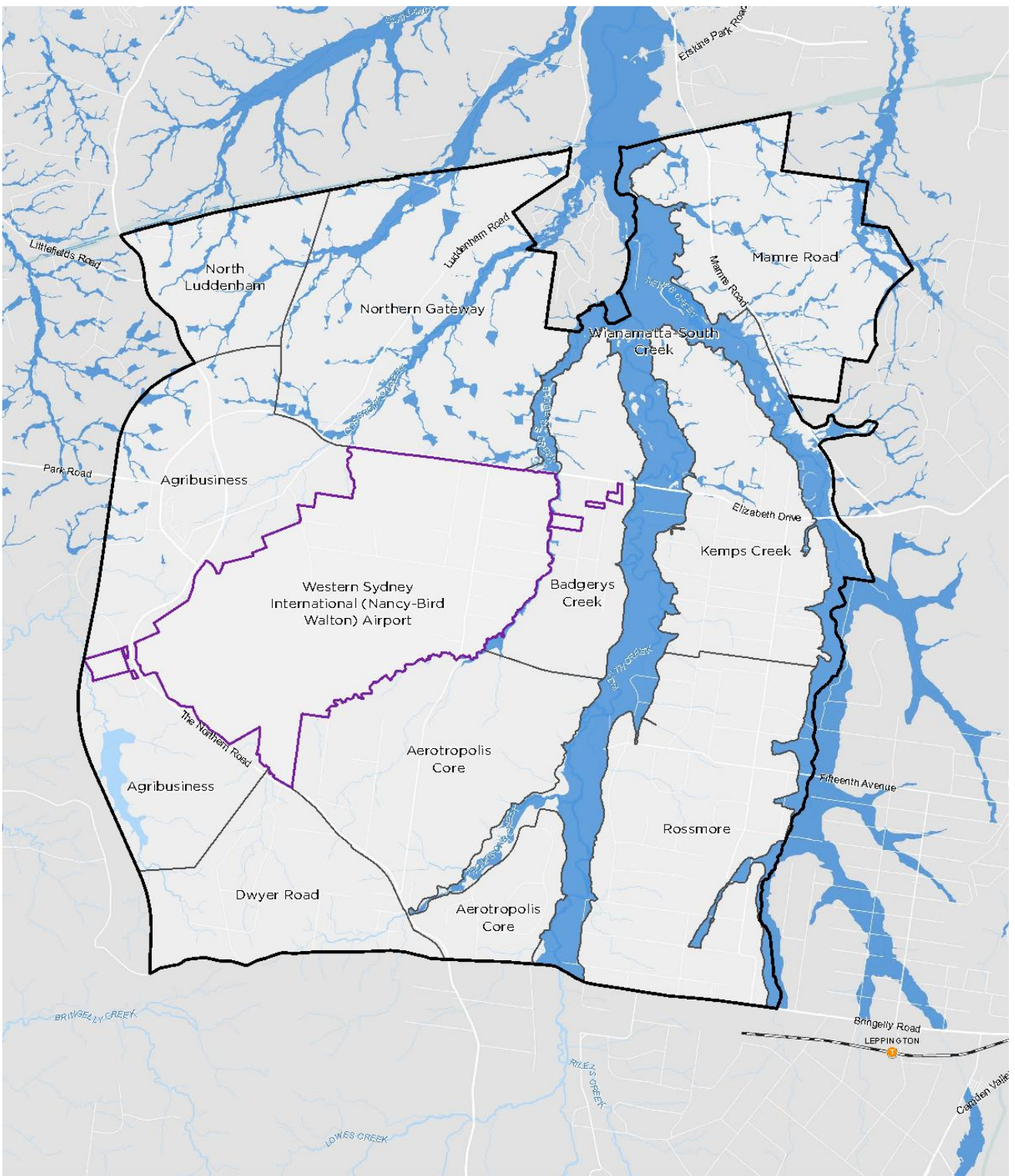
Flood management infrastructure and planning should account for climate change and the reforestation of the Blue-Green Grid as part of the landscape-led approach.

Precinct planning will need to consider floodplain risk management measures such as safe evacuation routes, cut and fill and development issues for the entire floodplain. Development controls will apply to land within the 1 in 100-year flood area in line with each Council's relevant policy.

The map on page 55 shows the flood extents for the Aerotropolis based on the 1 in 100-year flood area and are subject to future detailed precinct planning.

Figure 28: Example of naturalised creek edge
Source: Sydney Water





Flood Extent

Western Sydney Aerotropolis

-  Western Sydney Aerotropolis
-  Western Sydney International (Nancy-Bird Walton) Airport
-  Precinct Boundary
-  1 in 100 year Flood Area

**Flood extents are subject to detailed precinct planning*



7

Precinct planning

This Plan identifies 10 precincts based on opportunities and constraints as well as likely future character and connectivity.

Initial precincts

- Aerotropolis Core
- Northern Gateway
- Wianamatta–South Creek
- Badgerys Creek
- Agribusiness
- Mamre Road

Remaining precincts

- Dwyer Road
- Kemps Creek
- North Luddenham
- Rossmore

Submissions to the Stage 1 LUIIP, further investigations, and infrastructure timeframes have resulted in the following changes:

- **Wianamatta–South Creek Precinct**
The precinct boundary has generally been defined using 1 in 100 chance per year flood level data from Liverpool City Council and Penrith City Council, including areas containing protected existing native vegetation. In some areas, such as Thompson’s Creek, the precinct is wider than the 1 in 100 chance per year flood to ensure a functional green area. Land no longer in this precinct is now included in the relevant adjoining precinct. The precinct name reflects the official dual name of Wianamatta–South Creek.
- **Badgerys Creek Precinct**
This is an initial precinct as investigations indicate its early release will support efficient infrastructure delivery. Additionally, most of this precinct will be affected by aircraft noise once the Airport begins operations.
- **Mamre Road Precinct**
The precinct boundary now includes additional land east of the former boundary and aligns the western boundary with the 1 in 100 chance per year flood extent. This precinct is now an initial precinct to help meet the demand for industrial land.

- **Kemps Creek Precinct**
The precinct boundary now excludes land to the east of Kemps Creek beyond the eastern boundary of Wianamatta–South Creek. This provides a clearly defined boundary for the Aerotropolis. Planning for this area will be progressed by Liverpool City Council.
- **Agribusiness Precinct**
The precinct boundary has been amended to remove 748 hectares of land in the south to create the Dwyer Road Precinct. It is now an initial precinct to reflect the opportunities of the Airport.
- **Dwyer Road Precinct**
This new precinct, formerly in the Agribusiness Precinct, reflects that the entire precinct is not needed for agribusiness activity. This also provides opportunities for this area to better relate to adjoining areas.

7.1 Common strategic outcomes and implementation strategies

7.1.1 Common strategic outcomes

While the Plan identifies expected planning outcomes and infrastructure strategies for each precinct, several strategic outcomes will generally apply to all precincts.

Productivity

- Provide well-designed employment precincts with active street frontages and a well-considered landscape and built form.
- Create buildings and landscaping of exemplary design and world-class energy efficiency.
- Plan for building heights to meet airport operation requirements.
- Adopt appropriate design and construction standards to reduce aircraft noise impacts in development up to the ANEC/ANEF 20 and above contours.

- Prohibit intensification of residential development within the ANEC/ANEF 20 and above contours.
 - Embrace new and emerging technologies and support innovation in sustainable and resilient precincts.
 - Support the transition of existing agricultural industries.
 - Create places that support the right ecosystem for technology and innovation.
 - Design that encourages engagement and collaboration.
 - Appropriately stage and sequence development to align with infrastructure.
- Sustainability**
- Provide an urban tree canopy along open space corridors, major roads and streets to contribute to the 5 million trees for Greater Sydney by 2030 program.
 - Provide blue and green corridors of private and public open space with active and passive recreation and community facilities.
 - Maximise connections to the Wianamatta–South Creek corridor, Blue–Green Grid and regional parks.
 - Enable innovative approaches to resource recovery and waste management, including appropriate urban design for collection facilities.
 - Protect and restore and health of the Western Parkland City’s waterways.
 - Integrate natural water retention processes into development.
 - Leverage underlying topography and scenic values in development.
 - Enhance the efficient use of energy, water and other resources, and renewable energy generate to achieve net zero emissions for the Aerotropolis.
- Connectivity**
- Adopt a finer grain layout to support movement and place outcomes for public transport, cycling, walking, local traffic and freight.
 - Identify and protect transport corridors and adjacent areas.
 - Provide well-integrated and accessible public transport hubs, interchanges and stops.
 - Meet broader transport network outcomes for the Western Parkland City (refer to 3.2).
 - Investigate how to achieve a high active and public transport mode share that balances car uses with public transport and amenity for cyclists and pedestrians.
 - Avoid encroachment of urban development so that future infrastructure does not limit development opportunities or incorporate upfront measures to mitigate noise and visual impacts.
 - Create active transport networks wherever possible to move away from private vehicle dependence.
 - Place 4G and 5G (or other future technology) radio cells on buildings, smart poles or other infrastructure, including public transport infrastructure.
- Liveability**
- Create compact residential development that takes advantage of creek lines and other selected high amenity locations outside the 1 in 100 chance per year flood planning levels.
 - Provide affordable housing consistent with the Region Plan.
 - Integrate residential development with local services, public open and green space, retail and compatible commercial development.
 - Provide safe, activated, stimulating and healthy, green landscaped and shaded streets and prioritise pedestrian, cycle and public transport movements.
 - Create vibrant and liveable communities with public art and civic, community and cultural facilities that leverage high frequency public transport connections to the Airport and other centres in Greater Sydney.



The Aerotropolis Core will be a diverse, dynamic and sustainable global airport city

- Position local centres to maximise exposure to riparian lands, encouraging green public open space, human activity with passive surveillance and public safety.
- Plan for flexible employment hubs with supporting uses that create and enhance a sense of place.
- Ensure exemplary design quality and energy efficiency in all buildings, including requirements for articulation, visual interest and, where appropriate, street interaction.

7.1.2 Common implementation strategies

In addition to these common objectives, common implementation strategies will be undertaken.

Planning Partnership

- prepare detailed precinct plans (with relevant agencies)
- prepare a DCP to guide built form and public domain treatment, servicing strategies and the Wianamatta–South Creek interface (with relevant agencies)
- collaborate with utility providers and industry on best practice circular economy possibilities including energy generation, water recycling and liquid and solid waste solutions (with WCAA and relevant agencies).
- Plan for an increase in the proportion of homes within a 10-minute walk of quality public green and open space (with Department of Planning, Industry and Environment, WCAA and relevant agencies).
- establish an appropriate interface to Wianamatta–South Creek and maintain access to promote green open space and recreation uses (with Department of Planning, Industry and Environment, WCAA, local government and relevant agencies)

Department of Planning, Industry and Environment

- manage the 5 Million Trees program to increase urban canopy cover
- create development and conservation

areas consistent with strategic biocertification and strategic assessment and with biodiversity conservation measures and commitments in strategic biodiversity approvals

- plan for State and local infrastructure funding (with Planning Partnership, WCAA and Penrith and Liverpool councils).

7.2 Initial precincts – vision and land uses

7.2.1 Aerotropolis Core Precinct

The Aerotropolis Core will be a diverse, dynamic and sustainable global airport city with attractive places for workers, residents and visitors. It will be a place of choice to do business, a new employment-focused metropolitan centre with an industry focus on advanced manufacturing, research and development and industry led educational facilities. The Aerotropolis Core will also take advantage of its proximity to the airside and facilitate development of a cutting-edge aerospace and defence industries.

The Precinct will be centred around a new Sydney Metro station and be supported by retail, creative industries, civil and cultural facilities, and world-class public open spaces. Residential communities and other noise sensitive land uses will be located outside the ANEC/ANEF 20 and above contours, within 800 metres or a 10-minute walk of the Metro station. The Wianamatta–South Creek corridor will be a shaded, central lifestyle feature. Housing will be integrated with local services, retail and compatible commercial development that activates the ground plane.

Desirable land uses

Advanced manufacturing, defence and aerospace, research and development activity, high technology industry and infrastructure, education (including vocational and tertiary education); professional services, business incubator hubs, creative industries including ‘pop-up installations’ and festivals/events,

commercial offices, food and beverage, indoor and outdoor recreation and sports facilities, medium to high density residential near the Metro station; retail, community; civic, entertainment, cultural facilities; green open and public space on public and private lands; public and private medical services, visitor accommodation.*

Refer to page 62 for more detail.

7.2.2 Northern Gateway Precinct

The Northern Gateway will be a major airport interface, serving as a key strategic centre within the Western Economic Corridor – linking the Airport with the Western Parkland City Metropolitan Cluster through high frequency public transport, freight, road and rail connections. The Northern Gateway will harness existing and emerging economic opportunities catalysed by the Airport and build on the approved Sydney Science Park development to provide a variety of employment generating uses. Residential development will be located close to public transport and outside ANEC/ANEF 20 and above contours to ensure that airport operations are safeguarded, and residents have the opportunity to live in a 30-minute city. The Precinct will complement the Aerotropolis Core and will evolve as a centre focused on high technology incorporating health, education, knowledge and research.

Desirable land uses

High technology commercial enterprise/industry, warehousing and logistics, education, offices, retail, residential, health services, entertainment, tourism facilities, cultural and creative industries, green public and private open spaces, recreation and visitor accommodation.*

Refer to page 64 for more detail.

7.2.3 Wianamatta–South Creek Precinct

The Wianamatta–South Creek Precinct boundary has generally defined using 1 in 100 chance per year flood level data from Liverpool City Council and Penrith City Council which includes areas containing protected existing native vegetation. In some areas the precinct is wider than the 1 in 100 chance per year flood to ensure a functional green area. Land that was previously within this precinct outside the 1 in 100 flood extent is now included in the relevant adjoining precinct.

The Precinct is an important part of the broader Wianamatta–South Creek corridor, defined in the Region Plan vision for the corridor as the defining spatial element of the Western Parkland City. Protection of the Wianamatta–South Creek Precinct allows planning for the Aerotropolis to be structured around the landscape. The retention of water in the landscape, protection of significant remnant vegetation, and other Blue–Green Grid elements such regional parks will enable the greening of the Aerotropolis. The creation of a Blue–Green Grid will provide multiple opportunities for residents, workers and visitors to the area to benefit from improved amenity and liveability outcomes. Connectivity from Wianamatta–South Creek and its tributaries into the adjacent precincts will be landscaped to create extended green corridors, whilst noting the need to limit wildlife attraction within the vicinity of the Airport.

Desirable land uses

Water management, Open space, Recreation facilities, Pedestrian and cycle connectivity, Community and cultural facilities, environment protection, water management and restaurants or cafes.*

Refer to page 66 for more detail.

*Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.

7.2.4 Badgerys Creek Precinct

Directly adjoining the Airport to the east, the Badgerys Creek Precinct will support airport operations, the new urban centre in the Aerotropolis Core to the south and the Northern Gateway to the west. The precinct will meet demand for a range of employment generating uses that benefit from its proximity to airport operations and the new urban centre, but do not require direct access to high capacity public transport. The precinct is not suitable for noise sensitive land uses such as residential, schools and hospitals. Defence and aerospace and technology-based industry which complements and supports the Aerotropolis Core may also locate here.

This precinct may initially support the infrastructure that enables the construction of the Airport and Aerotropolis. Some land uses, buildings and structures may be temporary in the short to medium term and transition to higher order uses in the longer term. New enabling industries to facilitate construction of the Aerotropolis may be permitted subject to interface treatments and an ability for the site to transition to higher order uses. Interface treatments may be required between existing rural industries and new land uses until they either transition to other uses or are modernised to co-exist with adjoining land uses. The precinct will be in a green setting with new green linkages and active transport opportunities between Badgerys Creek to the west and Wianamatta-South Creek to the east. Development should take advantages of views to these creek lines surrounding the precinct.

Desirable land uses

Defence and aerospace, advanced manufacturing activity, high technology industry, airport supporting development, local retail, Aerotropolis enabling industries, modernised resource recovery industries, light industrial, social infrastructure.*

Refer to page 68 for more detail.

*Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.

7.2.5 Mamre Road Precinct

The Mamre Road Precinct is part of the WSEA and will be connected to the potential Western Sydney Freight Line. Its proximity to the M4 Motorway and Elizabeth Drive as well as its generally flat terrain makes it suitable for large floor plate employment and logistics uses. The Mamre Road Precinct is largely affected by aircraft noise and those parts within the ANEC/ANEF 20 and above contours are not suitable for noise sensitive land uses. Therefore, the precinct will be planned as an industrial warehousing and logistics precinct. The precinct could also present potential opportunities for an intermodal terminal serviced by the potential Western Sydney Freight Line.

The Mamre Road precinct will be zoned under the WSEA SEPP and have its own Development Control Plan but will remain within the boundaries of the Aerotropolis.

Desirable land uses

Warehousing and logistics, High technology industry, Manufacturing, Intermodal facilities, Circular economy uses.*

Refer to page 70 for more detail.

7.2.6 Agribusiness Precinct

The Agribusiness Precinct will skirt the western edge of the Airport and support the long-term retention and growth of agriculture and agribusiness in the Aerotropolis. The Precinct will build on existing agricultural operations and natural landscape character, acting as a catalyst for agricultural export from the region. The Precinct will retain significant peri-urban agricultural lands for production and enabling connections to a 24/7 international airport that will service an increasing demand nationally and internationally for high-quality fresh food, value-added pre-prepared meals and flowers. This high-technology precinct will drive opportunities for education and tourism. Being located within the Sydney



basin and close to an international airport will also enable visitors locally, domestically and globally to come and learn some of the cutting-edge processes occurring in the agriculture and agribusiness industry across Western Sydney. Design-led place-based planning at the precinct planning stage will help support existing rural landscapes and ensure biodiversity protection for remnant bushland vegetation. Part of the Agribusiness Precinct to the north of Elizabeth Drive and to the east of The Northern Road will provide opportunities for flexible employment uses given its proximity to the Northern Gateway Precinct.

Development within the Agribusiness Precinct will include uses that will benefit from opportunities for national and international trade. These uses may include:

- A world-leading integrated intensive production hub enabling the intensive production and value-adding of sustainable, high-quality fresh produce and pre-prepared meals.
- A fresh food hub bringing a diversified and expanded fresh food marketplace to the Aerotropolis, becoming a major distribution centre for fresh produce to domestic and export markets.
- A state-of-the-art integrated logistics hub creating land/air side linkages and a fully digital supply chain solution that will provide safe, secure and seamless connectivity for freight movements.

- A value-added food and pharma hub to enable processing and manufacturing businesses to uplift value by shifting from a commodity-focused to a value-added sector approach.
- A proposed Australian Centre of Excellence in food innovation creating an industry-led national powerhouse in food science, technology, engineering and mathematics (Food-STEM).
- Commercial and retail development ancillary to agriculture and agribusiness.

Figure 29: An example of what the agribusiness could look like.

Desirable land uses

Agribusiness, Agriculture, Intensive fresh and value-added food production, Food innovation technology and research, Food production and processing, Fresh food produce markets, Warehousing and logistics, High technology Industry, Ancillary rural residential, Complementary offices and retail, Education, Circular economy enabling infrastructure, Biosecurity enabling infrastructure, Integrated logistics hub.*

Refer to page 71 for more detail.

7.3 Expected planning outcomes - initial precincts

Key considerations, strategic outcomes and implementation strategies for the initial precincts are detailed on pages 62-75.

*Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.

7.3.1 Aerotropolis Core Precinct Liverpool LGA



Total area
1,382
hectares



Potential jobs
50,000
to
60,000



Potential residents
20,000
to
24,000

Key considerations

- Aircraft noise and its impact on land uses.
- Connections across Thompsons and Wianamatta-South Creek.
- Safeguarding Airport operations.
- Gradual residential development to support the vibrancy, social cohesion and night-time economy of the centre.
- Transition from initial development types to higher order commercial development.
- Infrastructure servicing and phasing to optimise investment and delivery.
- Early activation.
- Opportunities to protect and create urban tree canopy.
- Business attraction and ecosystems.
- Higher mode share of public and active transport.
- Innovative and adaptable housing stock.
- Integrated land use and transport planning, as well as movement and place outcomes that activate the ground plane.

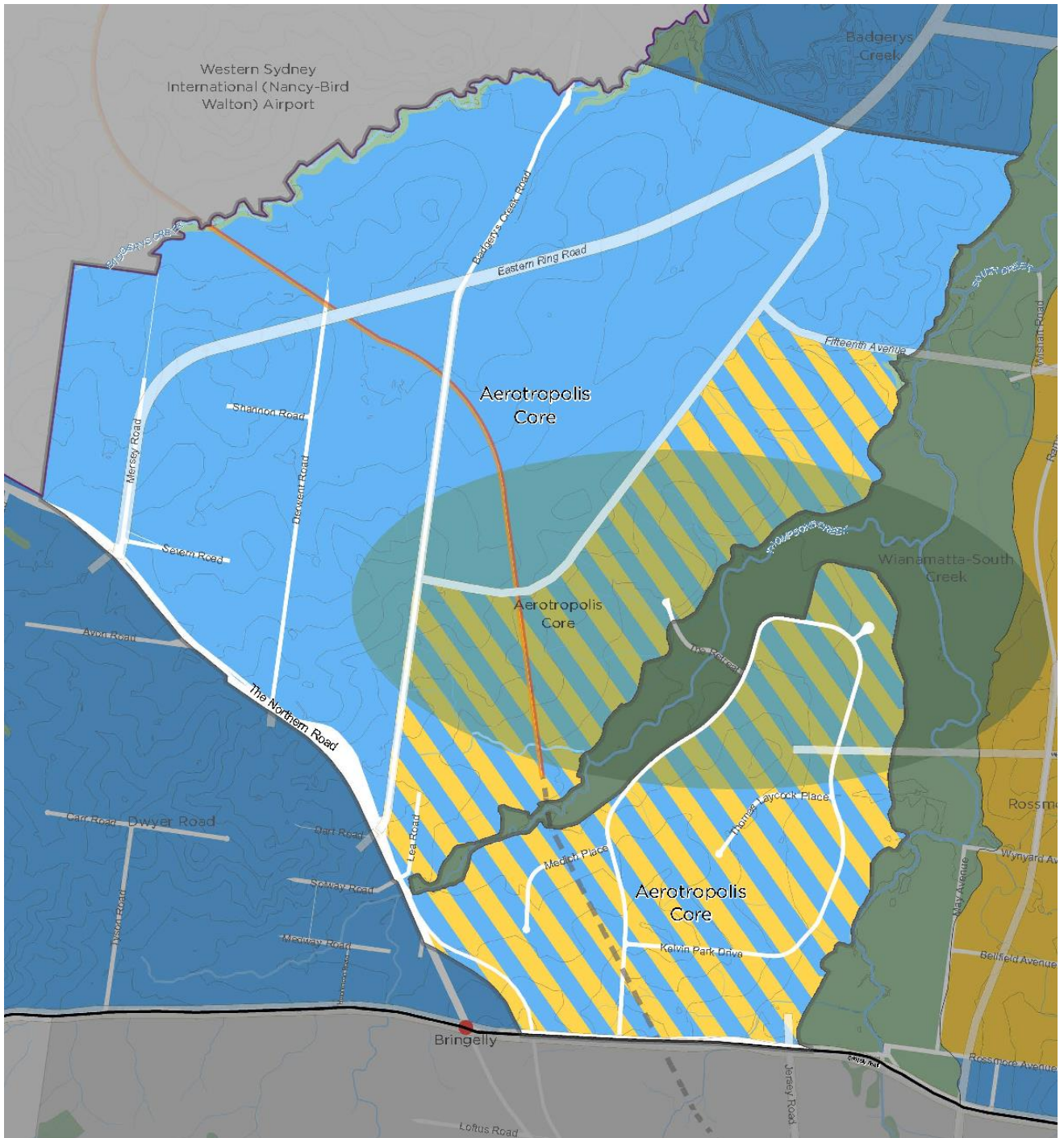
Strategic Outcomes

- Create a major metropolitan 24-hour, vibrant, global centre and robust local economy built around professional services, high technology advanced manufacturing, research, training, education and creative industries.
- Contribute to urban canopy and maximise connections to the Wianamatta-South Creek corridor and Blue-Green Grid.
- Weave digital technologies into all facets of the working, social and residential environment.
- Create an aerospace and defence research and development industry cluster in the fringe of the Airport
- Provide high frequency public transport and efficient movement corridors to other centres in Greater Sydney.
- Plan for a centre for excellence in STEM-based education including secondary, vocational (VET) and tertiary education facilities.
- Include aviation industries supporting the Airport.
- Provide an entertainment quarter with opportunities to interface with the Wianamatta-South Creek corridor.
- Create opportunities for tourism and conference uses and facilities.
- Protect transport corridors early to minimise possible land use conflicts and allow the orderly and timely provision of infrastructure.

- Create public spaces with civic, community and cultural facilities, public art, pop-up installations and creative placemaking.
- Activate the station precincts and respond to and leverage the high frequency public transport connections (including Sydney Metro) to the Airport and other centres in Greater Sydney.

Implementation Strategies

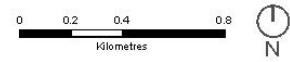
- Prepare detailed city centre master plan and transport corridor protection (Planning Partnership and Western City and Aerotropolis Authority).
- Further investigation into potential station locations to service the centre (Sydney Metro, Transport for NSW).
- Completion of investigations to confirm transport networks servicing the Aerotropolis (Sydney Metro, Transport for NSW).
- Investigate transport networks servicing the Airport and Aerotropolis Core including rapid bus connections to Liverpool, Greater Penrith, Blacktown and Campbelltown-Macarthur as well as rail connections to St Marys, Parramatta, Leppington and Macarthur (Transport for NSW).
- Investigate incentives for business investment (Western City and Aerotropolis Authority and Department of Planning, Industry and Environment).
- Use flexible land use zoning to maximise diversity and attract investment (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).
- Develop and prepare a public art strategy and public domain strategy (Western City and Aerotropolis Authority and Department of Planning, Industry and Environment).
- Coordinated infrastructure and services plan (Department of Planning, Infrastructure and Environment and Western City and Aerotropolis Authority).
- Investigate best practice housing stock suitable for innovation and commercial districts (Planning Partnership, Western City and Aerotropolis Authority and Transport for NSW).
- Develop Affordable Housing Scheme to deliver affordable housing as part of all residential development (Planning Partnership).



Structure Plan - Aerotropolis Core

Western Sydney Aerotropolis

- | | |
|---|--|
| Western Sydney Aerotropolis | Proposed Future Rail Links (Investigation) |
| Western Sydney International (Nancy-Bird Walton) Airport | Proposed Transport Corridor |
| Topographic Contour 5m | Agribusiness |
| Regional Parkland (Investigation) | Environment and Recreation |
| Key Network Upgrades | Flexible Employment |
| Proposed Sydney Metro Greater West | Urban Land |
| Potential East-West Rail Link, Stabling and Critical Infrastructure | Mixed Flexible Employment & Urban Land |



7.3.2 Northern Gateway Precinct Penrith LGA



Total area
1,616
hectares



Potential jobs
19,000
to
21,000



Potential residents
8,000
to
10,000

Key considerations

- Creation of a permeable network of connected spaces
- Early identification and protection of transport corridors
- Treatment of major infrastructure corridors to complement the landscape and topography
- Aircraft Noise – ANEC/ANEF restrictions
- Safeguarding for Airport operations
- Flood management
- Interface with creeks and riparian corridors.
- Supporting Metro investment with potential station focused developments and public places.
- Address the interface with Twin Creeks.

Strategic Outcomes

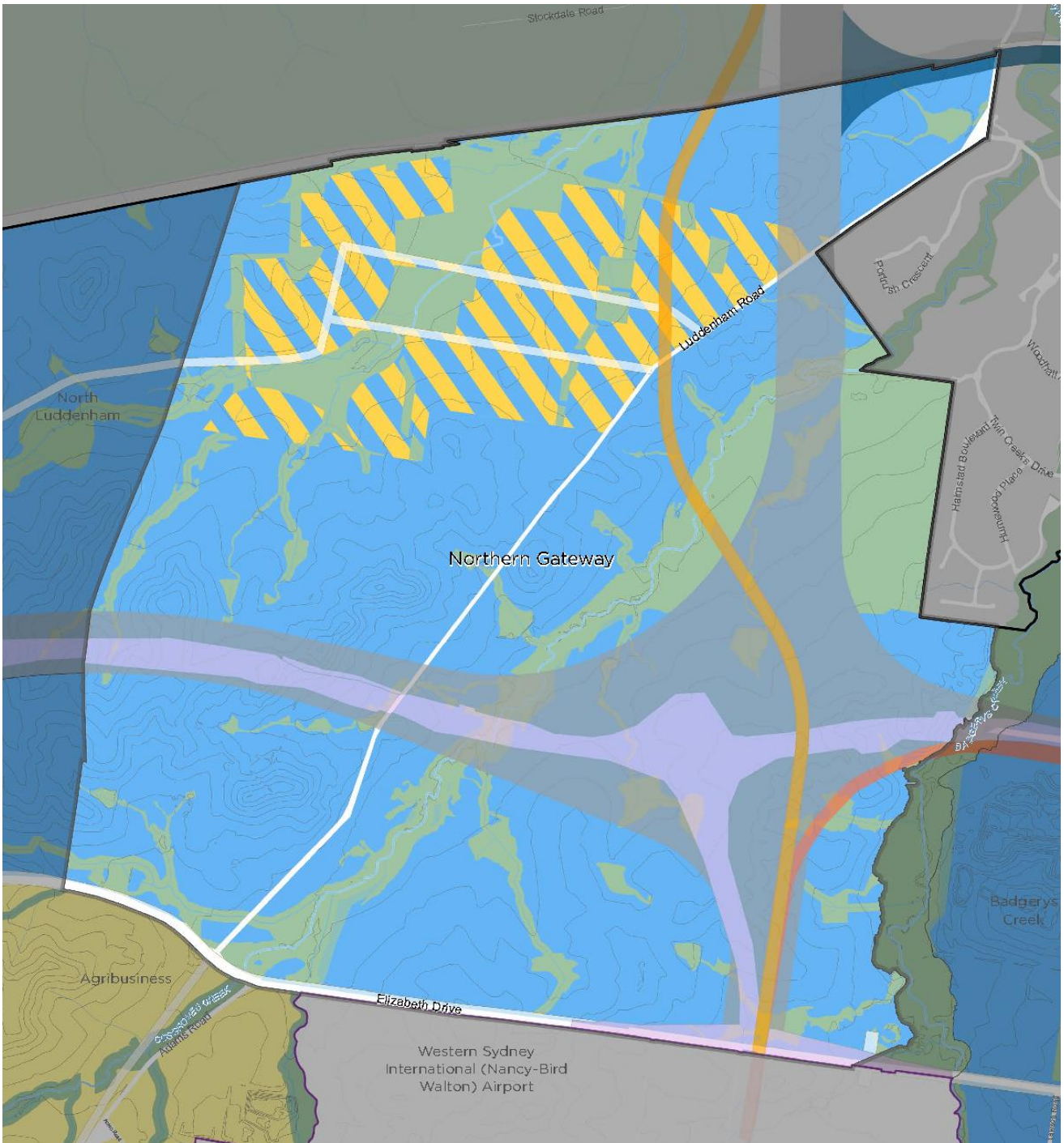
- Plan for and develop a major airport interface with attractive entry points to reflect the gateway to the Airport, and the first presentation to those leaving the Airport's main entrance/exit point.
- Support the Western Economic Corridor linking St Marys, the Airport and Aerotropolis Core.
- A higher order centre that focusses on education research and development and high technology.
- Minimise conflict between airport operations and land use/development outcomes.
- Limit private access points from Elizabeth Drive, The Northern Road and Luddenham Road.
- Configure road layout and subdivision pattern to support Elizabeth Drive and as an east-west city-serving corridor for moving people and goods. Transport for NSW to lead and collaborate on Elizabeth Drive upgrade, function and configuration.
- Limit residential development to the centre and locate near public transport in locations outside ANEC/ANEF 20 and above contours.
- Provide for medium density housing in walking distance to public transport with appropriate amenity to support the centre and integrate with commercial and employment opportunities.
- Locate educational establishments in close proximity to public transport and having regard to noise considerations. Where possible, educational

establishments should be located away from major movement corridors and arterial connections.

- Provide safe, activated, stimulating and healthy, landscaped and shaded streets and urban canopy.

Implementation Strategies

- Use flexible land use zoning to maximise diversity and attract investment (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).
- Protection of transport corridors and prevent possible conflict with adjoining land use, including, but not limited to, the proposed Sydney Metro Greater West Stage 1, proposed M12 Motorway, Elizabeth Drive and potential East-West rail link (Transport for NSW and Department of Planning, Industry and Environment).
- All stages of development and sub-precincts are set in a grid layout to support public transport, cycling and pedestrians (Planning Partnership and Transport for NSW).
- Further investigation into potential station location/s to service the precinct (Sydney Metro, Transport for NSW)
- Develop a public domain strategy along Elizabeth Drive (Department of Planning, Industry and Environment and Transport for NSW).
- Landscaping along major transport corridors, contributing to urban tree canopy and amenity, including mature trees retained along Elizabeth Drive, subject to road safety considerations and airport safeguarding (Planning Partnership and Department of Planning, Industry and Environment).
- Access points rationalised to connect via the new local street network to service private development. Minimise direct development site access from Elizabeth Drive, The Northern Road and Luddenham Road (Planning Partnership).
- Road layout and subdivision pattern supports Elizabeth Drive as an east-west city-serving corridor for moving people and goods (Planning Partnership).
- Collaborate with Transport for NSW (lead) on the Elizabeth Drive upgrade, function and configuration (Planning Partnership).



Structure Plan - Northern Gateway

Western Sydney Aerotropolis

- | | |
|---|--|
| Western Sydney Aerotropolis | Potential Western Sydney Freight Line Corridor |
| Western Sydney International (Nancy-Bird Walton) Airport | Agribusiness |
| Topographic Contour 5m | Environment and Recreation |
| Key Network Upgrades | Flexible Employment |
| Proposed Sydney Metro Greater West | Mixed Flexible Employment & Urban Land |
| Potential East-West Rail Link, Stabling and Critical Infrastructure | |
| Proposed M12 Motorway Corridor | |
| Proposed Transport Corridor | |



7.3.3 Wianamatta–South Creek Precinct Liverpool and Penrith LGA



Total area
1,392
hectares



Potential jobs
Minimal



Potential residents
No additional dwellings – lawfully commenced uses (e.g. approved dwellings) are protected under existing use rights under the *EP&A Act 1979*.

Key considerations

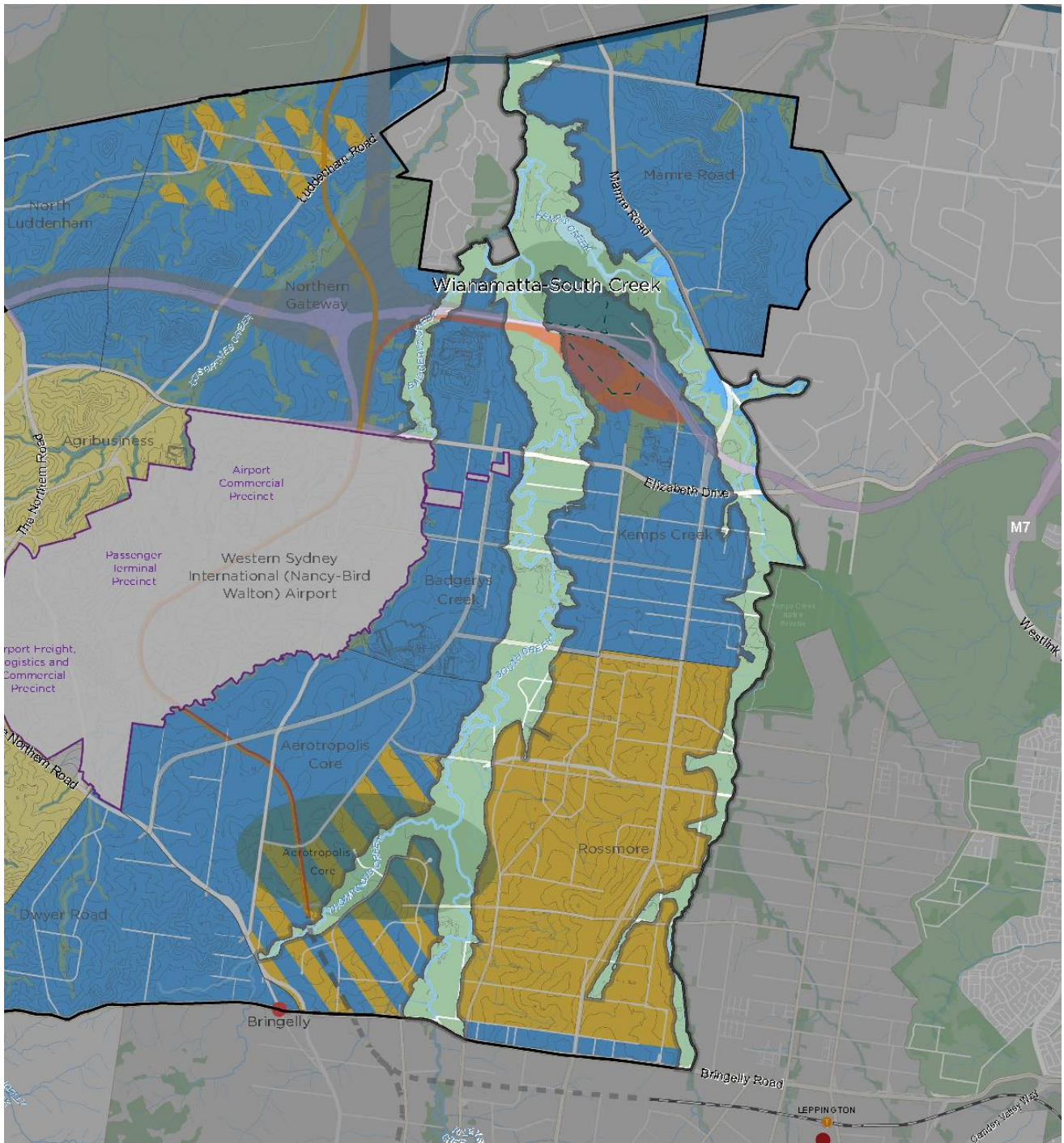
- Aircraft noise
- Flood management
- Interface with proposed M12 Motorway, proposed Sydney Metro Greater West Stage 1, the proposed Outer Sydney Orbital and potential Western Sydney Freight Line.
- Opportunity for public acquisition to support the open space needs of the Aerotropolis.
- Providing amenity whilst in private ownership.
- Viable management regime.
- Safeguarding Airport operations.
- Infrastructure operation and maintenance access requirements.

Strategic Outcomes

- Establish the Wianamatta–South Creek corridor as the structuring blue and green infrastructure spine of the Aerotropolis and broader Western Parkland City.
- Establish a landscape buffer on the western boundary utilising the Badgerys Creek corridor.
- Manage the health of the waterway to gain iconic ecological outcomes as detailed by the risk-based framework.
- Protect existing mature trees and enhance urban tree canopy.
- Improve waterway health.
- Provide high quality public green and open space with a particular focus on Elizabeth Drive to reflect the main approach to the Airport and Fifteenth Avenue to be upgraded to an attractive landscaped boulevard.
- Reforestation of riparian lands.

Implementation Strategies

- Address interface with and activate Wianamatta–South Creek open space corridor through precinct planning (Planning Partnership).
- Identify appropriate east–west crossings of Wianamatta–South Creek, particularly active and public transport connections (Planning Partnership and Transport for NSW).
- Prepare a public domain strategy for Elizabeth Drive (Department of Planning, Industry and Environment and Transport for NSW).
- Retain appropriate landscaping along existing streets (Transport for NSW).
- Develop stormwater management and floodplain management strategy for Blue–Green Grid that contemplates new crossings, additional trees and vegetation, climate change, water in the landscape, waterway health and biodiversity conservation and stormwater retention strategies (Planning Partnership).



Structure Plan - Wianamatta-South Creek

Western Sydney Aerotropolis

- | | |
|---|--|
| Western Sydney Aerotropolis | Proposed Future Rail Links (Investigation) |
| Western Sydney International (Nancy-Bird Walton) Airport | Proposed M12 Motorway Corridor |
| Topographic Contour 5m | Proposed Transport Corridor |
| Regional Parkland (Investigation) | Potential Western Sydney Freight Line Corridor |
| Key Network Upgrades | Agribusiness |
| Critical Utility / Infrastructure (Investigation) | Environment and Recreation |
| Proposed Sydney Metro Greater West | Flexible Employment |
| Potential East-West Rail Link, Stabling and Critical Infrastructure | Urban Land |
| | Mixed Flexible Employment & Urban Land |



7.3.4 Badgerys Creek Precinct Liverpool and Penrith LGA



Total area
612
hectares



Potential jobs
9,000
to
11,000



Potential residents
No additional dwellings

Key considerations

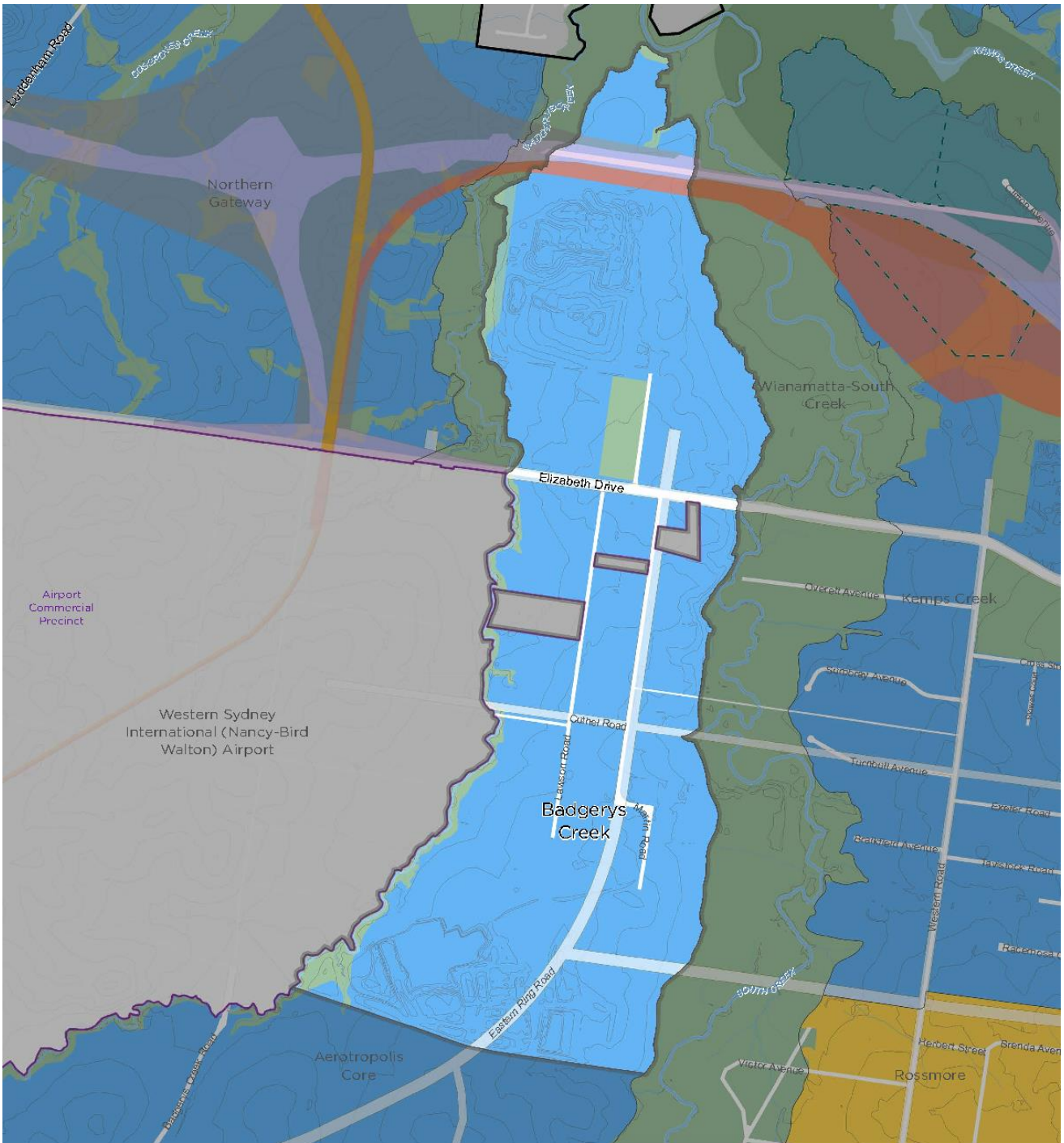
- Aircraft noise
- Interface with Badgerys Creek and Wianamatta-South Creek.
- Aboriginal cultural significance of the convergence of the creek and tributary.
- Supporting existing rural industry during the gradual transition to other employment uses.
- Safeguarding Airport operations.
- Opportunity for heavier industries that require larger buffers and to more sensitive uses.

Strategic Outcomes

- Provide an appropriate and activated interface with Wianamatta-South Creek.
- Airport Ring Road(s) and access to Airport Commercial Precinct.
- Consider interface treatments between existing quarrying operations and adjoining development.
- Allow enabling industries to facilitate construction of Aerotropolis to locate here with appropriate interface treatments to adjoining development.
- Provide a mix of commercial and light industrial activities to support the Airport which can adapt to higher order uses over time
- Facilitate high technology industrial development which may include defence and aerospace to support the operations in the Aerotropolis Core.
- Provide appropriate landscaping along Elizabeth Drive to reflect a major entry to the Aerotropolis, subject to Airport safeguarding requirements.
- Rationalise access points on Elizabeth Drive and connect to the local road network to service private development
- Support Elizabeth Drive as a city serving road corridor through an appropriate road layout and subdivision pattern.

Implementation Strategies

- Deliver development and conservation areas in accordance with the approved strategic biocertification and strategic assessment consistent with the biodiversity conservation measures and commitments identified in the Strategic Biodiversity approvals (Department of Planning, Industry and Environment).
- Protect transport corridors and prevent possible conflict with adjoining land uses, including the proposed M12 Motorway and potential East-West rail link (Planning Partnership and Transport for NSW).
- Investigate economic incentives for business investment (Department of Planning, Industry and Environment and Western City and Aerotropolis Authority).
- Use flexible land use zoning to maximise diversity and attract investment (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).



Structure Plan - Badgerys Creek

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Regional Parkland (Investigation)
- Key Network Upgrades
- Critical Utility / Infrastructure (Investigation)
- Proposed Sydney Metro Greater West
- Potential East-West Rail Link, Stabling and Critical Infrastructure
- Proposed M12 Motorway Corridor
- Proposed Transport Corridor
- Environment and Recreation
- Flexible Employment
- Urban Land



7.3.5 Mamre Road Precinct Penrith LGA



Total area
1,002
hectares



Potential jobs
17,000



Potential residents
No additional dwellings

Key considerations

- Aircraft noise
- Safeguarding for Airport operations
- Interface with sensitive land uses to north, east and west.
- Interface with rural residential development in Mount Vernon.
- Interface with Wianamatta–South Creek.
- Appropriate staging of development to align with infrastructure provision.
- Implementation of WSEA uses.
- Management of vehicle movements.

Strategic Outcomes

- Opportunities for logistics and distribution, connecting Western Sydney to the broader freight network.
- Support the future operations of the Airport through enabling export freight and logistics.
- Protect the 24-hour operation of the airport by enabling industrial uses and prohibiting noise sensitive uses only to locations outside the ANEC/ANEF 20 and above contours.
- Zoning to prioritise warehousing and distribution to support freight and logistics movements.
- Investigate the potential for a new Western Sydney Intermodal Terminal, with direct connections to potential Western Sydney Freight Line and quality connections to the motorway network.
- Protect a Western Sydney Freight Line corridor to preserve freight and distribution opportunities.
- Protect the future operations of the proposed intermodal terminal from encroachment by incompatible land uses
- Promote connectivity between the WSEA and other precincts in the Aerotropolis.

Implementation Strategies

- Minimise potential for land use conflict by restricting incompatible land uses (Department of Planning, Industry and Environment).
- Establish a buffer on eastern boundary with rural-residential development to ensure an appropriate interface (Department of Planning, Industry and Environment).
- Ensure delivery of warehouse development to support the proposed intermodal terminal through timely rezoning (Department of Planning, Industry and Environment).
- Planning for the Intermodal Terminal will provide for the operational requirements of a viable terminal site, including a minimum site area of approximately 100 hectares (measuring up to 2 km in length and at least 500 metres in width) (Department of Planning, Industry and Environment).
- Maximise flexibility in operating conditions for future development. (Department of Planning, Industry and Environment).
- Continue planning for the Southern Link Road Network (Department of Planning, Industry and Environment).

The Department of Planning, Industry and Environment is responsible for planning the Mamre Road Precinct, which will be zoned under the WSEA SEPP. A draft Structure Plan for the Precinct was placed on public exhibition in November 2019.

7.3.6 Agribusiness Precinct Liverpool and Penrith LGA



Total area
1,572
hectares



Potential jobs
8,000
to
10,000



Potential residents
Minimal,
subject to
detailed
precinct
planning

Key considerations

- Aircraft noise
- Safeguarding for Airport operations
- Supporting existing rural industry to minimise land use conflicts
- Incorporating existing rural landscape, sustainability and biodiversity values
- Recognition of existing communities, such as Luddenham
- Wildlife attraction
- Biosecurity

Strategic Outcomes

- Provide a world-class agriculture and agribusiness precinct that will deliver fresh and value-added Australian food production from farm gate to the global market.
- Provide an integrated intensive production hub and state of the art integrated logistics hub to deliver a multi-modal supply chain solution for agricultural products to Greater Sydney, NSW and Australia.
- Enable smart city and digital integration into research, education and logistics.
- Protect the character and history of the Luddenham Village.
- Accommodate agricultural value-added industries and freight and logistics facilities that benefit from access to the proposed Outer Sydney Orbital and air-side access to the Airport.
- Integrate sustainable energy, waste and water as well as circular economy design principles into development and operations.
- Support and add value to the effective ongoing agricultural industry operations and viability across the Western Parkland City and beyond (across NSW).
- Provide for the movement and storage of agricultural commodities that should be connected to the commercial entrance of the Airport.

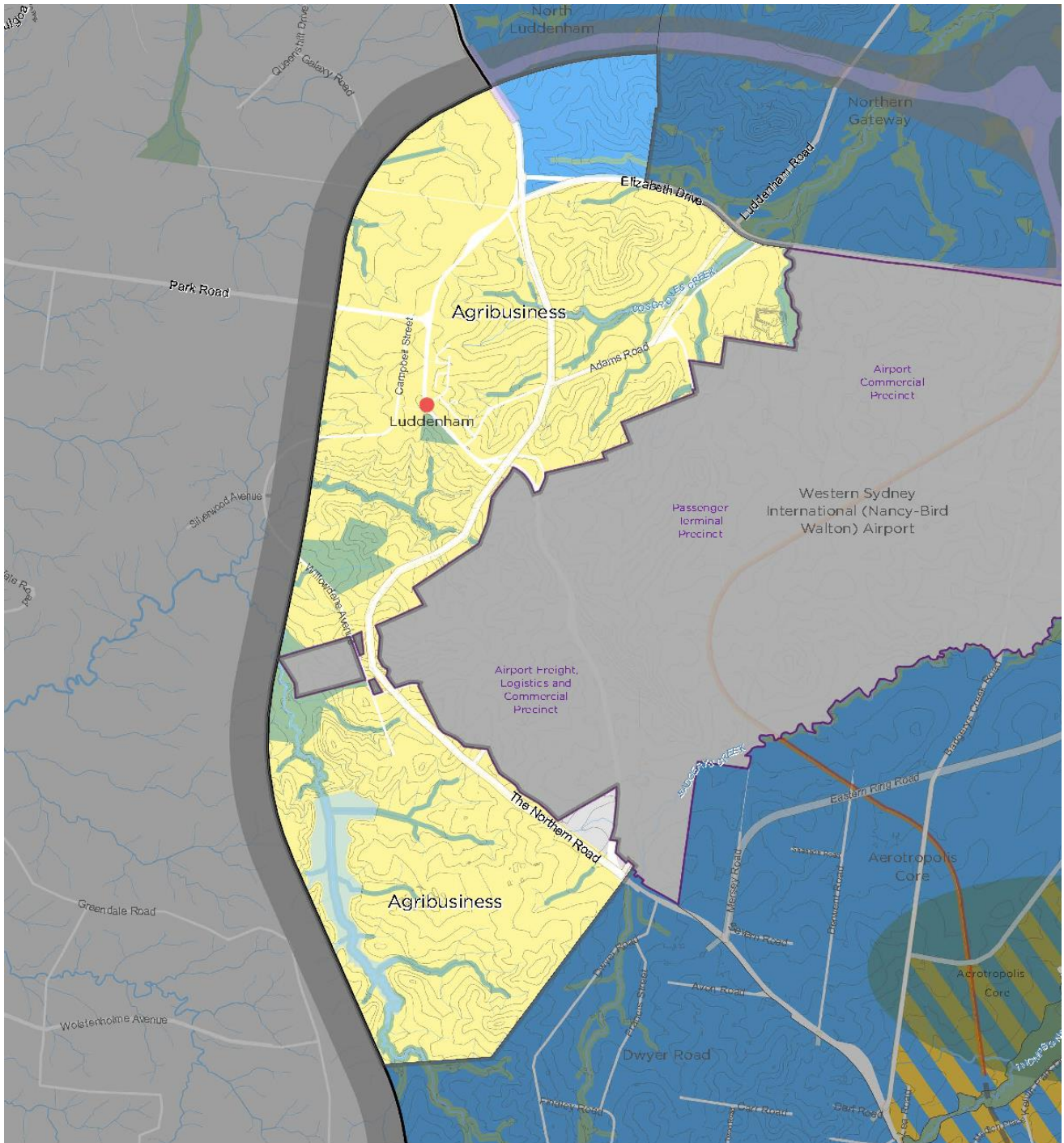
- Allow for the development of integrated food supply chain related industries particularly those that rely on the skills of and proximity to a growing population in the Western Parkland City.
- Facilitate education, research and development and high technology land uses associated with food production and processing.
- Capitalise on the increasing domestic and international demand for high-quality fresh food and value-added pre-prepared meals.
- Enable a road layout and subdivision pattern that supports the movement, storage and processing of agricultural goods and produce into and out of the Western Parkland City.
- Allow for limited residential development that is ancillary to Agricultural and Agribusiness operations outside of the ANEC/ ANEF 20 and above contours.
- Address any potential for land use conflict between adjoining land uses as a result of future development, including airport operations.
- Deliver an urban tree canopy along important corridors to contribute to the amenity of the area.
- Enable innovative approaches to sustainability outcomes including water sensitive design, resource and liquid and solid waste management and adaptable and durable credentials as a key driver for the design and function of the precinct.
- Allow for the sustainable and holistic development of agritourism product and experiences within the precinct.
- Early protection of transport corridors to minimise possible land use conflict with adjacent areas and ensure the orderly and timely provision of infrastructure.



Figure 30:
The Agribusiness precinct will service an increasing demand nationally and internationally for high-quality fresh food.

Implementation Strategies

- Collaborate with the Luddenham Village community as part of precinct planning to understand and manage expectations of village character and the rate/extent of change (Planning Partnership).
- Use flexible zoning to maximise diversity and attract investment (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).
- Encourage fresh food markets in appropriate locations with direct access to the Airport and associated tourism opportunities. (Planning Partnership and Western City and Aerotropolis Authority).
- Establish a transport network layout that facilitates the timely movement and processing of goods and produce, as well as supporting public transport, cycling and pedestrians with appropriate amenity (Planning Partnership, Western City and Aerotropolis Authority and Transport for NSW).
- Address the interface between the proposed Outer Sydney Orbital and The Northern Road through precinct planning to ensure the Agribusiness Precinct retains connection with the rural land and Biostrategic Agricultural Land to the west (Planning Partnership and Transport for NSW).
- Address the interface and relationship with the Western Sydney Airport freight services and airport logistics through precinct planning (Planning Partnership and Western City and Aerotropolis Authority).
- Enable an interconnected relationship between the Agribusiness Precinct and MRA and their planning requirements (Planning Partnership, Western City and Aerotropolis Authority and Department of Planning, Industry and Environment).
- Provide a public domain strategy for the entire precinct (Planning Partnership and Western City and Aerotropolis Authority).
- Put in place measures to prevent conflict with adjoining land uses as a result of future development, including aircraft noise and airport operations, by restricting incompatible land uses (Planning Partnership and Department of Planning, Industry and Environment).
- Investigate the development of an agritourism strategy for the precinct (Planning Partnership and Western City and Aerotropolis Authority).



Structure Plan - Agribusiness

Western Sydney Aerotropolis

- | | |
|---|--|
| Western Sydney Aerotropolis | Proposed Future Rail Links (Investigation) |
| Western Sydney International (Nancy-Bird Walton) Airport | Proposed M12 Motorway Corridor |
| Topographic Contour 5m | Proposed Transport Corridor |
| Regional Parkland (Investigation) | Agribusiness |
| Key Network Upgrades | Environment and Recreation |
| Proposed Sydney Metro Greater West | Flexible Employment |
| Potential East-West Rail Link, Stabling and Critical Infrastructure | Mixed Flexible Employment & Urban Land |



7.4 Remaining precincts - vision and land uses

Although not initial precincts, planning for the remaining precincts will continue to be informed based on a series of market and industry studies against their geographic and locational characteristics. The timing of precinct planning for the remaining precincts will be determined by the timing of infrastructure provision and the amount and nature of development in adjoining areas. Existing rural land use zones will be retained until precincts are rezoned but will remain subject to Ministerial Directions 3.5 (Development Near Regulated Airports and Defence Airfields) and 7.8 (Implementation of *Western Sydney Aerotropolis Interim Land Use and Infrastructure Plan*) (as amended from time to time). The vision and desirable land uses for the remaining precincts is provided below.

7.4.1 Dwyer Road Precinct

The Dwyer Road Precinct is located south of the Agribusiness Precinct, west of the Aerotropolis Core and north of the Bringelly local centre. It is anticipated that the Dwyer Road Precinct will be a flexible employment precinct adjacent to the major economic centre of the Aerotropolis Core and the Airport. Precinct Planning will acknowledge the existing rural village character of Bringelly and support current agricultural operations with a plan for a sustainable transition to employment uses over time. A pedestrian and cycle network will be provided to the Aerotropolis Core and upgrades to The Northern Road, Bringelly Road and the proposed Outer Sydney Orbital will provide improved vehicle access.

Desirable land uses

High technology Industry, Commercial offices, Small and medium enterprises, Urban services, Warehousing and logistics, Food technology and research, Food production and processing, Agribusiness and Fresh food produce markets.*

Refer to page 76 for more detail.

7.4.2 Kemps Creek Precinct

The Kemps Creek Precinct will create opportunities for flexible employment development connected to residential communities in the south, Aerotropolis Core, the Airport and other centres such as Liverpool CBD. It is anticipated that the precinct will be appropriate for mixed commercial development such as smaller innovative and creative industries that seek more affordable, out of centre accommodation with accessibility and amenity. The regional park investigation areas and the Wianamatta–South Creek corridor will provide opportunities for recreation and amenity and link to the broader Western Sydney Parklands.

Desirable land uses

Small and medium enterprises, Creative industries, High technology industries, Urban services.*

Refer to page 78 for more detail.

7.4.3 North Luddenham Precinct

The North Luddenham Precinct will leverage from its proximity to the proposed Outer Sydney Orbital the Agribusiness and Northern Gateway precincts and the Airport to be an area focused on uses such as high technology, research and development associated with food production and processing.

*Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.

Desirable land uses

High technology Industry, Commercial offices, Small and medium enterprises, Urban services, Warehousing and logistics, Food technology and research, Food production and processing, Agribusiness and Fresh food produce markets.*

Refer to page 80 for more detail.

7.4.4 Rossmore Precinct

The Rossmore Precinct is located close to the Aerotropolis Core and the expansive open space network of Wianamatta–South Creek. Rossmore will be home to mixed living communities, nestled within a productive peri-urban landscape, with a diversity of housing provided to meet changing needs. Housing and jobs will be provided around key compact mixed-use centres served by high-frequency public transport and open space, creating walkable and amenity-rich communities. There is significant residential development capacity in residential areas adjoining the precinct outside of the Aerotropolis meaning that development in this precinct is unlikely to occur in the short to medium term. There will be a focus on providing smart and sustainable housing with connectivity and green design at the forefront of new developments. Affordable housing will be provided to meet the needs of key workers and those on low-incomes. A generous open space and creek network will create opportunities for walkability and amenity.

Desirable land uses

Residential, Small and medium enterprises, Creative industries, High technology industries, Urban services, Community and cultural facilities, Market gardens, Local health and education, retail, open space, schools*

Refer to page 82 for more detail.

7.5 Expected planning outcomes - remaining precincts

Key considerations, strategic outcomes and implementation strategies for the remaining precincts are detailed on pages 76-83.

Figure 31: The open space and creek network will create opportunities for walkability and amenity. Source: Sydney Water



*Desirable land uses are dependent upon noise limitations and ANEC/ANEF contours as well as other safeguarding requirements for the operation of the Airport.

7.5.1 Dwyer Road Precinct Liverpool LGA



Total area
748
hectares

Key considerations

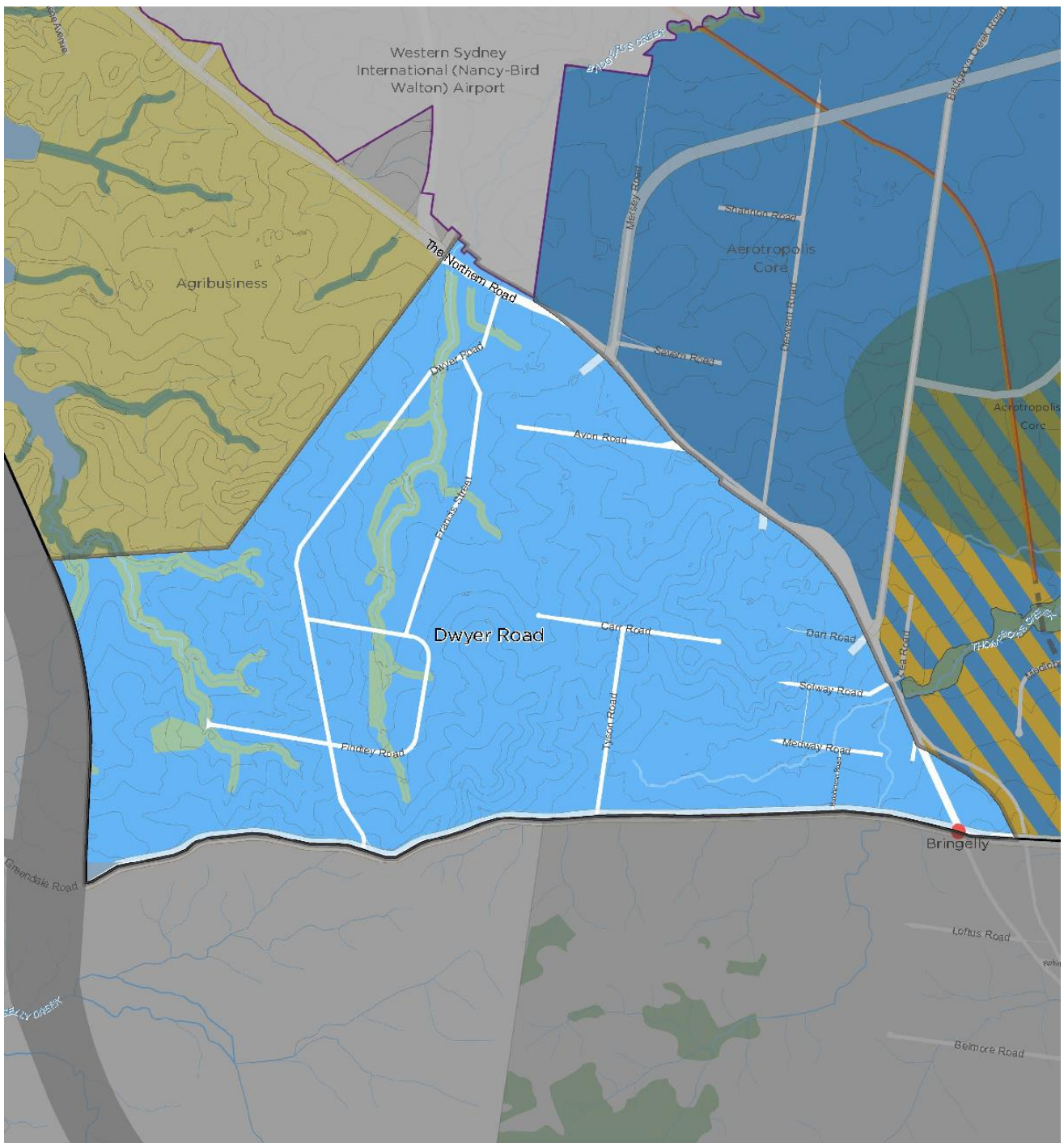
- Interface with the proposed Outer Sydney Orbital and Metropolitan Rural Area
- Fragmented land ownership
- Supporting existing agricultural operations and transition to flexible employment over time
- Aircraft noise
- Safeguarding airport operations

Strategic Outcomes

- Provide employment opportunities close to Aerotropolis Core Precinct
- Encourage Opportunities linking to Agribusiness Precinct
- Acknowledge the existing rural village character of Bringelly
- Utilise and expand the existing social and cultural infrastructure.
- Manage the interface and relationship with South West Growth Area.

Implementation Strategies

- Use flexible zoning to maximise diversity (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).
- Put in place measures to prevent conflict with adjoining land uses as a result of future development, including aircraft noise and airport operations, by restricting incompatible land uses (Department of Planning, Industry and Environment).



Structure Plan - Dwyer Road

Western Sydney Aerotropolis

- | | |
|---|--|
| Western Sydney Aerotropolis | Proposed Future Rail Links (Investigation) |
| Western Sydney International (Nancy-Bird Walton) Airport | Proposed Transport Corridor |
| Topographic Contour 5m | Agribusiness |
| Regional Parkland (Investigation) | Environment and Recreation |
| Key Network Upgrades | Flexible Employment |
| Proposed Sydney Metro Greater West | Mixed Flexible Employment & Urban Land |
| Potential East-West Rail Link, Stabling and Critical Infrastructure | |



7.5.2 Kemps Creek Precinct

Liverpool and Penrith LGA



Total area
906
hectares

Key considerations

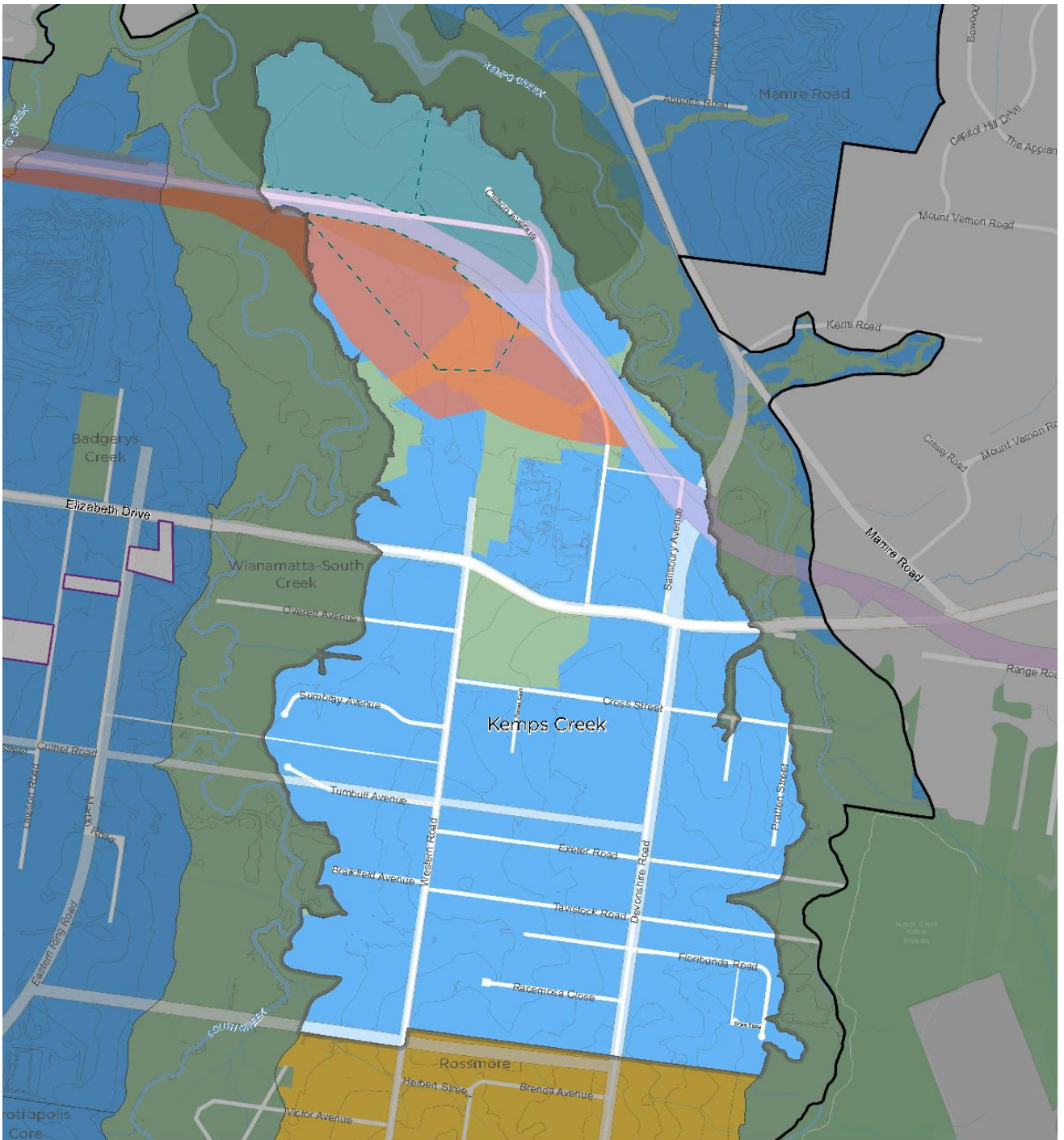
- Aircraft noise
- Safeguarding airport operations
- Upgrade of Elizabeth Drive.
- Connection to proposed M12 Motorway.
- Potential upgrade of Western Road and Devonshire Road.
- Potential road connection to Airport via extension of Pitt Street.
- Cycle networks to the Airport and rest of the Aerotropolis.
- Potential east-west rail link including potential stabling and maintenance facility.
- Water and wastewater infrastructure
- Resource Recovery Facility.

Strategic Outcomes

- Focus on employment generating uses.
- Connect across Wianamatta-South Creek to employment precincts further west.
- Locate noise sensitive uses in appropriate locations.
- Manage an appropriate and activated interface to Wianamatta-South Creek, Kemps Creek and Western Sydney Parklands.
- Plan for high-quality development and public domain with Elizabeth Drive appropriately set back to reflect the main approach to the Airport.
- Rationalise access points on Elizabeth Drive and connect to the local road network to service private development.
- Protect transport corridors to prevent possible conflict with adjoining land and ensure the orderly and timely provision of infrastructure.

Implementation Strategies

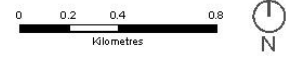
- Reserve road corridors for the Western Road and Devonshire Road upgrades. (Planning Partnership, Transport for NSW and Department of Planning, Industry and Environment).
- Protection of transport corridors and prevent possible conflict with adjoining land use, including the proposed M12 Motorway and potential East-West rail link (Planning Partnership and Department of Planning, Industry and Environment).
- Address interface with and activation of Wianamatta-South Creek and Kemps Creek. (Planning Partnership).
- Identify east-west crossings of Wianamatta-South Creek, particularly active transport connections. (Planning Partnership).
- Explore connections to Western Sydney Parklands. (Planning Partnership and Department of Planning, Industry and Environment).
- Avoid direct access to development from Elizabeth Drive. (Planning Partnership).
- Prepare a public domain strategy for Elizabeth Drive (Department of Planning, Industry and Environment and Transport for NSW).
- Use flexible zoning to maximise diversity (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).



Structure Plan - Kemps Creek

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Regional Parkland (Investigation)
- Key Network Upgrades
- Critical Utility / Infrastructure (Investigation)
- Proposed Sydney Metro Greater West
- Potential East-West Rail Link, Stabling and Critical Infrastructure
- Proposed M12 Motorway Corridor
- Proposed Transport Corridor
- Environment and Recreation
- Flexible Employment
- Urban Land



7.5.3 North Luddenham Precinct Penrith LGA



Total area
490
hectares

Key considerations

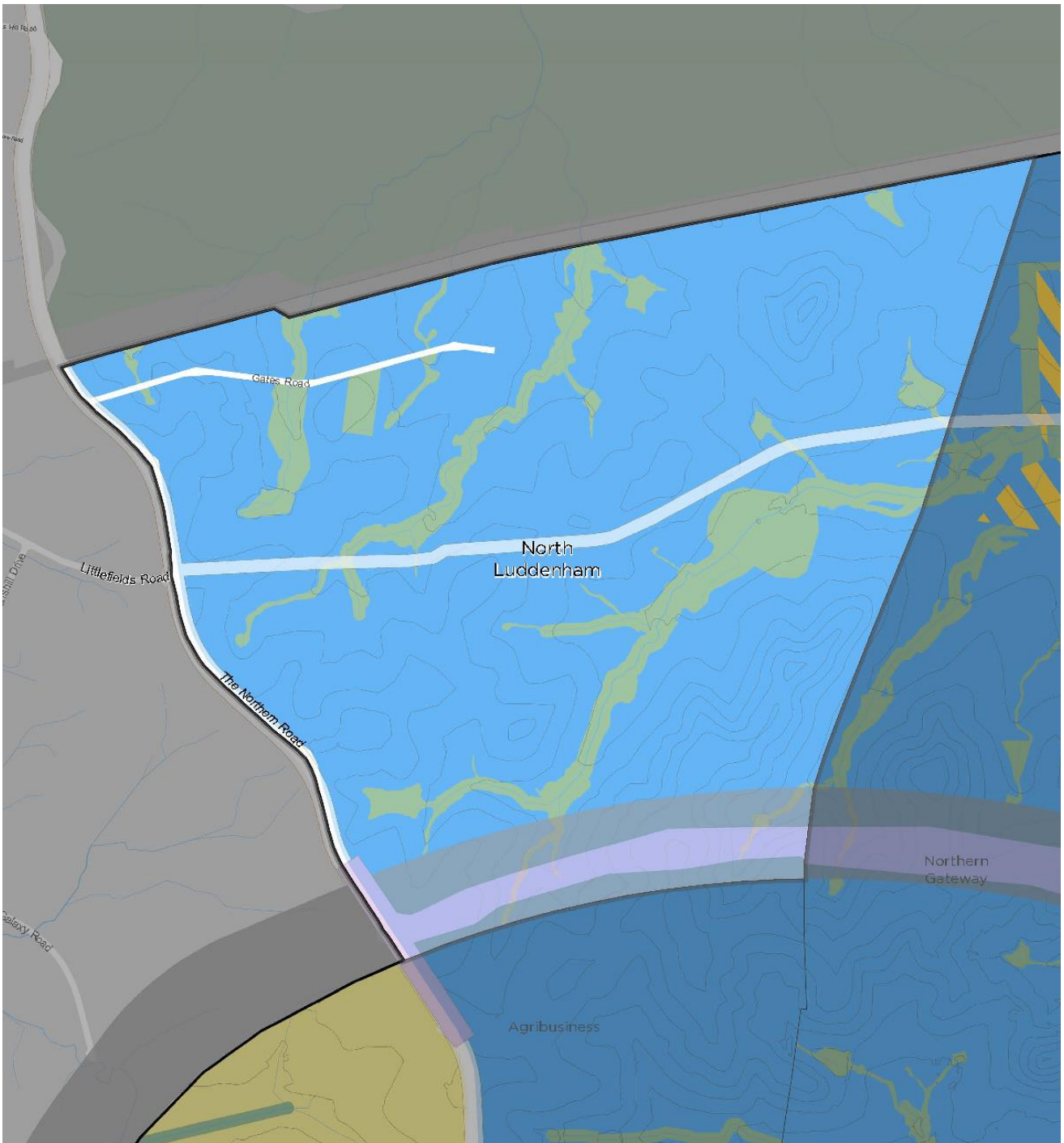
- Aircraft noise
- Safeguarding airport operations
- Interface with sensitive land uses to north and east.

Strategic Outcomes

- Focus on research, development and high technology with links to food production and processing.
- Access the Airport via the Agribusiness Precinct.
- Plan for a fine grain street network to support public transport, cycling and pedestrians.
- Take advantage of underlying topography and scenic values.
- Protect transport corridors to prevent possible conflict with adjoining land and ensure the orderly and timely provision of infrastructure.

Implementation Strategies

- Encourage fresh food markets in appropriate locations. (Planning Partnership).
- Encourage permeability and connectivity to the adjoining Agribusiness Precinct, Northern Gateway Precinct and land to the north and west (Planning Partnership).
- Infrastructure funding – State and Local (Planning Partnership, Department of Planning, Industry and Environment, Penrith and Liverpool Councils).
- Protection of transport corridors and prevent possible conflict with adjoining land use, including the proposed M12 Motorway (Planning Partnership, Department of Planning, Industry and Environment and Transport for NSW).
- Address interface with riparian areas. (Planning Partnership).
- Use flexible zoning to maximise diversity (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).



Structure Plan - North Luddenham

Western Sydney Aerotropolis

- Western Sydney Aerotropolis
- Topographic Contour 5m
- Key Network Upgrades
- Proposed Sydney Metro Greater West
- Potential East-West Rail Link, Stabling and Critical Infrastructure
- Proposed M12 Motorway Corridor
- Proposed Transport Corridor
- Agribusiness
- Environment and Recreation
- Flexible Employment
- Mixed Flexible Employment & Urban Land



7.5.4 Rossmore Precinct Liverpool LGA



Total area
1,361
hectares

Key considerations

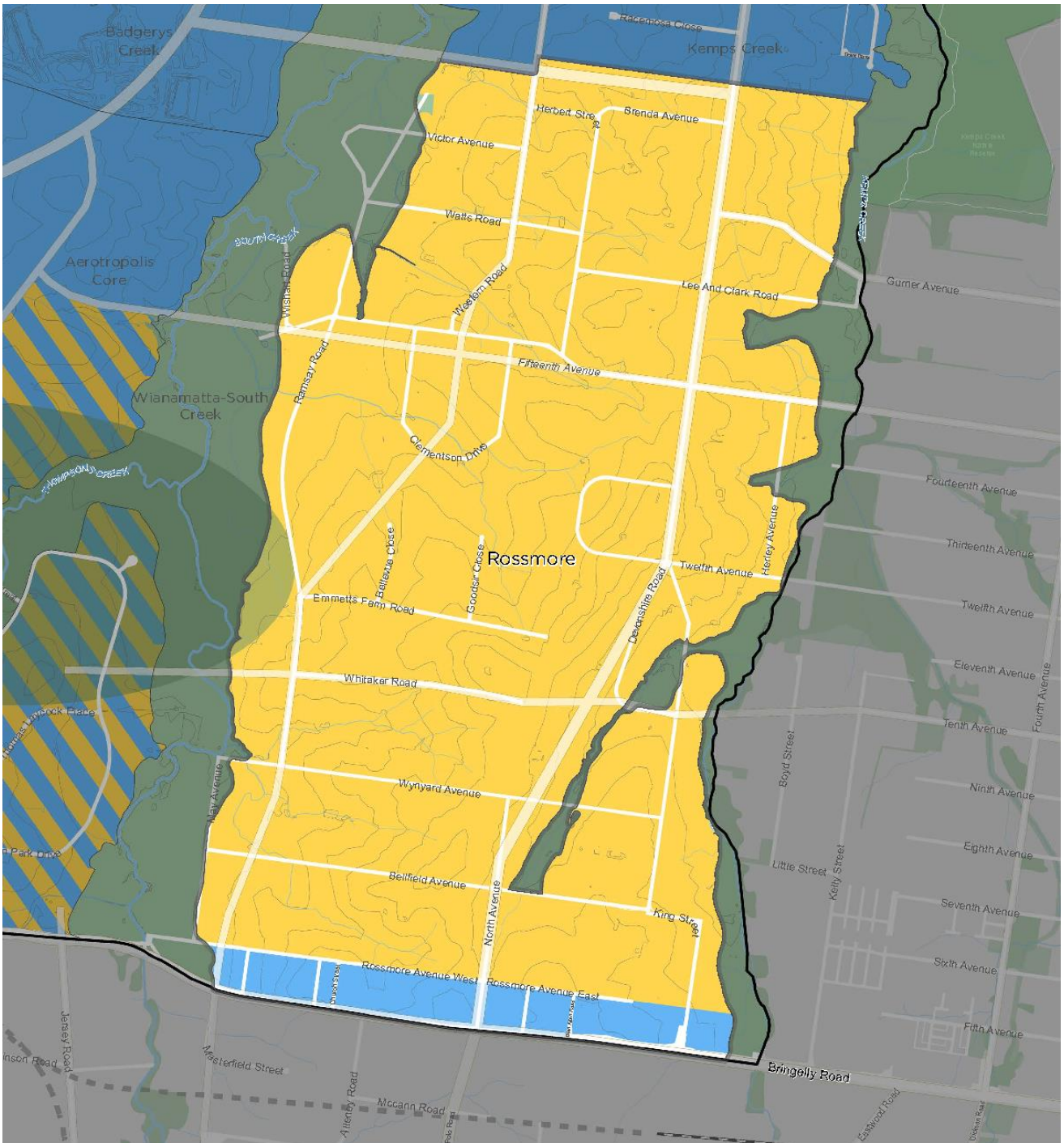
- Aircraft noise
- Safeguarding airport operations
- Land fragmentation
- Supporting existing agricultural operations as interim uses
- Ensuring development density supports transport infrastructure investment.

Strategic Outcomes

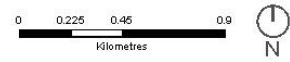
- Provide for mixed-use communities with a diversity of housing and maximising access to retail, cultural and community services.
- Connect communities via frequent public transport to the new Airport and surrounding centres including Aerotropolis Core and Liverpool.
- Maintain productive rural and peri-urban activities alongside compact urban centres.
- Plan for an appropriate and activated interface to Wianamatta–South Creek, Kemps Creek and Western Sydney Parklands.
- Connect the Precinct to the Aerotropolis Core via active transport.
- Locate local employment and live/work opportunities in local centres and along key corridors such as Fifteenth Avenue.
- Develop Fifteenth Ave as a shaded landscaped transport boulevard with public transport priority.
- Locate higher-density development along Fifteenth Avenue transport nodes, recognising its role as a centre serving corridor.

Implementation Strategies

- Use flexible zoning to maximise diversity (Planning Partnership, Western City and Aerotropolis Authority and the Department of Planning, Industry and Environment).
- Link staging of rezoning and development to the market viability of medium density housing types and infrastructure provision. (Planning Partnership).
- Stage the delivery of frequent public transport services along key corridors including Fifteenth Avenue (Planning Partnership).
- Deliver retail and community/cultural facilities upfront to service residential development early. (Planning Partnership, Transport for NSW and Department of Planning, Industry and Environment).
- Reserve road corridors for Ramsay Road and Devonshire Road upgrades and potential Tenth Avenue link (Planning Partnership, Transport for NSW and Department of Planning, Industry and Environment).
- Address interface with and activation of Kemps Creek and Wianamatta–South Creek (Planning Partnership).
- Investigate connections to Western Sydney Parklands (Planning Partnership and Department of Planning, Industry and Environment).
- Prepare a public domain strategy for the entire precinct (Planning Partnership and Department of Planning, Industry and Environment).
- Develop Affordable Housing Scheme to deliver affordable housing as part of all residential development (Planning Partnership).



Structure Plan - Rossmore
Western Sydney Aerotropolis



- Western Sydney Aerotropolis
- Western Sydney International (Nancy-Bird Walton) Airport
- Topographic Contour 5m
- Regional Parkland (Investigation)
- Key Network Upgrades
- Proposed Sydney Metro Greater West
- Potential East-West Rail Link, Stabling and Critical Infrastructure
- Proposed Future Rail Links (Investigation)
- Proposed Transport Corridor
- Environment and Recreation
- Flexible Employment
- Urban Land
- Mixed Flexible Employment & Urban Land



8

Infrastructure funding and provision

8.1 Place-based Infrastructure Compact

Beyond the infrastructure already identified in this Plan, more detailed infrastructure needs will be identified during precinct planning. This will be informed by the Western Sydney Place-based Infrastructure Compact (PIC) process led by the Greater Sydney Commission.

The process will strategically identify and estimate the cost of infrastructure and services that will be required to support growth in the Aerotropolis over time. This will increase understanding of the relative costs and benefits of development across the initial precincts to then inform how to most effectively stage and sequence development.

The process will consider funding sources for the infrastructure and services identified, including from the NSW and Australian Government, State infrastructure and local developer contributions, the customer base of utility providers and other sources.

The Place-based Infrastructure Compact process will inform precinct plans and a Special Infrastructure Contribution (SIC) for the Aerotropolis and combine with local infrastructure needs identified by Liverpool City and Penrith City Council to inform staged servicing and development in each precinct.

The NSW Government is committed to ensuring affordability and value for money when considering infrastructure investments in the Aerotropolis. Identified priority projects would be subject to NSW Government's Infrastructure Investor Assurance Framework prior to investment decisions being made.

8.2 Infrastructure Funding

The system of development contributions allows for the levying of contributions towards state and local infrastructure

under the *EP&A Act*. Broadly, the means for securing development contributions through the planning process are:

- State infrastructure contributions
- local infrastructure contributions
- value capture

When setting development contributions, all levels of government must ensure the cumulative amount of contributions payable does not make development unfeasible.

8.2.1 Special Infrastructure Contributions

A SIC is a financial contribution paid by developers to help fund some key State and regional infrastructure. The Department of Planning, Industry and Environment is developing a SIC for the Aerotropolis.

A SIC considers the cost of infrastructure generated by a development and balances this with development feasibility and the need to achieve desired development outcomes.

The Department of Planning, Industry and Environment will explore whether an Aerotropolis SIC should be set as a land-based charge (for example a \$ rate per net developable hectare) and/or a unit-based charge (such as \$ rate per lot or dwelling, or a percentage of the capital investment value).

The SIC may apply to a range of development types to part-fund infrastructure such as State and regional roads, regional open space, land for schools and some public transport. The SIC will also address broader issues such as affordable housing, green infrastructure and, where applicable, biodiversity offsets.

As the Aerotropolis evolves infrastructure needs will change. The SIC and the outcomes of the Place-based Infrastructure Compact process will need to adapt and align with strategic planning. A future draft SIC and determination will provide further detail.

8.2.2 Local infrastructure contributions

Local infrastructure contribution plans will fund local infrastructure such as local parks, local roads and community facilities. The Planning Partnership, including Penrith and Liverpool councils, will guide each council's local infrastructure contribution plans for the Aerotropolis as precinct plans are finalised. This will likely lead to a consistent approach to the preparation of local infrastructure contributions for both councils.

8.2.3 Value capture

Value sharing mechanisms are being considered in the context of major investments in infrastructure by the NSW and Australian governments. This is consistent with a range of local, national and international experience in drawing on value sharing as a source of major project funding.

Value capture results from the significant land value uplift due to public investment in core infrastructure. Investments such as the Airport and proposed Sydney Metro Greater West create value for landholders by bringing forward planning and zoning changes, which means there can be higher density uses around transport. This increased land value can be utilised via additional value sharing mechanisms such as SICs and voluntary planning agreements, to help fund infrastructure that a growing population and workforce requires.

Value sharing mechanisms will be developed as part of the detailed precinct plans. Any mechanisms require a balance: capturing a fair portion of the value uplift enjoyed by the beneficiaries of development and reducing the burden on taxpayers to provide infrastructure that will benefit more people, such as quality public space.

The cumulative impact of development contributions and other levies on businesses and households will be considered against the expected and realised value uplift from major public investment. Geographic coverage and

timing, as well as the appropriate instruments through which value uplift can be captured and shared, are important considerations.

8.3 Stage 1 Sydney Metro Greater West alignment

Sydney Metro Greater West Stage 1 alignment and station locations are likely to be confirmed in 2020. Precinct planning will appropriately reflect the alignment and the location of stations. Two stations are expected on the Airport site with other potential station locations under investigation.

8.4 Utilities and services

With limited trunk infrastructure in the Aerotropolis, significant planning and investment is required to unlock development and activate precincts. Investigations must consider how utilities and services will be funded, the timing and impacts of any infrastructure maintenance on road corridors, and infrastructure sequencing, optimisation and adaptability.

A flexible servicing strategy will ensure certainty of utility supply and allow for alternative servicing solutions as technologies and hybrid servicing methodologies evolve. Precinct planning and master planning will build in low-carbon ambitions and recognise how urban design and smart infrastructure will manage energy, water and liquid and solid waste.

The Aerotropolis presents a unique opportunity to efficiently and collaboratively plan for and explore alternative and innovative servicing solutions. The NSW Government will continue to work with utility providers and consult with stakeholders such as WCAA and Western Sydney Airport to develop an innovative and sustainable servicing strategy that commits to circular economy principles such as smart and zero carbon cities and smart grid systems.

9

The way forward

The following documents are on public exhibition:



These documents are available from:

www.planning.nsw.gov.au
www.wscd.sydney
www.penrithcity.nsw.gov.au
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The Western Sydney Planning Partnership welcomes feedback from the community, government agencies and other stakeholders during public exhibition. This feedback helps us better understand the opinions and concerns of the community, which will inform the final Plan.

9.1 Monitoring

To provide a valuable evidence based to inform service and infrastructure delivery as precincts redevelop overtime, the Department of Planning, Industry and Environment will monitor and report annually on the rate of development activity such as:

- housing approvals, construction commencements and completions
- pipeline for additional housing
- jobs created in the Aerotropolis
- contribution towards 5 million trees for Greater Sydney by 2030.

The Greater Sydney Commission has a statutory requirement to report on the implementation of the Region Plan. This will be implemented through the annual review of performance indicators drawn from the 10 Directions of the Region Plan and include the areas within the Aerotropolis.

The community will also be able to track progress on the Aerotropolis and Western Parkland City including through annual reports on Western Sydney City Deal implementation.

9.2 Next steps

9.2.1 Finalising the Plan

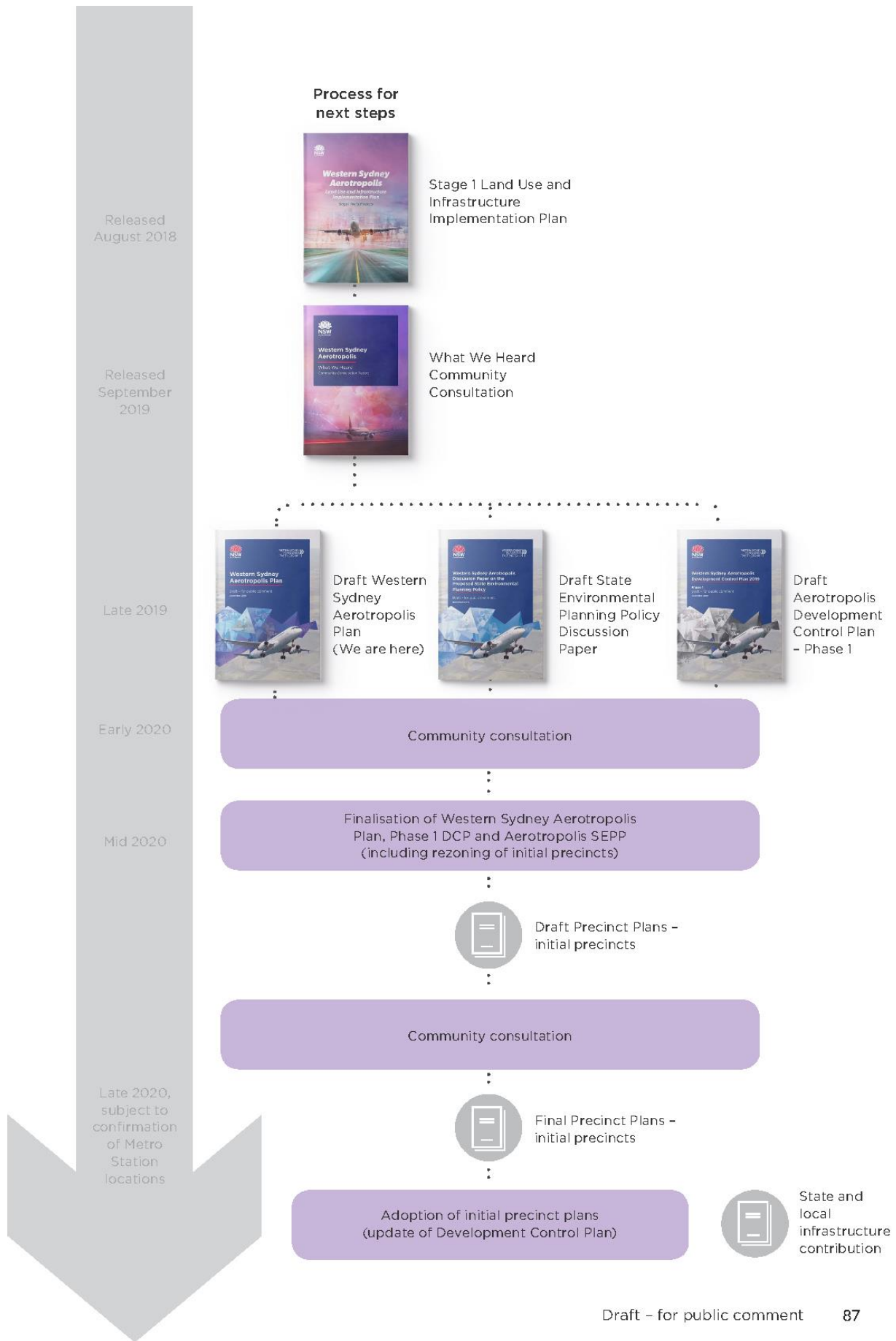
The Planning Partnership will make any required amendments from the public exhibition process prior to finalisation and prepare a Submissions Report that summarises the feedback received. The finalised Plan will be accompanied by:

- a direction under section 9.1 of the *EP&A Act* requiring future rezoning (planning proposals) to be consistent with this Plan
- Aerotropolis SEPP
- Phase 1 DCP.

The finalisation of the Plan is expected to occur at the same time as the rezoning of the initial precincts is published.

ORD01

Attachment 2



9.2.2 Precinct planning in initial precincts

The Planning Partnership will undertake detailed precinct planning, including sequencing within the initial precincts, responding to the timing of infrastructure delivery, with a target of public exhibition by mid-2020 and adopted plans in late 2020. A SIC will also be prepared.

Precinct planning for the remaining precincts will follow as infrastructure and services are planned and delivered.

The Department of Planning, Industry and Environment is responsible for planning the Mamre Road Precinct. This will occur concurrently with precinct planning for the other initial precincts. Exhibition is likely in late 2019.

9.2.3 Development

Development will align with this Plan, the SEPP, precinct plans, master planning and the Aerotropolis DCP together with ministerial directions 3.5 Development Near Regulated Airports and Defence Airfields and 7.8 Implementation of *Western Sydney Aerotropolis Plan* as amended. The speed of development will depend on market forces and the staging of infrastructure provision.

9.3 More information



Contact us at
engagement@ppo.nsw.gov.au



Visit
www.wscd.sydney/planning-partnership



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Glossary

Term	Definition	Term	Definition
1 in 100-year flood	A flood that has a one per cent chance of occurring in any given year within a 100-year cycle.	Australian Noise Exposure Forecast (ANEF)	Approved forecasts of future noise exposure patterns around an airport that constitute the contours on which land use planning authorities base their controls.
5G	Fifth-generation cellular network technology.	Biodiversity offsets	Measures that compensate elsewhere for the adverse impacts of an action, such as clearing for development. Biodiversity offsets protect and manage biodiversity values in one area in exchange for impacts on biodiversity values in another.
Aerospace	The branch of technology and industry concerned with the research, design, manufacture, operation and maintenance of aircraft, space craft, and their components and supporting services.	Blue-Green Grid	An interconnected network of natural and semi-natural landscape elements (sometimes referred to as blue or green infrastructure), including water bodies, urban canopy and open spaces.
Aerotropolis	A metropolitan area where infrastructure, land uses and economy are centred on an airport and includes the outlying corridors, and aviation orientated business and residential development that benefit from each other and their accessibility to the Airport.	Circular economy	A whole-of-system approach that accounts for the full cost and lifecycle of materials and retains the value of materials in the economy for as long as possible, reducing the unsustainable depletion of natural resources and impacts on the environment.
Aerotropolis Core	This is the central city at the core of the Aerotropolis activity associated with the Airport. The combination of uses, activities, development and places are reliant on and complementary to the operation of a global airport.	Climate change	A change of climate attributed directly or indirectly to human activity that alters the composition of the global atmosphere in addition to natural climate variability.
Agribusiness	Businesses associated with the production, processing, marketing and distribution of agricultural products, especially at a large and integrated scale.	Country	For Aboriginal peoples, Country relates not only to the cultural group and land to which they belong, it is also their place of origin in cultural, spiritual and literal terms. Country includes not only the land but also waters and skies, and incorporates the tangible and intangible, knowledges and cultural practices, identity and reciprocal relationships, belonging and wellbeing.
Airside	All parts of an airport around aircraft and buildings only accessible to authorised personnel.		
Australian Noise Exposure Concept (ANEC)	Anticipated forecasts of future noise exposure patterns based on indicative flight paths around an airport that constitute the contours.		

Term	Definition	Term	Definition
Cumberland Plain Conservation Plan	Will address impacts on biodiversity from urban growth through a conservation program that includes commitments and actions designed to improve ecological resilience and function over the long-term. The CPCP will enable land to be able to be certified for development and areas avoided from development conserved. The CPCP will enhance a network of green spaces, natural and semi-natural systems in Western Sydney.	Growth Area	Identified by the NSW Government as major greenfield development or urban renewal areas.
Defence	The branch of industry concerned with the research, design, manufacture, operation and maintenance of military equipment, supplies and services.	Local Centre	Smaller-scale places that vary from a few shops on a corner to a vibrant main street and generally serve a local population.
Development	As per the <i>EP&A Act</i> , any of the following: <ul style="list-style-type: none"> the use of land the subdivision of land the erection of a building the carrying out of a work the demolition of a building or work any other act, matter or thing that may be controlled by an environmental planning instrument. 	Local Environmental Plan	Defined in the <i>EP&A Act</i> . Guide planning decisions in local government areas through zoning and development controls.
Development application	An application for consent under Part 4 of the <i>EP&A Act</i> to carry out development (not including an application for complying development) such as change of use of land, subdivide land, or building, landscaping and other work.	National Airports Safeguarding Framework	National land use planning framework to improve community amenity by minimising aircraft noise-sensitive developments near airports and improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions on various safety related issues.
Development Control Plan	Provides detailed planning and design guidelines to support established planning controls.	Obstacle Limitation Surface (OLS)	Designed to protect aircraft flying in visual conditions close to an airport by defining a volume of airspace to be protected from development, primarily modelled on the layout and configuration of proposed runways.
Floodplain	An area of land which is subject to inundation by floods.	Peri-urban lands	Land for agriculture undertaken in places on the fringes of urban areas.
Greater Sydney	The local government areas within the boundary shown on the map in the Greater Sydney Region Plan and Schedule 1 of the Greater Sydney Commission Act 2015.	Permeable surface	A surface that permits or facilitates the infiltration or penetration of water such as grass, landscaping or porous paving.
		Precinct planning	Identifies the development intent and development capacity across a precinct by allocating land uses, densities, housing types, built form, infrastructure and environmental and open space.

Term	Definition	Term	Definition
Procedures for Air Navigation Services – Aircraft Operations Surfaces (PANS-OPS)	The primary surface for protecting aircraft operating under non-visual (instrument guided) conditions generally located above the OLS. Separate procedures for each runway and for the type of navigation system being used and the multiple surfaces are combined to form the PANS OPS.	Value capture	A source of funding that results from the significant land value uplift due to public investment in core infrastructure
Public domain	Any publicly or privately owned space that can be accessed and used by the public and/or is publicly visible	Western Economic Corridor	New economic agglomerations around the Airport, including the Aerotropolis
Public space	Includes parks, green spaces, plazas, libraries, streets, landscapes, museums, and public transport.	Western Parkland City	Broadly, Penrith, Liverpool, Campbelltown, Hawkesbury, Wollondilly, Camden, Fairfield and Blue Mountains LGAs, anchored around Liverpool, Greater Penrith and Campbelltown–Macarthur, with the new Airport and Aerotropolis geographically at its centre.
Riparian corridor	The channel which comprises the bed and banks of a watercourse (to the highest bank) and the vegetated riparian zone adjoining the channel.	Western Parkland City Metropolitan Cluster	Aerotropolis, Liverpool, Greater Penrith and Campbelltown–Macarthur.
Site-specific Development Control Plan	A DCP that provides detailed planning and design guidelines for a specific site that meets the criteria in the Aerotropolis SEPP.	Western Sydney Airport	A Commonwealth business enterprise established in August 2017 to build the new Airport.
State Environmental Planning Policy (SEPP)	Environmental planning instruments that address planning issues of State significance.	Western Sydney Planning Partnership	A local government-led initiative comprising of representatives of all eight Western Parkland City councils as well as Blacktown Council, and representatives from the NSW Department of Planning, Industry and Environment, Transport for NSW, Sydney Water and the Greater Sydney Commission.
Strategic centre	Characterised by a high proportion of knowledge-intensive jobs, existing or proposed major transport gateways and increased economic activity.		
Upper South Creek Water Factory	An advanced sewage treatment plant which will produce recycled water appropriate for a range of different applications, renewable energy and bioresources.		
Urban typologies	Precinct-scale snapshots of various forms of urban development incorporating built form, roads and subdivision pattern and open space.		

Appendix – Planning Principles

These principles will apply to all planning for the Aerotropolis.

Overarching objective

Recognise Country

Acknowledge traditional owners and provide opportunities for Connecting with Country, Designing for Country and Caring for Country in all stages of planning for the Aerotropolis.

Productivity

Objective 1

An accessible and well connected Aerotropolis

- PR1 | Ensure walking or cycling is the most convenient option for short trips around centres and local areas.
- PR2 | Prioritise public and active transport in centres with general through traffic and freight directed outside of these centres.
- PR3 | Match car parking with the level of public transport access.
- PR4 | Limit direct property access to classified roads and rationalise or orient to the local street network.

Objective 2

High-value jobs growth is enabled, and existing employment enhanced

- PR5 | Develop vibrant centres with high quality public domain, a rich urban tree canopy, and well designed buildings and areas that attract workers and investment.
- PR6 | Establish a centres hierarchy, including future centres, in line with the Region Plan (Strategy 22.2).

Objective 3

Safeguard airport operations

- PR7 | Appropriately design, construct and locate development to safeguard 24/7 airport operations.

- PR8 | Require development up to the 20 ANEC/ANEF contour to adopt appropriate design and construction standards to reduce aircraft noise impacts and prohibit intensification of residential development within the ANEC/ANEF 20 and above contours.

- PR9 | Require development to accord with the NASF Guidelines.

Sustainability

Objective 4

A landscape-led approach to urban design and planning

- SU1 | Retain and enhance natural features such as waterways, vegetation and landform and culturally significant landscapes.
- SU2 | Integrate Blue-Green Grid links and public open spaces, maximising opportunities for connections, an urban tree canopy and active use of the floodplain.
- SU3 | Retain water in the landscape by maximising permeable surfaces and developing appropriate urban typologies.
- SU4 | Orient urban development towards creeks and integrate into the landscape through quality open space, a high degree of solar access and tree canopy.

SU5	Develop a connected regional parkland network linking with the Wianamatta–South Creek corridor that shapes the Aerotropolis and provides amenity and ecological value and create a high quality ridgeline and linear parks adjacent to, and integrated with, riparian corridors that retain water.	SU12	Provide open space buffers and asset protection zones to conservation areas wholly within urban capable footprints.
SU6	Retain and increase the urban tree canopy and green cover across the Aerotropolis consistent with the Region Plan target of 40 per cent and the Premier’s Priority for Greening our city.	SU13	Plan stormwater and wastewater in the Wianamatta–South Creek Catchment to minimise potential hydrologic and hydraulic impacts on ecology, creek structure, infrastructure, water quality and the natural water cycle. Integrate water sensitive urban design and use stormwater or recycled water to irrigate streets and public open space to support public amenity and urban cooling. Co-locate industrial water users, where appropriate.
SU7	Retain, enhance and co-locate vegetation on ridgelines with active open space and use it to guide building heights.	<p>Objective 5 A sustainable, low carbon Aerotropolis that embeds the circular economy</p>	
SU8	Identify and protect scenic and cultural landscapes and develop a street grid based on landforms, with long north–south blocks in urban areas to attain good solar performance, and east–west streets to capture long views to the Blue Mountains.	SU14	Use low carbon, high efficiency strategies to reduce emissions and energy use in line with NSW net zero emissions target and mitigate urban heat through urban development and building design. Use innovative and integrated approaches to achieve higher standards of resource recovery, waste management, water management and renewable energy.
SU9	Meet the requirements of the biodiversity conservation program in the Cumberland Plain Conservation Plan and approved strategic biodiversity certification and strategic assessment protecting land with biodiversity value, and provide a sensitive urban interface that supports and enhances corridors and reserves.	<p>Objective 6 A resilient and adaptable Aerotropolis</p>	
SU10	Avoid, minimise and mitigate impacts on threatened species and endangered ecological communities, habitat corridors, and riparian and aquatic habitats to prioritise length, connectivity and representativeness to maintain ecological function. Protect the integrity and continuity of wildlife by: <ul style="list-style-type: none"> protecting priority habitat corridors to support migrating species, birds and arboreal mammals using public land for biodiversity conservation with an appropriate management regime expanding vegetation corridors if impacted by utility installations. 	SU15	Plan for compatible land uses within the floodplain, provide safe evacuation and egress from flood events and consider climate change, culvert blockage and floodplain revegetation.
SU11	Retain and protect wetland environments to support plant animal communities and to mitigate wildlife attraction or wildlife strike.	SU16	Prohibit cut and fill to alter the 1% AEP flood extent.
		SU17	Design, build and manage flood management assets to benefit native habitat, aesthetics, public recreation and amenity.
		SU18	Protect, maintain and improve the water quality and flow to meet the NSW Government waterway health targets.
		SU19	Protect high value terrestrial and aquatic ecosystems to enhance biodiversity and protect environmental values.
		SU20	Adopt an integrated water management approach that considers urban form and streetscape, trunk drainage land and assets, waterway health and flood management.

Infrastructure and Collaboration

Objective 7

Infrastructure that connects and services the Western Parkland City as it grows

- | | |
|-----|---|
| IC1 | Integrate passenger and freight transport with urban design at the Aerotropolis-wide, precinct and local scale to achieve quality movement and place outcomes. |
| IC2 | Locate and stage high quality active and public transport, utility and digital networks to align with projected land uses and secure corridors and sites early. |
| IC3 | Develop the Aerotropolis as a Smart City supported by fast and reliable and adaptable digital connectivity. |
| IC4 | Ensure the interoperability of systems align with NSW Government connected infrastructure and Internet of Things policies. |
| IC5 | Dimension local and town centre networks to allow tree planting, lower vehicle speeds and intuitive and safe walking and cycling infrastructure |
| IC6 | Plan for car parking, setbacks and intersections to allow easy crossing of streets and maintain compact, consistent built form edges. |

Objective 8

A collaborative approach to planning and delivery

- | | |
|-----|--|
| IC7 | Adopt a collaborative approach to precinct planning and master planning with all three levels of government, the community, industry and landowners. |
|-----|--|

Liveability

Objective 9

A collaborative approach to planning and delivery

- | | |
|-----|--|
| LV1 | Create a compact urban form in areas of high accessibility with a rich urban tree canopy and along creeks so that residents live within a 10-minute walk of quality green, open and public space consistent with the Premier's Priority for Greener Public Spaces. |
| LV2 | Provide affordable rental housing in line with the Western City District Plan targets. |
| LV3 | Provide for a diverse range of housing types and price points. |
| LV4 | Avoid residential development on major roads, freight or public transport corridors. |

Objective 10

Social and cultural infrastructure that strengthens communities

- | | |
|------|---|
| LV5 | Create valued public and private places and activate open spaces in line with Better Placed, Greener Places and the Premier's Priority for Greener Public Spaces. |
| LV6 | Provide multi-purpose and intergenerational community and cultural facilities and services which meet the needs of the community and bring people together. |
| LV7 | Integrate health and education infrastructure into local centres with supporting public transport services. |
| LV8 | Celebrate open space areas as places of shared importance to Aboriginal and non-Aboriginal people and maintain important landscapes and views. |
| LV9 | Acknowledge and celebrate Aboriginal culture, history and heritage, alongside non-Aboriginal heritage |
| LV10 | Locate health, education, residential and other sensitive land uses away from major road, rail and freight movement corridors. |
| LV11 | Design major streets as green active parkways supporting new technology |

Figure 32: Artist's Impression of manufacturing and research precinct
Source: Cox





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ORD01

Attachment 3

Camden Council Submission to the
**Western Sydney
Aerotropolis Plan – 2020**



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Executive Summary

With the projected rate of growth in Western Sydney (and the Greater Sydney Region) over the next three decades, there is a heightened need for an integrated, holistic approach to land-use and infrastructure planning. In this regard, Council commends the NSW Government's initiative in preparing the *Western Sydney Aerotropolis Planning Package*.

Camden Council is committed to both the existing community, and the future community that will grow throughout the Camden local government area (LGA) over the next 30 years. The *Western Sydney Aerotropolis Plan (WSAP)* (as well as the Western Sydney Airport project) are anticipated to have significant impacts on our community – this impact warrants a thorough and considered evaluation by both the NSW Government and the Australian Government.

Council has identified a number of key issues and recommendations for the Camden LGA regarding the *WSAP*. Council would welcome the opportunity to engage further with the Department of Planning, Industry & Environment (DPIE) in collaboration with the Camden LGA community, in discussing these issues, to assist in resolving potential issues associated with the *WSAP* project.

Key Messages

To assist DPIE in assessing the following submission, Council's key messages are grouped to align with the issues identified in the *WSAP* report; namely:

1. A vision for the Aerotropolis;
2. Implementing the vision;
3. Infrastructure;
4. Safeguarding the 24-hour airport;
5. Resilience and adaptability;
6. Precinct planning; and
7. Infrastructure funding and provision.

As part of this Executive Summary, following are the key issues identified by Council through a merit-based assessment of DPIE's exhibition material for the proposed *WSAP*. Council explores each of these issues in further detail, in the main section of this submission.

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1. A vision for the Aerotropolis

Key Issues for the Camden LGA –

1.1 Western Sydney needs a projected 200,000+ new jobs, across a range of industries/vocations. These jobs must be available both in the Western Sydney Aerotropolis and locally e.g. in the Camden LGA.

1.2 To facilitate the delivery of these jobs and economic prosperity, the Western Parkland City needs an economic development strategy for Western Sydney.

1.3 DPIE must facilitate comprehensive, meaningful engagement with the Camden LGA community, regarding the *WSAP*.

1.4 To achieve the 'sustainable, liveable and connected' vision for the Aerotropolis, compact/walkable precincts must be planned and delivered up-front.

Generations of workers from Western Sydney have been compelled to travel daily to access employment in Eastern Sydney. With the projected growth of the Western Parkland City, current levels of employment opportunities in the west are not sustainable. **Existing/future residents in Western Sydney need access to local jobs e.g. in the Camden LGA.**

Council commends the NSW Government in its preparation of a *WSAP*. With a combined investment of almost \$9billion in infrastructure (\$5.3billion: Western Sydney Airport – Stage 1, and \$3.6billion: Western Sydney Infrastructure Plan), the need for a positive return in any benefit/cost analysis is paramount; particularly when its intent is to underpin the economies of Western Sydney, the broader Sydney Region, NSW and the Australian economies. In this regard, while it is acknowledged the NSW Government recently released its *NSW 2040 Economic Blueprint*, it remains evident that **Western Sydney needs its own economic development strategy**. A Western Sydney economic development strategy prepared by the NSW Government would demonstrate to the Australian Government, the finance sector, the business sector/industry and broader community how this significant infrastructure investment will help drive economic activity in Western Sydney; to help the Western Parkland City prosper at a level like that of Sydney's other two cities (i.e. the Eastern Harbour City and Central River City).

Council encourages DPIE to have an ongoing commitment to work with Council and the community, to ensure that any future *WSAP* planning initiatives are implemented through a collaborative engagement process.

To ensure the Aerotropolis is comprised of compact/walkable precincts, it must be planned and developed as such from the outset. The alternative i.e. initially larger building footprints is less likely to facilitate sustainable planning outcomes in the long-term.

2. Implementing the vision

Key Issues for the Camden LGA –

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2.1 There is a need for integrated strategies (with funding via an amended Special Infrastructure Contribution Levy) between the *WSAP* and the South West Growth Area (SWGA), that will address the transport network strategy and Wianamatta-South Creek catchment.

2.2 The *WSAP*'s first stage should include an integrated approach for Agribusiness with the Camden LGA, as well as location of education facilities in an expanded Aerotropolis Core Precinct, south of Bringelly Road.

2.3 Planning of the Western Sydney Aerotropolis should not be undertaken in isolation of the extensive development happening in the rest of the Western Parkland City - it should include:

- an integrated precinct planning approach;
- sequencing of land release and provision/coordination of supporting local infrastructure;
- a strategic plan for the Wianamatta-South Creek precinct;
- corridor protection/acquisition and construction of strategic road and rail infrastructure, and
- address the potential adverse impacts on property owners.

2.4 Adverse environmental impacts resulting from the Western Sydney Airport must be addressed.

The NSW Government must develop an integrated transport network strategy (with funding mechanisms) via the *WSAP* between the Western Sydney Aerotropolis and SWGA.

The planning principles enshrined in Council's *'Rural Lands Strategy 2017'* reflect an early opportunity for a direct interface in Agribusiness activity between the Camden LGA and the Western Sydney Aerotropolis.

Council acknowledges the need for locating world-class education facilities in Western Sydney. A combination of the projected population in the Western Parkland City, and access to greenfield sites in the north of the Camden LGA with proximity to the Western Sydney Airport and rail, make the area south of Bringelly Road ideal for locating these new education facilities.

Current development/planning in the upstream areas of the Wianamatta-South Creek Catchment is well advanced; planning for impacts associated with the Western Sydney Aerotropolis must reflect a holistic approach to the entire Wianamatta-South Creek Catchment.

The scale of infrastructure projects (both under construction and planned) for Western Sydney, is significant. The *WSAP* must quantify the cumulative air, noise, environmental, social and economic impacts of the Western Sydney Airport, North-South Rail Line, Western Sydney Infrastructure Plan etc., all of which will ultimately service the Western Sydney Aerotropolis.



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The environmental impacts resulting from the Western Sydney Airport (and associated infrastructure) could be significant for Western Sydney. Through the *WSAP*, DPIE must establish a comprehensive response in mitigating any adverse environmental impacts.

3. Infrastructure

Key Issues for the Camden LGA –

- 3.1 Integrated planning for the Wianamatta-South Creek, Blue-Green Infrastructure Framework.
- 3.2 Ridgeline & Linear Parks – locating sporting grounds should be allocated to spaces that are ‘fit for purpose’, while Linear Parks must be planned to facilitate strategic connections on the ‘green grid’.
- 3.3 ‘Transport network development’ for the Western Sydney Aerotropolis and the broader Western Parkland City should include clarity around timeframes for ‘north-south’ connections between the Western Sydney Aerotropolis, SWGA and broader Macarthur/Wollondilly region.
- 3.4 Council supports a holistic approach to Smart Cities technology-enabled solutions.
- 3.5 Community – an integrated approach to the provision of ‘district-scale’ open space is recommended.
- 3.6 Education - Adjoining the southern boundary of the Aerotropolis, the site of 283-293 Bringelly Road Leppington had previously been identified as a potential location for a new TAFE campus in Western Sydney – it is recommended the *WSAP* reflect the opportunity for the area south of Bringelly Road as part of a future education precinct.
- 3.7 Health – the provision of health facilities within the Aerotropolis may have some adverse implications for its core business.
- 3.8 Through either the ‘Place-based Infrastructure Compact’ process, or via a LUIIP, a holistic/definitive strategy is required (particularly between the Aerotropolis and SWGA) for sequenced infrastructure provision in the Western Parkland City.
- 3.9 A vision for social and cultural amenity is needed to enhance the liveability of Western Sydney.

The significance of the Wianamatta-South Creek Catchment for the Western Parkland City is acknowledged for both the Western Sydney Aerotropolis and SWGA. In this regard, as part of developing the *WSAP*, planning for the Wianamatta-South Creek corridor should occur concurrently both upstream and downstream. A holistic approach to planning for this part of the Western Parkland City ‘Blue-Green Grid’ should promote integrated environmental outcomes between the Western Sydney Aerotropolis and the SWGA.

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For the planning of 'Ridgeline Parks', it is important that appropriate use is considered in determining a treatment for each area. Sporting grounds tend not to work well on 'ridgeline' areas due to topographical constraints and should be planned for accordingly. Similarly, 'Linear Parks' must be planned appropriately to realise their full potential – this includes facilitating 'green grid' connections between Linear Parks and other open spaces.

To ensure the Western Sydney community is best served, it is important that DPIE work with the Camden LGA community, Council, Transport for NSW and the Greater Sydney Commission (GSC), in determining definitive timeframes for corridor protection, future construction and a timely land acquisition strategy for the various strategically significant corridors e.g. North-South Rail Line, M5 Motorway Extension etc.

While corridors such as The Northern Road are defined, there is an express need to determine other strategically significant connections between the Western Sydney Aerotropolis and the SWGA. The *WSAP* should reflect how/where the Aerotropolis will be served in future by these connections (e.g. M5 Motorway Extension, Jersey Road, Edmondson Avenue & Rickard Road), and what function they will serve e.g. Rickard Road/Edmondson Avenue transit corridor connection to Fifteenth Avenue.

The planning/implementation of digital infrastructure (connectivity/sensor/communications) should have the same importance as that of essential utilities, acknowledging that this technology is critical in enabling the delivery of 'smart place' outcomes. It is important to both encapsulate new technology (e.g. 5G radio cells) as with any key design consideration, and in doing so engage with the community to ensure that any concerns are adequately addressed.

The interface between two initial precincts in the *WSAP* (Aerotropolis Core and Manamatta-South Creek) provides an opportunity to conduct 'district-scale' open space planning. Council would support a collaborative approach to planning for such facilities between the Camden LGA (South Creek West precinct) and the *WSAP*.

The NSW Government (TAFE NSW) recently sought nominations for a suitable site to locate a future Western Sydney TAFE Construction Hub. Council has corresponded with TAFE NSW, recommending that 283 – 293 Bringelly Road, Leppington provides a strategic opportunity to co-locate a VET institution with the Aerotropolis.

While there is merit in the philosophy of co-locating health and education services relative to the Aerotropolis, there is also the potential for adverse effects associated with proximity to the airport development. Health care facilities, by virtue of the services they provide, are often identified as 'sensitive social infrastructure' - more likely to be affected by impacts such as noise.

Current growth projections for the Western Parkland City (as part of the Greater Sydney Region) highlight the extent to which infrastructure provision is being stretched, to service multiple development fronts. The greenfield nature of the Western Parkland City is particularly resource intensive – it is recommended the *WSAP* reflects the cumulative



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impacts for timely infrastructure provision relative to adjoining areas e.g. SWGA, via either a 'Place-based Infrastructure Compact' or a *WSAP/SWGA* integrated LUIIP.

The future social and cultural amenity of Western Sydney will be considerably influenced by planning initiatives such as the Western Sydney Aerotropolis. To ensure this amenity adequately reflects the community of a future Western Sydney, a comprehensive vision is needed to guide a cultural evolution.

4. Safeguarding the 24-hour airport

Key Issues for the Camden LGA –

- 4.1 Because of the forthcoming airspace design process for the Western Sydney Airport, the structure plan approach for the *WSAP* should also be conducted concurrently for the SWGA, to ensure planning decisions mitigate the impacts of aircraft noise and protect the amenity of new communities.
- 4.2 Council acknowledges the merit of applying public safety areas at each end of the Western Sydney Airport runway(s); mapping in the exhibited *WSAP* to provide an indication of the potential impacts would be appropriate.
- 4.3 With the need for an integrated approach to water and green space management in the Western Parkland City, development of a structure plan for all waterbodies in the *WSAP/SWGA* would also in part mitigate any potential safety implications for the Western Sydney Airport e.g. wildlife strike.

The absence of defined flight paths and other airspace management strategies in the previously adopted Western Sydney Airport EIS and technical documents, highlights a key concern for Council regarding the aircraft noise assessment. The effect of this absence is that the flight paths used for the modelling may change at the time operations commence for Stage 1 of the airport. This creates uncertainty as to the modelling presented and the assessment of what areas and how many people will be affected by aircraft noise. Council recommends a concurrent review of the SWGA Structure Plan, along with sensitivity analysis that would give an idea of the implications that changes in flight paths would have.

While it is acknowledged that the precinct planning phase for the Aerotropolis will address the issue of public safety areas, it is noted that the *WSAP* must depict indicative footprints of these areas at each end of the runway; it is anticipated these would have been defined in any risk analysis of adjoining infrastructure e.g. Sydney Metro Greater West etc.

The issue of water management in the Western Parkland City will be strategically significant – in particular large water bodies and creek systems e.g. Wianamatta-South Creek. Wildlife will also rely on these water bodies and creek systems – what this means for the safety of the Western Sydney Airport should be addressed in developing a structure plan for water bodies in the *WSAP/SWGA*.

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5. Resilience and adaptability

Key Issues for the Camden LGA –

- 5.1 The cumulative impacts of large-scale infrastructure projects on air quality and visual amenity in Western Sydney require investigation
- 5.2 A holistic approach is needed to climate resilience and adaptability in the Aerotropolis, and broader Western Parkland City.

To achieve DPIE's 'liveability' aspirations for Western Sydney, there is an expressed need to evaluate how multiple infrastructure projects (e.g. Western Sydney Airport, Sydney Metro Greater West etc.) are impacting the existing/emerging communities – such as the cumulative impacts of Aircraft Noise and Airport Ground Noise (along with safety management issues). It is important the *WSAP* responds to these issues, as it provides the strategic direction for resilience and adaptability in the Aerotropolis.

Recent extreme weather events in Western Sydney highlight the need for an emphasis on more than a business-as-usual approach to climate resilience and adaptability. More needs to go into planning for climate change resilience for the Aerotropolis and the broader Western Parkland City. A climate risk assessment should be undertaken to inform the planning of climate change resilience, to be reflected in the SEPP and DCP.

6. Precinct planning

Key Issues for the Camden LGA –

- 6.1 Out-of-sequence land development arrangements have the potential to undermine infrastructure coordination, industry confidence and mitigate land development potential.

A place-based planning approach is essential for the success of the Western Sydney Aerotropolis – with a focus on integrated transport and land-use planning. Out-of-sequence development risks undermining a diligent planning approach. It is imperative that the NSW Government commits to a planned sequence in the Western Sydney Aerotropolis, to ensure the *WSAP* helps deliver a sustainable beginning for the Western Parkland City. Council would welcome the opportunity to work collaboratively in this regard with DPIE, the GSC and Western City & Aerotropolis Authority (WCAA) for the Western Parkland City.

While the *WSAP* identifies a series of 'desirable land uses' for each precinct, its use in out-of-sequence land development is a considerable risk. The *WSAP* must reflect a staged, government-led (in partnership with industry) approach to land-use planning, supported by coordinated infrastructure delivery.



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7. Infrastructure funding and provision

Key Issues for the Camden LGA –

- 7.1 In developing a 'Place-based Infrastructure Compact' (PIC) as part of the *WSAP*, there is a need to integrate local developer contributions as part of a holistic approach to infrastructure planning;
- 7.2 The *WSAP* provides an opportunity for DPIE to address an urgent need for an integrated, holistic infrastructure funding framework (including value capture).

To provide a holistic infrastructure plan via the PIC, it is important that local developer contributions are included, as they form an integral part of the overall 'infrastructure picture'. It is recommended that DPIE liaise further with the GSC, and collaborate with Council, to include local developer contributions as part of the PIC in developing the *WSAP*.

Regarding funding for the *WSAP*, there is an urgent need for a holistic, integrated reform of infrastructure funding legislation – including a 'value capture' mechanism as part of the solution. With the review by the NSW Government of the Special Infrastructure Contribution (SIC) levy, and pending local developer contributions reform, the timing is opportune to tackle the issue of value capture concurrently with these existing methods.

Ongoing engagement

DPIE's '*Planning guideline for Major Infrastructure Corridors*' provides direction for infrastructure agencies on the planning mechanisms for corridor protection projects – this guideline is especially relevant to the *WSAP* given the interface with multiple infrastructure corridors (e.g. North-South Rail Line, M5 Motorway Extension, M12 Motorway, future aviation fuel pipeline corridor etc.) The guidelines state:

"Through the development and investigation of options, the land requirements to support the infrastructure project can be identified. All public consultation on corridor options will be led by the agencies. It is the agencies responsibility to provide sufficient detail about the corridor options at this time, so that the community can be informed about the implications of each option and is given the opportunity to participate in the process of determining the preferred corridor alignment. Once the preferred alignment has been identified and assessed, statutory protections can be created which can assist delivery of the infrastructure project in the future".

Council encourages DPIE to have an ongoing commitment to work with Council and the community, to ensure that any planning initiatives associated with the *WSAP* are implemented through a collaborative engagement process e.g. conducting community engagement sessions within the Camden LGA; and, that more information is made available regarding the *WSAP*.

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Camden ‘Draft Local Strategic Planning Statement 2019’

Camden is the fastest growing local government area in Australia, welcoming more than 100 new residents every week. In planning for this growth, Council’s *Draft Local Strategic Planning Statement 2019* identifies the vision as Camden being a place of opportunity, built on a foundation of respect for the environment, with a well-managed approach to growth, social inclusion and economic innovation.

As depicted in **Figure 1 in this submission**, there are a number of local planning priorities for the Camden LGA that require careful consideration in developing the *WSAP*. Given proximity to the south of the Aerropolis to the areas of future growth in the Camden LGA, an integrated approach between the *WSAP* and the *Draft Local Planning Statement 2019* would promote optimal planning outcomes for the Western Parkland City.

Council commends the vision for Camden as per the *Draft Local Strategic Planning Statement 2019*, to the NSW Government; it clearly articulates what is important to the Camden LGA community, and is especially applicable for the Western Parkland City as part of the ongoing planning for the *WSAP*.

Camden ‘Community Strategic Plan’

It is important that the NSW Government has regard to the current community vision as adopted by Council on 21 June 2017 i.e. *Community Strategic Plan – Shaping the Camden Local Government Area June 2017*, when planning for growth in the Western Parkland City (including the Camden LGA).

Council’s *Community Strategic Plan (CSP)* identifies the community’s main priorities and aspirations for the future (at least 10 years), and the plans and strategies for achieving these goals. Strategies regarding actively managing growth in the CSP include:

1.1.1 *Ensure provision of appropriate urban development for sustainable growth in the Camden LGA;*

1.1.2 *Manage and plan for a balance between population growth, urban development and environmental protection;*

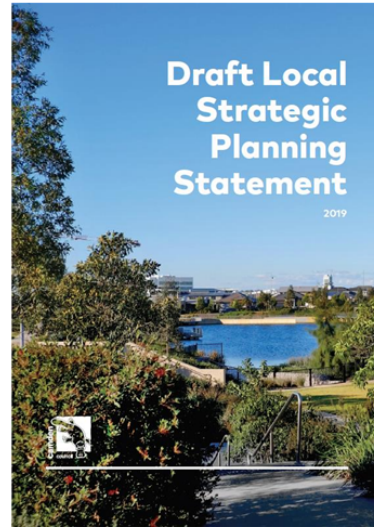


Figure 1 – Camden Draft LSPPs

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1.1.3 Ensure adequate, accessible and high quality open and public space is made available across the Camden LGA;

1.2.1 Ensure rural land and associated landscape impacts are addressed.



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Western Sydney Aerotropolis Plan

1. A vision for the Aerotropolis

Council recommends that the Department of Planning, Industry & Environment:

- Develop an economic development strategy for Western Sydney. The projected 200,000+ job deficit in Western Sydney requires a solution via a diversified and integrated economic, land-use and transport strategy, that doesn't rely solely on the Western Sydney Airport;
- Facilitate comprehensive, meaningful engagement with the Camden LGA community, regarding the *WSAP*; and
- Carefully plan from the outset for compact, walkable precincts as the vision for the Aerotropolis.

Jobs for the Camden LGA community

Western Sydney needs an economic development strategy. The combined investment by the Australian and NSW Governments in the Western Sydney Airport, Western Sydney Infrastructure Plan and North-South Rail (stage 1), is approximately \$20bn. As an extension of the NSW Government's *NSW 2040 Economic Blueprint*, an economic development strategy for Western Sydney will ensure this \$20bn investment facilitates optimal economic outcomes for the Western Parkland City, inclusive of the Western Sydney Aerotropolis.



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The intent of the *WSAP* is to determine a foundation for the land-use, infrastructure, sustainability, and urban design work that will guide and shape the development of the Aerotropolis. As depicted in **Figure 2 in this submission**, to realise the Western Sydney Aerotropolis' vision requires a range of diverse and cohesive initiatives, with the objective of optimising economic opportunities from the Western Sydney Airport and the emerging Western Parkland City.



Figure 2 – Meeting the vision

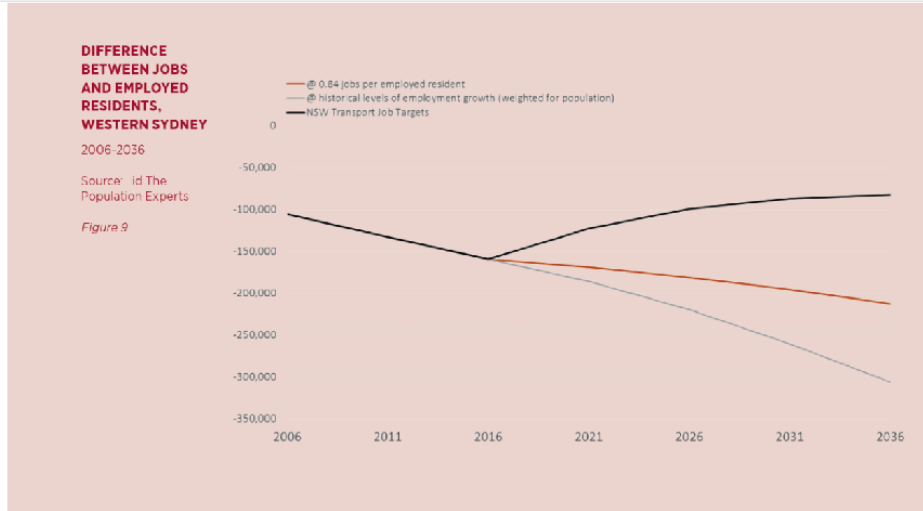
As part of this vision, the *WSAP* indicates that the Aerotropolis "...contributes to greater productivity and a significant increase in jobs for Western Sydney in areas such as defence and aerospace, advanced manufacturing, technology agribusiness, health, education, research and tourism" (page 18).

Council acknowledges the significance of the WCAA's vision of 200,000 jobs for the Western Parkland City, as it would address a projected jobs deficit previously identified in a report prepared by Western Sydney University, 'Addressing Western Sydney's Jobs Slide'.

Page 14 of Western Sydney University's report notes that if a linear approach (i.e. consistent with previous years) to planning and economic development in Western Sydney continues, the number of resident workers in Western Sydney will grow by 309,695 in the next twenty years, an increase of 30.9%. If the rate of jobs growth remains consistent with 2011 census data for this period, then jobs growth will fall behind worker growth. This would result by 2036 in the number of jobs in Greater Western Sydney growing by 256,737, or 22%. As a result, (by 2036) there will be 210,000 fewer jobs than resident workers in the region.

Figure 3 in this submission (below) provides a graphic representation of the 210,000 projected jobs deficit in Western Sydney to 2036.

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Western Sydney University

Figure 3 – Projected jobs deficit in Western Sydney to 2036 (source: Western Sydney University)

While the WCAA’s vision for 200,000 jobs provided over the next 20 years is welcomed, it is recommended that in subsequent stages of the *WSAP* that DPIE provide greater certainty as to the ratio of job types available within each of the various industries, relative to the skillset of the local labour workforce.

In meeting the vision for the Western Sydney Aerotropolis, and most importantly Western Sydney (including the Camden LGA), the *WSAP* should articulate what portion of jobs will become available between the different industries.


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Western Parkland City – a vision for 200,000 jobs

<p><u>Job types include:</u></p> <ul style="list-style-type: none"> aerospace and defence; creative industries and the technology sector; agribusiness; manufacturing & logistics; environment and sustainability; tourism; health and education; and arts and cultural. 	<p>Of the 200,000 jobs, what is the % of each job type?</p> <p>How many of these jobs will be in the Camden LGA?</p>
--	--

In planning for the Western Sydney Aerotropolis and sustainable growth in Western Sydney, it is particularly important to understand how many jobs each of these industries will generate, and the synergies/interdependencies between them, that may influence their success or failure.

Council's concern for its future residents in the Camden LGA, and as part of the Western Parkland City, is that the Western Sydney Airport is the primary/majority delivery agent in addressing the projected 200,000+ jobs deficit. Indicative job projections in the WSAP depict the WSAP delivering more than half the vision of 200,000 for the Western Parkland City. In this regard, if the Western Sydney Airport is not successful in the anticipated timeframe, and if for

example only 50,000 jobs are delivered, the social implications for Western Sydney may be dire.

To expand further on the point of providing local, sustainable employment opportunities, reference is made to the adjacent extract from the WCAA's strategy, *Delivering the Western Parkland City 2019*.

3.3 CREATING LOCALLY-RELEVANT JOBS IN CAMPBELLTOWN, LIVERPOOL AND PENRITH

The existing centres of Liverpool, Campbelltown and Penrith all have a level of commercial develop and jobs across a wide range of industries. However, across the Western Parkland City, local govern areas are experiencing 'job exodus', with high numbers of residents commuting to jobs in other city centres. The Authority will work with the local governments to develop locally-relevant industry and attraction strategies.

With the goal of creating 'locally-relevant jobs in Campbelltown, Liverpool and Penrith', the Camden LGA will continue to experience a daily 'jobs exodus' i.e. residents leaving their area every day to find employment.

The Authority will work with the local governments to develop locally-relevant industry and job attraction strategies.

Source: WCAA - *Delivering the Western Parkland City 2019*

It is important that the analogy of 'putting all the eggs in one basket' doesn't eventuate through the Western Sydney Aerotropolis planning process. There must be greater emphasis on economic



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development opportunities within areas adjacent to the Western Sydney Aerotropolis, reflected in an economic development strategy for Western Sydney, to ensure local opportunities for investment are not lost in the context of higher order employment lands within the *WSAP*.

Engagement with the Camden LGA community

Council notes the importance of engagement by DPIE with the Camden LGA community on the *WSAP* project.

As noted previously in this submission, DPIE's '*Planning guideline for Major Infrastructure Corridors*' provides direction for infrastructure agencies on the planning mechanisms for corridor protection projects, which would apply in part to the *WSAP*.

Council strongly encourages DPIE to ensure it comprehensively includes the Camden LGA community on the journey toward developing the Western Sydney Airport and Western Sydney Aerotropolis. Without a collaborative engagement process with the communities most affected by the Western Sydney Airport and Western Sydney Aerotropolis, the NSW Government (and Australian Government) put at risk both a significant investment of public funding, as well as the wellbeing of existing and future residents in Western Sydney.

Transitioning to an Aerotropolis

In the building industry, the analogy of 'measure twice, cut once' depicts the ethos of getting the best outcome through good planning. The same approach can be applied to the vision for the Aerotropolis, of 'plan twice, develop once' i.e. planning and developing compact, walkable precincts upfront that meet the sustainability, liveability and connectivity objectives of the region. By allowing larger building footprints to develop as a 'transitional' arrangement in the Aerotropolis, is likely to impede the compact/walkable precinct vision.



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2. Implementing the vision

Council recommends that the Department of Planning, Industry & Environment:

- Conduct planning for road infrastructure that supports the *WSAP*, to reflect an integrated strategy in articulating how the transport network will function/be funded between the Western Sydney Aerotropolis, SWGA and surrounding areas;
- Amend the *WSAP* so that the Dwyer Road Precinct is an integrated component of the Agribusiness Precinct with a flexible zoning, as part of the first stage of the Aerotropolis development; and
- Include the location of world-class education facilities in an expanded Aerotropolis Core Precinct, south of Bringelly Road - **planning of the Aerotropolis should not be undertaken in isolation of the extensive development happening in the rest of the Western Parkland City.**

Airport – Road Infrastructure

The *WSAP* requires an integrated, contingent transport planning strategy that quantifies all impacts of the Western Sydney Aerotropolis and Western Sydney Airport on the local road network (including all east/west and north/south connections) which is justified by a robust cost-benefit analysis and traffic modelling data.

To facilitate the successful delivery of integrated transport infrastructure in Western Sydney, a well-connected, well-designed and free-flowing road network supported by appropriate infrastructure is needed to provide effective movement of people and goods within the local area and broader region. Without an integrated strategy reflected in the *WSAP*, a future Western Sydney Airport at full development (stage 2) would create extensive congestion on the local road network in the Camden LGA; with heavy freight and commuters travelling to/from the airport site via local roads.

While the Australian Government's 'Western Sydney Infrastructure Plan' in support of the Western Sydney Airport is acknowledged, the potential adverse impacts on the local road network still needs to be quantified by DPIE via the *WSAP*. For example, as part of the broader transport planning for Western Sydney, there is a need for a review of the 'South West Growth Area Road Network Strategy', in the context of the Western Sydney Aerotropolis, North-South Rail and South West Rail Link Extension. Similarly, an integrated review of other, sustainable transport modes (bus network, pedestrian, and cycling networks) is also required; along with any capacity for the promotion of interim

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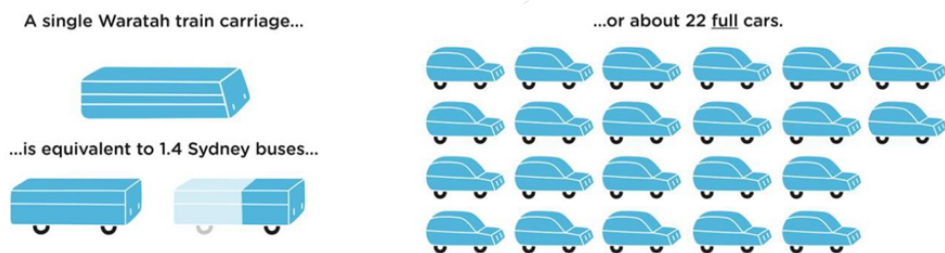


uses on the broader transport network where corridor protection has occurred, such as the provision of rapid bus services within the corridor.

Regarding corridor preservation for future road and transport infrastructure, as evidenced in previous NSW Government led projects (e.g. South West Rail Link), the sterilisation of land once transport corridor options are defined highlights the need to determine a clear timetable for acquisition, beyond the statutory planning protections. This will provide greater certainty around the approach to development applications involving significant capital investment, and a degree of certainty for residents and landowners. Implications for the sterilisation of land resulting from corridor preservation will be significant for certain landowners.

Airport – Transport Infrastructure

The NSW Government’s *Future Transport Strategy 2056* noted transport as a ‘placemaker’ in its description of liveable communities, transforming public domain, activating centres and unlocking new activity. With the projected population growth for Western Sydney, both Australian and NSW government investment in transport infrastructure e.g. North-South Rail Line etc. will influence core planning objectives, including affordable housing, connectivity, liveability, resilience and sustainability. While the *Western Sydney City Deal* confirms funding for part of the North-South Rail Line, to date there is no funding commitment for construction of the full extent of the rail line through to Oran Park, Narellan and Campbelltown-Macarthur.



(Source: Draft Future Transport Strategy 2056)

As part of the NSW Government’s vision of a system to support the growing Greater Sydney economy, public transport must play a pivotal role in alleviating urban congestion. An early commitment to constructing the full extent of the North-South Rail Line and South West Rail Link Extension will alleviate congestion and improve travel times and quality of life for residents in support of economic growth in Western Sydney.

Funding: as to its context regarding future funding of road and transport infrastructure in the Western Sydney Aerotropolis and SWGA, this issue is expanded upon further in *Section 7. Infrastructure funding and provision*, in this submission.

The *WSAP* could consider the use of the North-South Rail corridor for the purpose of temporary rapid bus connections between the Western Sydney Airport, Oran Park, Narellan and Campbelltown-Macarthur. Early establishment/operation of this corridor

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through the SWGA is likely to facilitate influence over commuter behaviour to/from the Airport/Aerotropolis; a behaviour that, once heavy rail is constructed south of the Western Sydney Aerotropolis, should translate to high-levels of patronage on this strategic transit corridor from the outset.

Note: in the context of transport infrastructure, reference is made to the Structure Plan on page 27 of the *WSAP*; specifically, the legend reference for 'Key Network Upgrades'. It is currently difficult to discern from this plan, where the 'Key Network Upgrades' will occur. Council recommends further improvements to the Structure Plan in making this information legible.

Agribusiness – Dwyer Road precinct

Given the scale and anticipated longevity of the Western Sydney Airport project, a staged approach to the structure planning for the Aerotropolis is acknowledged as a prudent approach. The initial stages in the *WSAP* as currently proposed are depicted in **Figure 4** of this submission.

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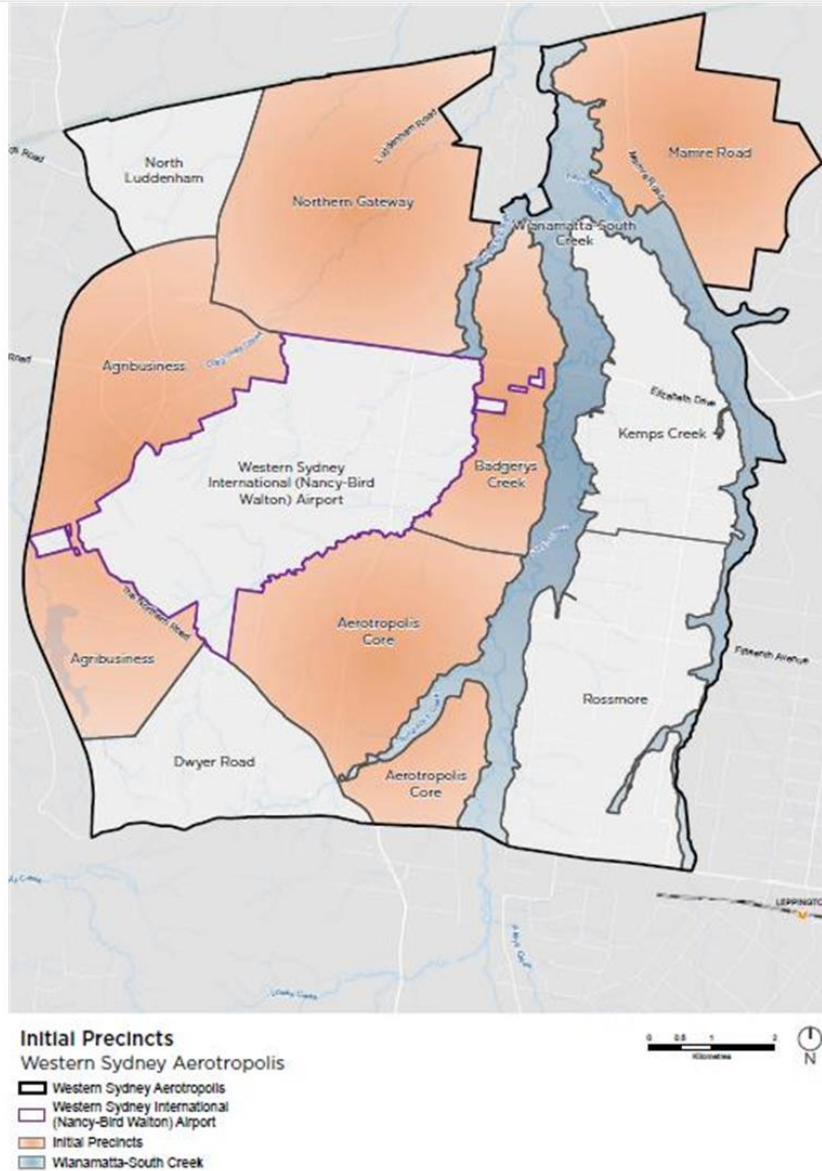



Figure 4 – Proposed Western Sydney Aerotropolis Initial Precincts (source: DPIE)

Further to the initial precincts identified, it is recommended that DPIE investigate the integration opportunities for the Dwyer Road precinct as an ‘Agriculture and Agribusiness’ area as part of the proposed ‘flexible zoning’. Council notes that part of the proposed Dwyer Road precinct could form an integral component of the Agribusiness function of the


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Aerotropolis, and future Agribusiness areas to the south in the Camden LGA as part of the 'Metropolitan Rural Area'. In this regard, the identification of the Dwyer Road precinct as a flexible employment area should have consideration of these potential future land-uses.

As the Dwyer Road precinct proposal has implications for rural land in the Camden LGA as part of the 'Metropolitan Rural Area'; the planning principles enshrined in Council's 'Rural Lands Strategy 2017' warrant consideration by DPIE in identifying how Agriculture and Agribusiness can effectively interface between the Aerotropolis and the Camden LGA - in alignment with principles in Council's 'Rural Lands Strategy 2017', including:

- 1. Protect Camden's remaining rural lands;
- 3. Provide certainty and avoid rural land fragmentation; and
- 5. Enhance Camden's rural economy.

Council's *Draft Local Strategic Planning Statement 2019* also notes the need to manage growth "carefully and effectively to ensure the retention of the places, landscapes and characteristics of Camden's rural heritage and background" (page 70).

Camden Council

Local Priority S3 Protecting Camden's rural land



Relationship to other plans and policies	Local Priority S3 is consistent with Camden's CSP Key Directions: 2.'Healthy Urban and Natural Environment'	
	Local Priority S3 also gives effect to the Sydney Region Plan Directions: 8. A city in its landscape	
Actions and timeframes	Local Priority S3 also gives effect to the Western City District Plan Priorities: W17. Better managing rural lands	
	Council will continue to implement the recommendations and actions within the Camden Rural Lands Strategy	Ongoing
	Council will review existing planning instruments to minimise and manage rural land conflicts	Short Term
	Council will work with Wollondilly Council and the Sydney Peri-Urban Network (SPUN) to explore options to protect agricultural land and encourage local food production	Short Term

(Source: Camden Council - *Draft Local Strategic Planning Statement 2019*)

The Camden LGA has a long-established agricultural sector, that is well placed for economic integration with export activity made accessible by the Western Sydney Airport.



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The interface between the Camden LGA agricultural sector, would enable the opportunity for agricultural export activity from the Airport's opening in 2026 – precinct planning in the *WSAP*, particularly regarding Dwyer Road must support this opportunity via an appropriate zoning.

Aerotropolis Core Precinct

It is noted that a strategic outcome of the *WSAP* for the Aerotropolis Core Precinct, is to “*plan for a centre for excellence in STEM-based education including secondary, vocational (VET) and tertiary education facilities*” (page 62 *WSAP*).

There may be merit in the consideration of expanding the Aerotropolis Core Precinct south of Bringelly Road, to encapsulate these education facilities as part of servicing the broader Camden LGA and Western Sydney communities.

For example, the *WSAP* acknowledges the need to locate noise sensitive development (such as schools) outside of the ANEC/ANEF 20-25 contours. As a result, this may infer an education precinct would be best located at the southern extent of the Aerotropolis Core Precinct, closest to Bringelly Road. In this regard, it may be of benefit to consider its location within the Camden LGA, either with proximity to the South West Rail Link Extension and/or the Sydney Metro Greater West.

The Camden communities' vision on education depicted in the *Camden Community Strategic Plan* is “*3.1.1 Ensure employment, tourism and education opportunities are expanded across the Camden LGA*”. Schools are vital institutions in our society. They educate our future generations and provide essential skills to emerging workforces.



Regional Educational Precinct (Sample Impression)

While there is already a presence of tertiary institutions in Campbelltown, Liverpool and Penrith, through an expanded Aerotropolis Core Precinct there is an opportunity to develop the education space further, in the Camden LGA. As part of the structure planning process for the Aerotropolis, DPIE should explore further the opportunities in extending the Aerotropolis Core Precinct into the Camden LGA, to facilitate its integration with both the Western Sydney

Aerotropolis and growing Camden community.

Further to these options, it is important to note that **the planning of the Aerotropolis should not be undertaken in isolation of the extensive development happening in the rest of the Western Parkland City.**

The 'desirable land uses' for the Aerotropolis Core Precinct, as outlined in Section 7.2.1 (page 58 of the *WSAP*), are broad. Whilst it is acknowledged that the intent of the *WSAP* is to provide flexibility and attract investment, this should not mean that the market alone is left to entirely dictate the nature of this future centre. By contrast, the Northern Gateway Precinct provides a more focused vision for the potential future land uses, primarily around food science and technologies with complementary residential and retail uses. These



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uses are understood as being important to activate the Precinct for its primary purpose of achieving a successful employment, education and innovation hub.

The *Western City District Plan* outlines the potential future industries that could be located within the Aerotropolis, within the context of the entire Western Parkland City. The District Plan does not mention the inclusion of, for example, cultural and sports precincts within the Aerotropolis. Whilst the Aerotropolis Core Precinct should not necessarily exclude these uses, these should be considered as complementary to the key employment generating land-uses and provided for in the interests of activating the Precinct. There also needs to be greater consideration of the impact on surrounding centres not located within the Aerotropolis area, and the potential to locate some of these complementary uses outside of the Aerotropolis Core Precinct, or even outside of the Aerotropolis e.g. in the Camden LGA.

While in the early stages of evolutionary planning for a new city centre, there will continue to be opportunities for certain land-uses and planning approaches to be tested as the Precinct progresses. In this regard, it is important that there is an appropriate balance between marketing the precinct to attract early investment, while striving for optimal planning outcomes in ensuring that proper consideration is given to the Aerotropolis' role in the broader Western Parkland City.

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3. Infrastructure

Council recommends that the Department of Planning, Industry & Environment:

- As part of developing the Blue-Green Grid infrastructure framework, develop a strategic plan for the Wianamatta-South Creek precinct;
- Via the Blue-Green grid infrastructure framework, ensure the strategic plan for the Wianamatta-South Creek Catchment governs how it will function in an integrated way between the Western Sydney Aerotropolis and SWGA (including funding for regional drainage infrastructure via an amended Special Infrastructure Contribution Levy);
- Plan for the appropriate location of Sporting Grounds to areas other than just Ridgeline Parks, and facilitate connections between multiple Linear Parks throughout the Aerotropolis;
- Proceed in finalising the corridor protection process (e.g. Rail, M5 Motorway Extension etc.), inclusive of definitive timeframes for preservation, acquisition and construction;
- In reflecting the commitment under the 'Western Sydney City Deal' for the 'Western City Digital Action Plan', ensure the *WSAP* is conducive to promoting tangible digital solutions and technologies;
- Explore an integrated approach to planning between the *WSAP* and the Camden LGA, on social infrastructure issues such as community facilities, education and health;
- Consolidate infrastructure planning between the *WSAP* and the SWGA, via an integrated LUUIP or extended 'Place-based Infrastructure Compact'; and
- Explore the vision of creating cultural amenity in the Western Sydney Aerotropolis integrated with the Camden LGA, that enhances the liveability of Western Sydney.

Wianamatta-South Creek Precinct



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The vision for Wianamatta-South Creek, reflected in the *Western City District Plan*, *Western Sydney City Deal* and the *WSAP* is supported; as a part of the *Western City District Plan's* 'Blue-Green Grid' that will provide amenity through parks, community facilities and ecological services, Wianamatta-South Creek will function as the conceptual 'heart' of the Western Parkland City (and in turn, the Aerotropolis). Given local government is likely to inherit much of the maintenance responsibility for public land in this precinct, it is important that new maintenance funding mechanisms are established and maintained in perpetuity.

As part of the subsequent staged planning for Wianamatta-South Creek, it is important that DPIE (in conjunction with key stakeholders, including Council) prepare a strategic plan that identifies a range of opportunities for recreation and community facilities associated with the development of land within and adjacent to the Wianamatta-South Creek corridor (as noted in the *Western City District Plan*).


Council is currently undertaking a Blue-Green Grid Analysis, which forms part of the broader suite of strategy and policy documents commissioned through the LEP Review project. The Blue-Green Grid Analysis will investigate opportunities to implement the Sydney Green Grid at the local scale. Projects identified through this process will seek to establish or enhance hydrological and ecological aspects of the Grid. Many components of the Camden LGA Grid feed into broader District connections, as identified in the *Western City District Plan* (including Wianamatta South Creek and Kemps Creek which are identified as priority corridors in the District Plan). It is noted that some of these corridors run through the wildlife buffer zone identified in the *WSAP*. The rehabilitation of ecological corridors has the potential to attract wildlife, with their increased presence an indication of a successful implementation of the Grid. As such more information is required to outline how the Blue-Green Grid will be implemented in areas within proximity to the wildlife buffers.

Figure 46 – South Creek corridor



Source: *State Infrastructure Strategy* – page 167

In DPIE developing a strategic plan for Wianamatta-South Creek, it should be inclusive of drainage implications of future development resulting upstream, in the Wianamatta-South Creek corridor i.e. from future development in the Camden LGA. While both Council officers and DPIE have worked collaboratively on this issue to date, a further body of work is needed to quantify the drainage impacts for Wianamatta-South Creek, in the event that the Western Sydney Aerotropolis develops in advance of the bulk of future development in the Camden LGA.


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This point is particularly significant in light of DPIE's consideration of using/discharging treated wastewater into the Wianamatta-South Creek catchment. While the anticipated 'heat island' effect of a fully developed Western Sydney Aerotropolis and Western Parkland City is a significant challenge for environmental management, it will be necessary to determine what capacity the Wianamatta-South Creek corridor will have in managing conflicting land-use and water management functions. In this regard, it is recommended that DPIE develop the strategic plan for the Wianamatta-South Creek Precinct (i.e. corridor/catchment), prior to progressing the Stage 2 WSAP, inclusive of a definitive flooding assessment (including Probable Maximum Flood Assessment) for the Wianamatta-South Creek Precinct, to mitigate any adverse impacts on the floodplain, Wianamatta-South Creek and other significant water bodies e.g. large upstream farm dams.

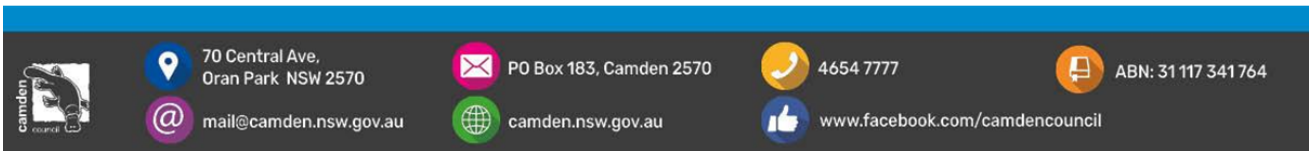
While DPIE is currently at the structure planning stage of the Western Sydney Aerotropolis project, it is important that a definitive flood impact assessment is completed prior to proceeding to the next phase. A

Actions	Responsibility
T1. Implement the South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City.	Councils, other planning authorities, State agencies and State-owned corporations

Source: *Western City District Plan* – page 113

thorough investigation is required into the issue of surface water and flooding, before a Stage 2 WSAP is determined for specific land-uses that will interface with the Wianamatta-South Creek corridor.

Water Smart Planning in the Wianamatta-South Creek Catchment



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2017 Metropolitan Water Plan framework

Goal	Outcome	Strategies
A liveable, growing and resilient Greater Sydney	Our water supply is secure and affordable	Making the best use of our existing supplies
		Investing in water conservation
		Investigating new water sources for long term needs
	Our water supply system is resilient to stresses and shocks	A Drought Response Strategy with a broad suite of measures
		Identifying and anticipating risks to water security
		Planning for our variable climate and climate change
	Our urban communities are more liveable and resilient	Establishing the WaterSmart Cities program
		Investigating barriers and enablers to cost-effective water recycling
		Establishing partnerships and collaborative arrangements
	Rivers downstream from dams are healthy	Implementing variable environmental flows from Werrigambal Dam
		Modifying Werrigambal Dam to release the flows
		Protecting the benefits of environmental flows
Monitoring and adaptive management of flows		
Adaptive planning		

FIGURE 6: 2017 Metropolitan Water Plan framework showing the goal, outcomes and strategies of the plan

As noted previously in this submission, the vision for Wianamatta-South Creek, reflected in the *Western City District Plan*, *Western Sydney City Deal* and the *WSAP* is supported. However, it is important that the *WSAP* accurately reflects a transparent framework for the integrated, sustainable management of Wianamatta-South Creek.

Example 1: While not clearly articulated in the *WSAP*, at recent industry briefings DPIE officers advised the option of investigating the discharge of wastewater into the Wianamatta-South Creek catchment. While this may reflect the pending objectives of the '2017 Metropolitan Water Plan Framework', it is critical that this thinking is reflected in the *WSAP* if that is the NSW Government's intention. Planning for urban development in the SWGA is currently subject to specific criteria that prescribes stormwater

discharge in a restricted way (i.e. dry, offline basins). An intended change in the form of treated wastewater discharge into Wianamatta-South Creek would have significant water management and environmental implications; both of which must be explored in the *WSAP*.

Example 2: There are a series of large farm dams located upstream of the Western Sydney Aerotropolis, that currently serve a regional water management (drainage) function. The *WSAP* represents an opportunity to address the issue of regional drainage management between the Western Sydney Aerotropolis & SWGA. This must include an appropriate funding mechanism i.e. as part of the Special Infrastructure Contribution Levy review, to ensure the integrity of water management in the Wianamatta-South Creek catchment relative to the Western Sydney Airport site.

Recommendation 93

Infrastructure NSW recommends the completion of the South Creek Corridor strategic business case by late 2018.

Recommendation 94

Infrastructure NSW recommends that Water NSW and Sydney Water consider a portfolio of options for the augmentation of Sydney's water supply, including the findings of the South Creek strategic business case, and provide advice to the NSW Government for its consideration by early 2019.

Source: *State Infrastructure Strategy* – page 167

The recommendations made by Infrastructure NSW regarding completion of a strategic business case for the Wianamatta-South Creek Corridor, must occur concurrently with the *WSAP* process.

Ridgeline & Linear Parks

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While it is acknowledged that locating local/passive park amenities on 'ridgelines' is appropriate, the same is not necessarily so for sporting grounds. It is important to note the future need for a mix of spaces, and their distribution to land that best fits their purpose.

'Multi-functional Linear Parks' need to be provided to also run perpendicular to infrastructure/riparian corridors, in order to make network connections (often over ridgelines). Otherwise there are just very strong linear 'north-south' links, with few 'east-west' connections; this approach would complete a network grid across the *WSAP* area, and broader Western Parkland City.

'North-South' Transport Connections

The importance of preservation for strategic transport corridors such as the North-South Rail Line, Rapid Bus Corridors etc. will form an integral part of the Western Sydney Aerotropolis' need for a functional transport network.

However, it is also noted that the sterilisation of land once transport corridor options are defined highlights the need to determine a clear timetable for acquisition and construction, beyond the statutory planning protections. This will provide greater certainty around the approach to development applications involving significant capital investment, and a degree of certainty for residents and landowners e.g. M5 Motorway Extension.

The Australian Government's example of acquiring land for the Western Sydney Airport site over several decades demonstrates that early land acquisition for significant infrastructure projects is common and provides certainty for all stakeholders.









While corridors such as The Northern Road are defined, there is an express need to determine other strategically significant connections between the Western Sydney Aerotropolis and the SWGA e.g. M5 Motorway Extension.

For example, the *WSAP* should identify the Rickard Road/Edmondson Avenue corridor as a key north-south connection between Fifteenth Avenue, the Rossmore precinct and Leppington precinct. This would provide an opportunity to establish high-quality pedestrian/cycle connections between the Aerotropolis and the Camden LGA.

Digital Infrastructure - Smart Cities

Under the digital infrastructure commitment in the Western Sydney City Deal, there is an opportunity for all levels of government to deliver tangible digital solutions and technologies in the Western Parkland City, that the community both need and want. In this regard, the NSW Government, in part via the *WSAP*, can establish a strategic direction for key digital actions such as:

- Inclusive community connectivity;
- Being effective with data use;
- Partnering with other tiers of government, the community and industry;

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- Responsibly managing data; and
- Infrastructure investment that is fit for purpose/future.

Council encourages DPIE to expand the strategic vision for digital infrastructure in the *WSAP*, to ensure it clearly aligns with the outcomes of the commitment under the Western Sydney City Deal, as well as other relevant policies e.g. *NSW Internet of Things Policy*.

Open Space – Regional Parks

The proposal of a southern regional park as an interface between the setting of the Wianamatta-South Creek corridor and urban areas is acknowledged as a key opportunity to conduct 'district-scale' open space planning. In this regard, Council would welcome the opportunity to participate in a collaborative approach with DPIE for the planning for such a facility. Arbitrary lines such as the extent of the *WSAP* or local government boundaries, should not inhibit the aspiration to attain good planning outcomes for all surrounding communities in the Camden LGA.

Education

Designated as a strategic centre under the *Western Sydney District Plan*, Leppington is an ideal opportunity for the *WSAP*, to integrate primary and tertiary education with the landscape, to create places of wellbeing and learning. In this regard, TAFE NSW's mandate to locate a suitable site for a future Western Sydney TAFE Construction Hub makes Leppington an obvious choice. With the site of 283 – 293 Bringelly Road, Leppington previously identified via the planning process as a strategic opportunity to co-locate a VET institution with the Aerotropolis, this option is commended to DPIE for further investigation.

Health

There are potential adverse effects on health services through risks associated with airport development. People within healthcare facilities also tend to be disproportionately vulnerable to impacts such as noise and air quality, as reflected in *The Western Sydney Airport Plan and Environment Impact Statement 2015* (and in particular the Social Impact Assessment). Health care facilities are also identified as 'sensitive social infrastructure' more likely to be affected by impacts such as noise, social amenity, etc. but the specific health impact on these sensitive settings is not assessed. Council recommends that the *WSAP* responds to these issues, to ensure the provision of any health services provided in proximity to the Aerotropolis do not suffer any ill-effects resulting from location relative to the Western Sydney Airport.

Integration of Infrastructure Planning with the SWGA

"The most immediate step to integrating the planning for the Aerotropolis is to integrate its precinct planning with other growth areas". (page 26 WSAP – Stage 1 (2018)). To achieve the intent of this statement may prove to be a significant indicator of the success (or otherwise) of urban planning in the future Western Parkland City.

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For example, the sequencing of land release and provision/coordination of supporting local infrastructure is one of the key elements in facilitating new housing. The experience of the Austral/Leppington North precinct has demonstrated a clear need for a collaborative approach between government, utility providers and landowners. With the *WSAP*, there is an opportunity for a more holistic approach to this process, particularly regarding adjacent precincts in the Camden LGA (as per **Figure 5 in this submission**).

As per the map below, spatially the Leppington centre will be the closest (geographically) strategic centre to the Western Sydney Aerotropolis. Planning for servicing infrastructure must be addressed concurrently with implementation of the *WSAP*, to mitigate any potential planning conflict between key centres – this is crucial if the hierarchy of centres identified for the Western Sydney Parkland City (via the *Western City District Plan*) are to thrive. Whether this is achieved via an integrated LUIIP between the Aerotropolis and SWGA, or an extended 'Place-based Infrastructure Compact' is a matter for DPIE. Either way, it must include the SWGA area, as it will significantly influence how urban development relative to the Western Sydney Airport is likely to evolve – whether in a lineal, supportive and structured way, or in contrast to efficient and effective development patterns.



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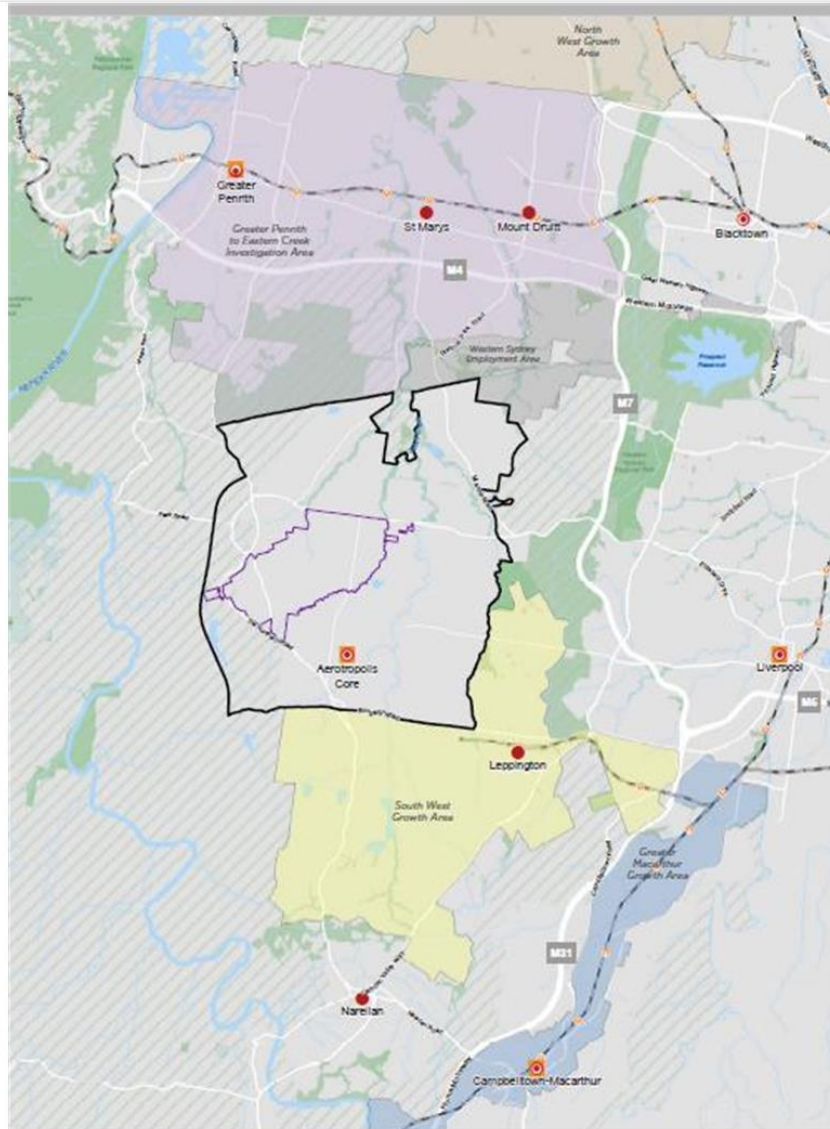


Figure 5 – Western Sydney Aerotropolis and surrounds (source: DPIE)

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A Culture of Arts and Creativity

The *WSAP*'s vision for cultural infrastructure is that it supports tourism in Western Sydney, to provide a unique and exciting arts and cultural experience to help the night-time economy. It will seek to co-locate artistic and education precincts to encourage collaboration, drive enterprise and innovation, and support the development of creative industries.

Such a vision could in part be realised via integration with the SWGA, to serve the population of Western Sydney, including the Camden LGA. This could include performing arts, exhibition spaces for showcasing contemporary visual arts, craft and cultural heritage and studio spaces.



Performing Arts Facility (Sample Impression)

These amenities would play an important role in promoting community wellbeing in the region, by supporting and celebrating the artistic vibrancy of local, cultural and community identity. DPIE are encouraged to work collaboratively with Council and the community to further explore this vision, in creating cultural amenity in the Western Sydney Aerotropolis that enhances the liveability of Western Sydney.

4. Safeguarding the 24-hour airport

Council recommends that the Department of Planning, Industry & Environment:

- Through land-use planning via the *WSAP*, address the deficiencies in the Western Sydney Airport EIS regarding Aircraft Noise and Airport Ground Noise;
- Develop a comprehensive Safety Management Strategy/Plan for the Western Sydney Airport, supported through planning in the *WSAP*; and
- Ahead of the precinct planning phase, develop a structure plan of all water bodies throughout the *WSAP*/SWGA, to address the issue of wildlife strike.



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Aircraft Noise & Airport Ground Noise

From an environmental perspective, the curfew-free operation of a Western Sydney Airport, 24 hours a day, 7 days a week, has the potential to impact Western Sydney.

The absence of defined flight paths and other airspace management strategies in the *WSAP* highlights a key concern for Council regarding the aircraft noise assessment. While it is evident the ANEC/ANEF contours impact the Camden LGA, the effect of flight paths used for the modelling may change at the time operations commence for Stage 1 of the Western Sydney Airport. This creates uncertainty as to the modelling presented and the assessment of what areas and how many people will be affected by aircraft noise. In addition, there has not been any sensitivity analysis that would give an idea of the implications that changes in flight paths would have.

Not having final flight paths and airspace design also limits impacts on the identification of appropriate mitigation methods, an aspect that had not been adequately addressed in the Western Sydney Airport EIS.

There has been no assessment quantified in the Western Sydney Airport EIS of the potential scale or severity of community annoyance that is likely to result in reaction to aircraft noise. Further work is required in developing the *WSAP* to adequately respond to all these issues.



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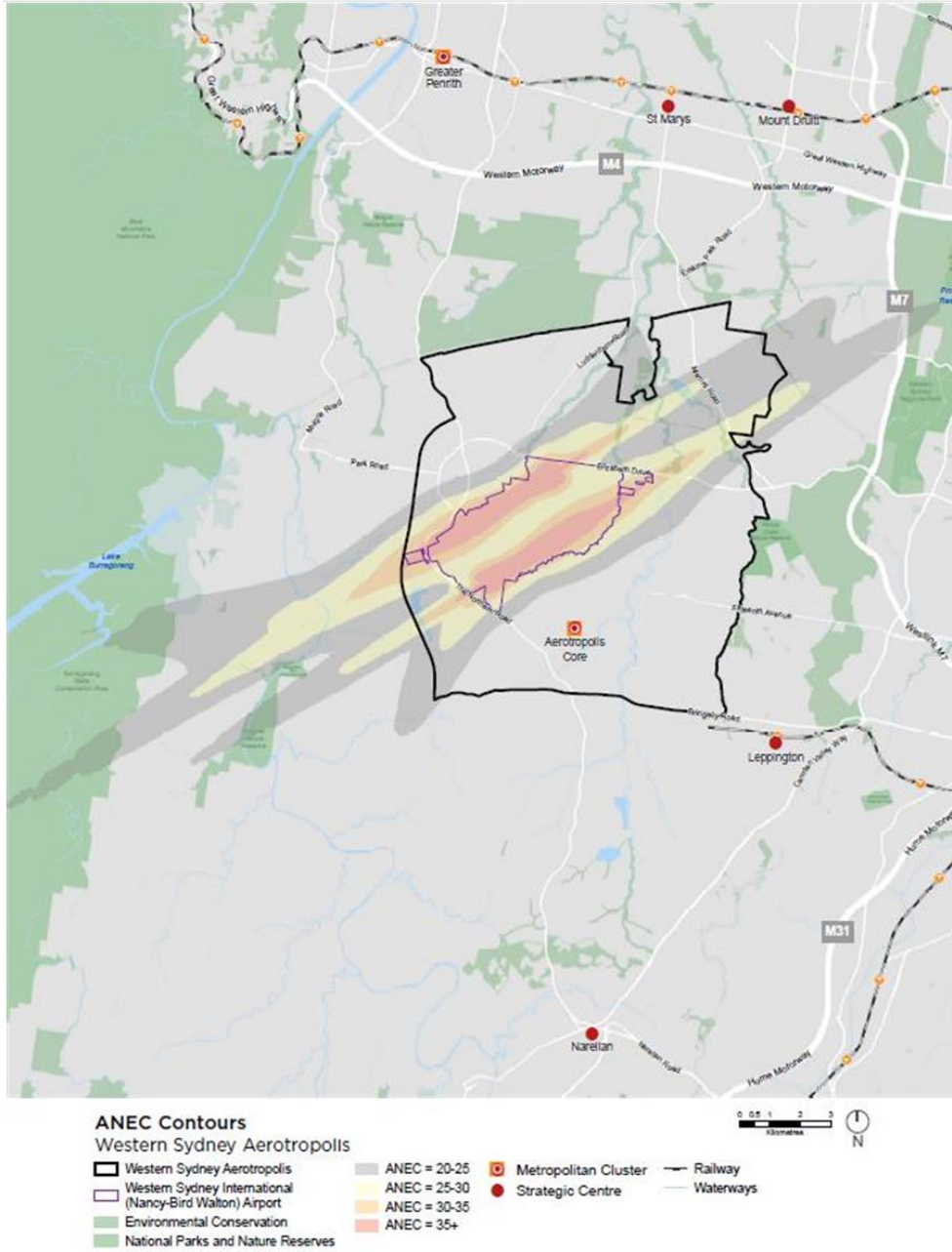



Figure 6 – ANEC Contours Western Sydney Aerotropolis (source: DPIE)


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The Western Sydney Airport EIS includes exposed population statistics which provide a useful indication of the potential scale of the community who may be affected by aircraft noise to varying degrees. However, in isolation, this data does not provide an indication of the scale or severity of potential community reaction to aircraft noise levels as a result of annoyance.

The Health Risk Assessment in the EIS provides the most discussion of the adverse community impact, including references to research concerning the relationship between noise exposure and poor community health, but ultimately states that no quantitative assessment of these issues was conducted as part of the study. The scale of the proposed airport and the number of people potentially affected warrant further evaluation of the subject via the *WSAP*. The introduction of a new curfew-free international airport at a greenfield development site introduces a risk of wide-spread and prolonged community health concerns. A better understanding of this potential risk would be prudent to inform the *WSAP*, and the extent to which operational noise mitigation should be prioritised relative to other non-safety related airspace management considerations.

With regard to Airport Ground Noise, no consideration has been given in the *WSAP* to the cumulative noise impact from:

- Aircraft engine ground run-ups (particularly at night);
- Aircraft taxiing;
- The new M12 motorway;
- The realignment of the Northern Road;
- Internal and local road networks;
- A proposed Outer Sydney Orbital; and
- The Sydney Metro Greater West.

The EIS had not adequately addressed the need for a ground-based assessment of noise source levels, the type/magnitude of impacts and their cumulative effects.

No consideration has been given to the cumulative noise impact from all ground noise sources at the nearest noise sensitive receptors both with and without mitigation measures as required by the EIS Guidelines. Additional assessment should also be undertaken for other ground noise sources.

While the masterplan for the Western Sydney Airport precinct has not yet been released by WSA Co, there is currently insufficient evidence (as per the EIS) that many of the ground-based noise impacts will be adequately addressed. It is important that the *WSAP* responds to these issues, to ensure that all future land-use activities are conducive to mitigating adverse noise impacts on the areas immediately adjacent to the Western Sydney Airport (including the Camden LGA).

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Aviation Safety

The safe operation of a Western Sydney Airport is paramount to the community most exposed to it, in the Western Parkland City. The *WSAP* must respond to this factor, in addressing issues that include:

- Early preservation of a corridor, and early construction of a dedicated pipeline to supply aviation fuel to the proposed airport site – to minimise risk associated with road-based fuel transport (and local road network congestion);
- The risks associated with fuel dumping, and the proximity of the proposed airport site relative to Sydney's primary water catchment area;
- Proximity of vital infrastructure to the proposed airport site, and indicative flight paths; and
- The impacts of safe operation of the proposed airport resulting from adverse weather conditions i.e. fog.

Public safety areas

As stated in the *WSAP*, "*the risk of aircraft incidents is highest at the ends of runways*" (page 48). This requires the need for modelling the trapezoidal area at the end of each runway, to ascertain the extent of the public safety area, in accordance with the 'National Airports Safeguarding Framework'. This should occur ahead of the precinct planning phase, to fully disclose to the community as early as possible, the potential implications. Council notes that, as this work would have already been done as part of a risk analysis for the Sydney Metro Greater West and Outer Sydney Orbital projects, the relevant information should be made publicly available, ahead of the precinct planning phase of the *WSAP*.

Wildlife Buffer Zones

The issue of aircraft safety and wildlife strike is noted as of importance in safeguarding a 24-hour airport; while potentially less of an issue in 'non-daylight hours', seasonal migration of wildlife is of particular concern.

Council notes that the exhibited *WSAP*:

- Does not provide a clear definition of wildlife buffers;
- Does not provide a clear application of what controls apply to wildlife areas which extend into the Camden LGA; and
- Does not articulate the implications of wildlife buffers on the Planning of the Western Parkland City and Agribusiness Precinct (zoning and permitted uses).



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The proximity and extent of the Wianamatta-South Creek catchment to the airport is of concern to Council, as to how far upstream (south) the wildlife buffer zones extend, as depicted in Figure 7.



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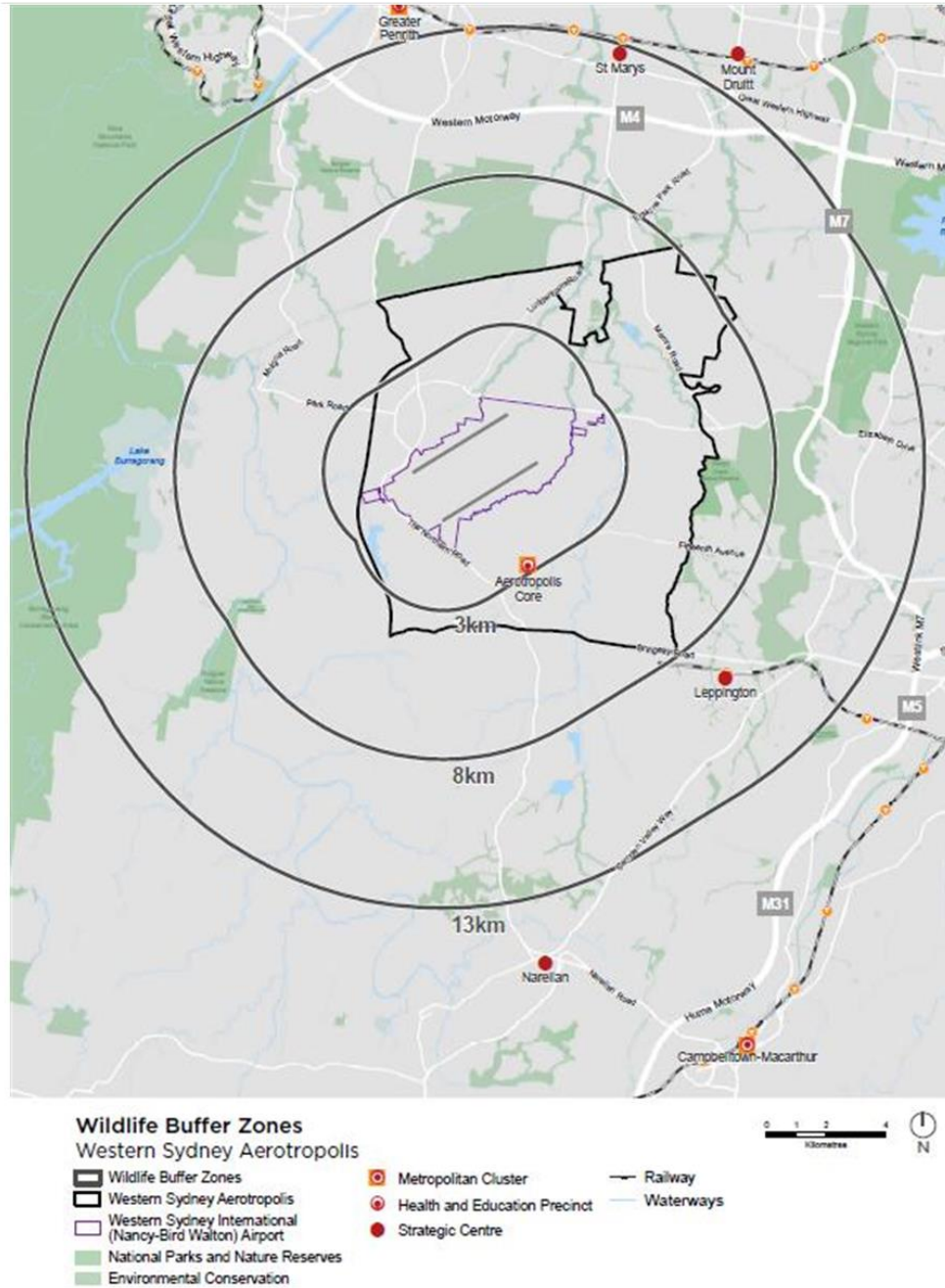



Figure 7 – Wildlife Buffer Zones: Western Parkland City (source: DPIE)


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The WSAP states “*This may influence where dams, water bodies, wastewater treatment facilities, parks or biodiversity conservation sites are located. This will be addressed in precinct planning*”. (page 48)

Council strongly recommends that DPIE, in advance of the precinct planning phase in the WSAP, develop:

- A structure plan for the WSAP/SWGA depicting all significant dams, water bodies etc.; and
- A strategic plan for the Wianamatta-South Creek catchment, inclusive of the Camden LGA, that addresses issues such as wildlife strike.

5. Resilience and adaptability

Council recommends that the Department of Planning, Industry & Environment:

- Investigate and address the cumulative impacts of large-scale infrastructure projects on Air Quality and Visual Amenity in Western Sydney; and
- A holistic, assertive approach is needed to developing climate change resilience in the Western Sydney Aerotropolis.

Contemporary, Liveable Neighbourhoods – Visual Amenity, Air Quality.

As part of the implementation of the WSAP, the cumulative impacts of large-scale infrastructure projects in Western Sydney should be investigated.

The anticipated scale of the Western Sydney Airport (combined with other major projects such as the Sydney Metro Greater West) will be significant in transforming the existing landscape. It is essential therefore that appropriate steps are taken in planning for this change, including the investigation of appropriate mitigation measures fully utilised to limit adverse impacts on visual amenity, built form and urban design.

An integral part of the ‘Liveability’ for the future of Western Sydney, will be air quality.

While already a significant issue, air quality resulting from a second major airport within the Sydney Basin has long been a key point of concern for Council. The drafted Western Sydney Airport EIS did not adequately respond to what has the potential to undermine the health of the entire Western Parkland City. It is the responsibility of the Australian and NSW Governments to effectively communicate the scale of the population affected by issues such as air quality, and other significant issues, so that a quantitative and qualitative assessment of the combined impacts to our community may be determined.

Climate Change Resilience

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The *WSAP* notes the following on page 53:

“The effects of climate change pose challenges to ecosystems, communities and economy. All three levels of government have adopted mitigation and adaption policies that acknowledge the need to plan for climate change”.

Given the experience of recent extreme weather events in Australia, including Western Sydney, there is a need for an emphasis on more than a business-as-usual approach to climate resilience and adaptability.

In this regard, Council acknowledges the *WSAP*'s establishment of low carbon precincts at the precinct planning and masterplanning stages. However, it is important that this approach flows through to standards and controls set out in the SEPP and DCP.

More needs to go into planning for climate change resilience for the Aerotropolis and the broader Western Parkland City. A climate risk assessment should be undertaken to inform the planning of climate change resilience , to be reflected in the SEPP and DCP.

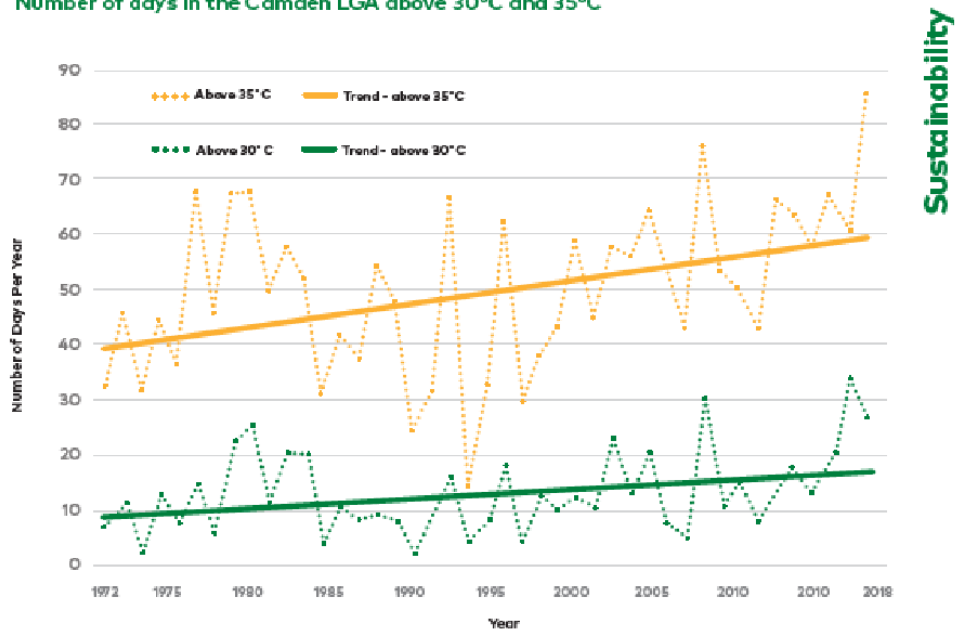
For example, **as depicted in Figure 8**, Council's *Draft Local Strategic Planning Statement 2019* will work to identify the potential risks associated with a changing climate through a climate risk assessment and identify priority issues for Council and the community.

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Draft Local Strategic Planning Statement

Number of days in the Camden LGA above 30°C and 35°C



Actions

- Council will undertake a climate risk assessment and identify priority issues for Council and the community – **Short Term**
- Council will review planning controls related to flood prone land – **Short Term**
- Council will investigate a Community Garden and Urban Food Policy to encourage local food production – **Short Term**

Figure 8 – Local Priority S6: Improving Camden’s resilience to natural hazards and extreme weather events (source: Draft Camden LSPS)

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6. Precinct planning

Council recommends that the Department of Planning, Industry & Environment:

- Develop a staged plan for precinct/land release in the Western Sydney Aerotropolis, supported by a coordinated infrastructure program – out-of-sequence development arrangements should not occur; and
- Engage with Council in a collaborative approach to integrated land-use and infrastructure planning between the southern precincts in the Western Sydney Aerotropolis, and adjacent precincts in the Camden LGA e.g. South Creek West.

Out-of-sequence development arrangements

A critical point to confidence in the development industry is the degree of plausible certainty for all its core business elements e.g. availability/access to developable land, cost/access to finance, timing for approvals, value of development costs/levies etc. A sustained threat to any of these elements may place at risk the appeal for investment into the sector.

As part of this issue, the provision of 'out-of-sequence' development arrangements depicted in the *WSAP* presents as one such potential risk. Land/precinct release out-of-sequence may result in fractured infrastructure delivery, which would in turn undermine confidence of other landowners/developers, resulting as an impediment to orderly development.

In the majority of large, private residential/commercial development projects, a developer will establish a structured staging plan; an orderly approach to what land development is to occur where and when, supported by infrastructure. This approach provides certainty for the developer (and ultimately their customers) in delivering their development in a structured way.

Enabling out-of-sequence development arrangements also places a considerable strain on local government and other key stakeholders e.g. Transport for NSW, Sydney Water etc regarding the provision of supporting infrastructure. For example, the experience to date in the SWGA is one of dis-connected, isolated precinct land release, that has stretched infrastructure provision both spatially and financially. A structured and staged approach to the Western Sydney Aerotropolis would circumvent the outcomes experienced in the SWGA, achieving efficiencies through economies of scale, coordinated provision etc. The means to deliver this approach under a single agency/authority is explored in the following section 5. *Funding, coordination & delivery of infrastructure.*



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Integrated planning between the Aerotropolis and the Camden LGA

As noted previously in this submission, planning of the Aerotropolis should not be undertaken in isolation of the extensive development happening in the rest of the Western Parkland City. This includes those areas immediately to the south of the Aerotropolis, adjoining the northern boundary of the Camden LGA.



Figure 9 – Interface between the Western Sydney Aerotropolis and the South West Growth Area/Camden LGA)

As depicted in **Figure 9**, there is an extensive interface along Bringelly Road, between the Western Sydney Aerotropolis and the northern area of the SWGA/Camden LGA. This proximity provides an opportunity for DPIE to work collaboratively with Council on an integrated approach to land-use and infrastructure planning between the two areas, with the objective of seamless planning outcomes across the Western Parkland City.

7. Infrastructure funding and provision

Council recommends that the Department of Planning, Industry & Environment:

- In collaboration with the Greater Sydney Commission, integrate the planning for local developer contributions into the 'Place-based Infrastructure Compact' initiative; and
- Conduct a concurrent review of funding strategies, including a value capture mechanism, to facilitate financially sustainable infrastructure.



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Place-based Infrastructure Compact

Council commends the NSW Government for its integrated infrastructure planning approach via the 'Place-based Infrastructure Compact' (PIC) initiative, as piloted recently in the Greater Parramatta and the Olympic Peninsula. The PIC process facilitated by the GSC should pioneer a new approach to the coordinated/sequenced provision of infrastructure, in support of development in the Aerotropolis.

However, to provide a holistic infrastructure plan via the PIC, it is important that local developer contributions are included. While the *WSAP* makes the statement "*The process will consider funding sources for the infrastructure and services identified, including from the NSW and Australian Government, State infrastructure and local developer contributions ...*" (page 84, *WSAP*), Council is of the understanding, as an active participant in preparing the PIC Area #1 (Aerotropolis, Leppington, Edmondson Park, Glenfield), that local developer contributions are not part of the PIC process. In this regard, it is recommended that DPIE liaise further with the GSC, and collaborate with Council, to include local developer contributions as part of the PIC in developing the *WSAP*.

Infrastructure Funding

The local contributions planning system in NSW needs significant review. The existing contributions planning framework has been in place since 2005 (enshrined in legislation dating back to 1979).









The current system removes the ability to collect for key local infrastructure items considered 'non-essential', thus restricting Council from being able to levy contributions for many types of community infrastructure.

With the introduction by the NSW Government of the Special Infrastructure Contribution (SIC) levy during the same timeframe, development industry response to the infrastructure funding framework has not been altogether positive. Regarding funding for the *WSAP*, this highlights the urgent need for a holistic, integrated reform of infrastructure funding legislation – including a 'value capture' mechanism as part of the solution. As noted in the Australian Government's 2016 discussion paper on value capture:

"When new or improved infrastructure is delivered by governments, many different groups benefit. However, when the project is funded by governments entirely out of general taxation revenue, all taxpayers share the burden of paying for the infrastructure – even though many of them will not use or directly benefit from it.

By identifying and quantifying the value created from the development of the new infrastructure, and connecting it with the costs of the infrastructure, value capture mechanisms can help governments deliver projects through a fairer model. By better linking projects and beneficiaries, this approach can also encourage better land use planning and improved infrastructure investment decision-making".

(Using Value Capture to Help Deliver Major Land Transport Infrastructure Discussion Paper 2016)

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As part of the holistic review of infrastructure funding, consideration is required for the funding of maintenance on local infrastructure, to mitigate adverse impacts resulting directly from the Western Sydney Airport. Notwithstanding ongoing upgrades to the Northern Road and Bringelly Road as part of the Western Sydney Infrastructure Plan works program, other parts of the Camden LGA road network will be the subject of significant volumes of heavy vehicle traffic movements, required as part of construction of the Western Sydney Airport, delivery/removal of materials etc.

The anticipated adverse impact on local roads highlights the need for an infrastructure funding system, inclusive of a mechanism to facilitate restorative measures to Council's existing asset base, as a direct result of the construction of the Western Sydney Airport.

Western Sydney Aerotropolis – Draft SEPP Discussion Paper

Following are comments in response to the *Draft SEPP Discussion Paper*, for the Western Sydney Aerotropolis.

SEPP Maps

- Revise the 'Precinct Boundary Map' to amend the boundary of Agribusiness Precinct and Dwyer Road Precinct (as per the points made earlier in this submission, under 2. *Implementing the vision – Agribusiness – Dwyer Road precinct*);
- Revise the Flood Maps to capture 1-in-100, 1-in-20 and PMF;
- Revise the Land Zoning Map to amend the Agribusiness zoning further south to Bringelly Road, with regard to the Metropolitan Rural Area;
- The Land Reservation Acquisition Map identifies only a portion of South Creek to be acquired for environment and recreation purposes. The area identified needs to be justified in terms of its population servicing. Open space provision needs to be looked at more cohesively for the Aerotropolis;
- The Lighting Intensity and Windshear Map will affect parts of the Camden LGA. These maps should provide guidance on the implications on future development in the SWGA; and
- The Wildlife Buffer Zones Map affects planning for the SWGA, South Creek West Release Area and Cobbitty and Harrington Park. The SEPP specifically identifies that it will affect landscape design guidelines and building design and siting which

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will affect the DCP's for these areas, including Leppington. The Planning Package should provide detailed guidance on this matter.

Part 2 – Proposed State Environmental Planning Policy

- In reference to page.4 / 2.3 *Zoning Approach* in the Discussion Paper - this section specifies two SP1 zones including SP1 Special Activities (Airport) Zone and SP1 Special Activities (Commonwealth Zone). Clarification is sought as to whether these zones are the same – and if not, recommend further clarification in the Draft SEPP as to how they're differentiated;
- In reference to page.4 / 2.4 *Integrated Water Management Strategy* in the Discussion Paper – the Plan mentions the South Creek Sector Review and Western Sydney Regional Master Plan 2020, as the key documents that will inform these provisions. Council notes it is not possible for stakeholders to provide comment on this, when these two documents have not yet been made publicly available; and
- In reference to page.6 / 2.8 *Infrastructure funding arrangements* in the Discussion Paper – the Plan identifies the investigation of value capture mechanisms and this should also be considered in the drafting of infrastructure funding provisions of the SEPP (as noted earlier in this submission, in item 7. *Infrastructure funding and provision*).

Part 4 – Precinct Specific Controls

- It is recommended there is a clearer discussion on expectations around density in each of the precincts. For example, Planning Principles regarding the development of the Wianamatta-South Creek Precinct needs to emphasise the appropriate location of higher densities around green/transport infrastructure. This is referred to in the vision but not reflected in the principles.

Part 8 – Planning Pathways

- Regarding item 8.3 *DAs submitted prior to precinct planning* (page 32) – DA's submitted prior to precinct planning being finalised, should also be required to be consistent with any draft precinct plans that are publicly available; and
- Regarding item 8.5 *Complying and exempt development* (page 33) - Given that the identified zones in the Aerotropolis do not align to the zones in the Standard Instrument, there should be clear provisions around the applicability of the Codes SEPP which only applies to certain zones.

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CODE OF MEETING PRACTICE

P3.0113.67

CODE OF MEETING PRACTICE

DIVISION: Customer and Corporate Strategy

BRANCH: Governance and Risk

CATEGORY: 1

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1 INTRODUCTION

This Model Code of Meeting Practice for Local Councils in NSW (the Model Meeting Code) is made under section 360 of the *Local Government Act 1993* (the Act) and the *Local Government (General) Regulation 2005* (the Regulation).

This Code of Meeting Practice applies to all meetings of Councils and Committees of Councils of which all the members are Councillors (Committees of Council). Council Committees whose members include persons other than Councillors may adopt their own rules for meetings unless the Council determines otherwise.

This Code of Meeting Practice incorporates the mandatory provisions of the Model Meeting Code, some non-mandatory provisions and other supplementary provisions as indicated throughout the document. This Code of Meeting Practice is not inconsistent with the mandatory provisions of the Model Meeting Code. The section and clauses referred to in brackets after headings of this Code, refer to sections of the Act and clauses of the Regulation. Supplementary provisions are those practices that are specific to Camden Council.

This Council and any Committees of the Council of which all the members are Councillors must conduct its meetings in accordance with this Code of Meeting Practice as adopted by the Council.

2. MEETING PRINCIPLES

2.1 Council and Committee meetings should be:

Transparent: Decisions are made in a way that is open and accountable.

Informed: Decisions are made based on relevant, quality information.

Inclusive: Decisions respect the diverse needs and interests of the local community.

Principled: Decisions are informed by the principles prescribed under Chapter 3 of the Act.

Trusted: The community has confidence that Councillors and staff act ethically and make decisions in the interests of the whole community.

Respectful: Councillors, staff and meeting attendees treat each other with respect.

Effective: Meetings are well organised, effectively run and skilfully chaired.

Orderly: Councillors, staff and meeting attendees behave in a way that contributes to the orderly conduct of the meeting.

3 BEFORE THE MEETING

Timing of Ordinary Council meetings

3.1 Ordinary meetings of the Council will generally be held on the following occasions: Generally the ~~second and~~ fourth Tuesday of each month at 6.00pm in Council's Administration Centre, Oran Park. This may vary for particular meetings if Council so resolves.

Note: Under section 365 of the Act, Councils are required to meet at least ten (10) times each year, each time in a different month unless the Minister for Local Government has approved a reduction in the number of times that a Council is required to meet each year under section 365A.

Extraordinary meetings

- 3.2 If the Mayor receives a request in writing, signed by at least two (2) Councillors, the Mayor must call an Extraordinary meeting of the Council to be held as soon as practicable, but in any event, no more than fourteen (14) days after receipt of the request. The Mayor can be one of the two Councillors requesting the meeting. **(Section 366)**

Notice to the public of Council meetings

- 3.3 The Council must give notice to the public of the time, date and place of each of its meetings, including Extraordinary meetings and of each meeting of Committees of the Council. **(Section 9(1))**
- 3.4 For the purposes of clause 3.3, notice of a meeting of the Council and of a Committee of Council is to be published before the meeting takes place. The notice must be published on the Council's website, and in such other manner that the Council is satisfied is likely to bring notice of the meeting to the attention of as many people as possible.
- 3.5 Council will advertise each Council meeting on its facebook page and other social media platforms. **(Supplementary)**
- 3.6 For the purposes of clause 3.3, notice of more than one (1) meeting may be given in the same notice.

Notice to Councillors of Ordinary Council meetings

- 3.7 The General Manager must send to each Councillor, at least three (3) days before each meeting of the Council, a notice specifying the time, date and place at which the meeting is to be held, and the business proposed to be considered at the meeting. **(Section 367(1))**
- 3.8 The day of issue and the day of the meeting are not to be counted as days of notice. **(Supplementary)**
- 3.9 The notice and the agenda for, and the business papers relating to, the meeting may be given to Councillors in electronic form, but only if all Councillors have facilities to access the notice, agenda and business papers in that form. **(Section 367(3))**

Notice to Councillors of Extraordinary meetings

- 3.10 Notice of less than three (3) days may be given to Councillors of an Extraordinary meeting of the Council in cases of emergency. **(Section 367(2))**
- 3.11 Council may resolve to hold additional meetings as considered necessary. Additional meetings of Council convened by resolution of Council are subject to 3 days' notice and must also be advertised in accordance with this Code. **(Supplementary)**

Giving notice of business to be considered at Council meetings

- 3.12 A Councillor may give notice of any business they wish to be considered by the Council at its next Ordinary meeting by way of a notice of motion. To be included on the agenda of the meeting, the notice of motion must be in writing and must be submitted **5** business days before the meeting is to be held. **(refer to Appendix B)**
- 3.13 A notice of motion to alter or rescind a resolution must be submitted to the General Manager no later than 2 business days after the meeting at which the resolution was adopted. **(Supplementary – refer to Appendix A)**
- 3.14 A Councillor may, in writing to the General Manager, request the withdrawal of a notice of motion submitted by them prior to its inclusion in the agenda and business paper for the meeting at which it is to be considered.
- 3.15 For the avoidance of doubt, the Mayor may also lodge a notice of motion or a rescission motion in accordance with these provisions. **(Supplementary)**

Questions with notice (refer to Appendix C)

- 3.16 A Councillor may, by way of a notice submitted under clause 3.12, ask a question for response by the General Manager about the performance or operations of the Council.
- 3.17 A Councillor is not permitted to ask a question with notice under clause 3.16 that comprises a complaint against the General Manager or a member of staff of the Council, or a question that implies wrongdoing by the General Manager or a member of staff of the Council.
- 3.18 The General Manager or their nominee may respond to a question with notice submitted under clause 3.16 by way of a report included in the business papers for the relevant meeting of the Council or orally at the meeting.

Agenda and business papers for Ordinary meetings

- 3.19 The General Manager must cause the agenda for a meeting of the Council or a Committee of the Council to be prepared as soon as practicable before the meeting.
- 3.20 The General Manager must ensure that the agenda for an Ordinary meeting of the Council states:
- (a) all matters to be dealt with arising out of the proceedings of previous meetings of the Council, and
 - (b) if the Mayor is the Chairperson – any matter or topic that the Chairperson proposes, at the time when the agenda is prepared, to put to the meeting, and
 - (c) all matters, including matters that are the subject of staff reports and reports of Committees, to be considered at the meeting, and
 - (d) any business of which due notice has been given under clause 3.12.
- 3.21 Nothing in clause 3.20 limits the powers of the Mayor to put a Mayoral Minute to a meeting under clause 9.6.
- 3.22 The General Manager must not include in the agenda for a meeting of the Council any business of which due notice has been given if, in the opinion of the General Manager, the business is, or the implementation of the business would be, unlawful. The General Manager must report, without giving details of the item of business, any such exclusion to the next meeting of the Council.

- 3.23 Where the agenda includes the receipt of information or discussion of other matters that, in the opinion of the General Manager, is likely to take place when the meeting is closed to the public, the General Manager must ensure that the agenda of the meeting:
- (a) identifies the relevant item of business and indicates that it is of such a nature (without disclosing details of the information to be considered when the meeting is closed to the public), and
 - (b) states the grounds under section 10A(2) of the Act relevant to the item of business. **(Section 9(2A)(a))**
- 3.24 The General Manager must ensure that the details of any item of business which, in the opinion of the General Manager, is likely to be considered when the meeting is closed to the public, are included in a business paper provided to Councillors for the meeting concerned. Such details must not be included in the business papers made available to the public, and must not be disclosed by a Councillor or by any other person to another person who is not authorised to have that information.

Availability of the agenda and business papers to the public

- 3.25 Copies of the agenda and the associated business papers, such as correspondence and reports for meetings of the Council and Committees of Council, are to be published on the Council's website, and must be made available to the public for inspection, or for taking away by any person free of charge at the offices of the Council, at the relevant meeting and at such other venues determined by the Council. **(Section 9(2) and (4))**
- 3.26 Clause 3.25 does not apply to the business papers for items of business that the General Manager has identified under clause 3.23 as being likely to be considered when the meeting is closed to the public. **(Section 9(2A)(b))**
- 3.27 For the purposes of clause 3.25, copies of agendas and business papers must be published on the Council's website and made available to the public at a time that is as close as possible to the time they are available to Councillors. **(Section 9(3))**
- 3.28 A copy of an agenda, or of an associated business paper made available under clause 3.25, may in addition be given or made available in electronic form. **(Section 9(5))**

Agenda and business papers for Extraordinary meetings

- 3.29 The General Manager must ensure that the agenda for an Extraordinary meeting of the Council deals only with the matters stated in the notice of the meeting.
- 3.30 Despite clause 3.29, business may be considered at an Extraordinary meeting of the Council, even though due notice of the business has not been given, if:
- (a) a motion is passed to have the business considered at the meeting, and
 - (b) the business to be considered is ruled by the Chairperson to be of great urgency on the grounds that it requires a decision by the Council before the next scheduled Ordinary meeting of the Council.
- 3.31 A motion moved under clause 3.30(a) can be moved without notice but only after the business notified in the agenda for the Extraordinary meeting has been dealt with.
- 3.32 Despite clauses 10.23–10.34, only the mover of a motion moved under clause 3.30(a) can speak to the motion before it is put.

- 3.33 A motion of dissent cannot be moved against a ruling of the Chairperson under clause 3.30(b) on whether a matter is of great urgency.

Briefing Sessions

- 3.34 Council may hold regular briefings generally on the second Tuesday of each month~~in accordance with its meeting timetable~~ or otherwise as determined by the General Manager from time to time. Councillor briefings are informal gatherings or briefing sessions and may involve Councillors, Council staff and invited participants. Such briefings shall be chaired by the General Manager or another senior Council officer and should not be used for detailed or advanced discussions where agreement is reached. In conducting such briefings, Council is cognisant of its obligations and responsibilities in terms of open decision making and transparency of process. **(Supplementary)**

4 PUBLIC ADDRESS AT COUNCIL MEETINGS

- 4.1 The public address session at a Council meeting provides an opportunity for people to speak publicly on any item on Council's business paper. **(Supplementary)**
- 4.2 The public address session at a Council meeting will be conducted in accordance with the Public Address Guidelines, which are included in **Appendix D** to this Code. **(Supplementary)**
- 4.3 A list of applicants speaking at the public address segment of the Council meeting, together with any information supplied by applicants, will be made available to Councillors at the meeting. **(Supplementary)**

5 COMING TOGETHER

Attendance by Councillors at meetings

- 5.1 All Councillors must make reasonable efforts to attend meetings of the Council and of Committees of the Council of which they are members.

Note: A Councillor may not attend a meeting as a Councillor (other than the first meeting of the Council after the Councillor is elected or a meeting at which the Councillor takes an oath or makes an affirmation of office) until they have taken an oath or made an affirmation of office in the form prescribed under section 233A of the Act.

- 5.2 A Councillor cannot participate in a meeting of the Council or of a Committee of the Council unless personally present at the meeting.
- 5.3 Where a Councillor is unable to attend one or more Ordinary meetings of the Council, the Councillor should request that the Council grant them a leave of absence from those meetings. This clause does not prevent a Councillor from making an apology if they are unable to attend a meeting. However the acceptance of such an apology does not constitute the granting of a leave of absence for the purposes of this Code and the Act.
- 5.4 A Councillor's request for leave of absence from Council meetings should, if practicable, identify (by date) the meetings from which the Councillor intends to be absent and the grounds upon which the leave of absence is being sought.
- 5.5 Any application for leave of absence should be sent to the General Manager in writing by no later than 5.00pm on the Monday preceding the first Ordinary meeting from which the Councillor intends to be absent. **(Supplementary)**

- 5.6 The Council must act reasonably when considering whether to grant a Councillor's request for a leave of absence.
- 5.7 A Councillor's civic office will become vacant if the Councillor is absent from three (3) consecutive Ordinary meetings of the Council without prior leave of the Council, or leave granted by the Council at any of the meetings concerned, unless the holder is absent because they have been suspended from office under the Act, or because the Council has been suspended under the Act, or as a consequence of a compliance order under section 438HA. **(Section 234(1)(d))**
- 5.8 A Councillor who intends to attend a meeting of the Council despite having been granted a leave of absence should, if practicable, give the General Manager at least two (2) days' notice of their intention to attend.
- 5.9 If a Councillor attends a Council meeting (whether or not an Ordinary meeting) despite having been granted leave of absence, the leave of absence is taken to have been rescinded as regards any future Council meeting. **(Supplementary)**

The quorum for a meeting

- 5.10 The quorum for a meeting of the Council is a majority of the Councillors of the Council who hold office at that time and are not suspended from office. **(Section 368(1))**
- 5.11 Clause 5.10 does not apply if the quorum is required to be determined in accordance with directions of the Minister in a performance improvement order issued in respect of the Council. **(Section 368(2))**
- 5.12 A meeting of the Council must be adjourned if a quorum is not present:
- at the commencement of the meeting where the number of apologies received for the meeting indicates that there will not be a quorum for the meeting, or
 - within half an hour after the time designated for the holding of the meeting, or
 - at any time during the meeting.
- 5.13 In either case, the meeting must be adjourned to a time, date and place fixed:
- by the Chairperson, or
 - in the Chairperson's absence, by the majority of the Councillors present, or
 - failing that, by the General Manager.
- 5.14 The General Manager must record in the Council's minutes the circumstances relating to the absence of a quorum (including the reasons for the absence of a quorum) at or arising during a meeting of the Council, together with the names of the Councillors present.
- 5.15 Where, prior to the commencement of a meeting, it becomes apparent that a quorum may not be present at the meeting, or that the safety and welfare of Councillors, Council staff and members of the public may be put at risk by attending the meeting because of a natural disaster (such as, but not limited to flood or bushfire), the Mayor may, in consultation with the General Manager and, as far as is practicable, with each Councillor, cancel the meeting. Where a meeting is cancelled, notice of the cancellation must be published on the Council's website and in such other manner that the Council is satisfied is likely to bring notice of the cancellation to the attention of as many people as possible.

- 5.16 Where a meeting is cancelled under clause 5.15, the business to be considered at the meeting may instead be considered, where practicable, at the next Ordinary meeting of the Council or at an Extraordinary meeting called under clause 3.2.

Entitlement of the public to attend Council meetings

- 5.17 Everyone is entitled to attend a meeting of the Council and Committees of the Council. The Council must ensure that all meetings of the Council and Committees of the Council are open to the public. **(Section 10(1))**
- 5.18 Clause 5.17 does not apply to parts of meetings that have been closed to the public under section 10A of the Act.
- 5.19 A person (whether a Councillor or another person) is not entitled to be present at a meeting of the Council or a Committee of the Council if expelled from the meeting:
- (a) by a resolution of the meeting, or
 - (b) by the person presiding at the meeting if the Council has, by resolution, authorised the person presiding to exercise the power of expulsion. **(refer clause 15.14) (Section 10(2))**

Webcasting of meetings

- 5.20 All meetings of the Council and Committees of the Council are to be webcast on the Council's website.
- 5.21 For the purposes of clause 5.20, Council will broadcast an audio visual live stream of each Council meeting and upload an audio visual recording of that meeting in conjunction with the release of the minutes on the Friday immediately following that meeting. **(Supplementary)**
- 5.22 Clause 5.20 does not apply to parts of a meeting that have been closed to the public under section 10A of the Act.
- 5.23 At the start of each meeting the Chairperson is to make a statement informing those in attendance that the meeting is being webcast and that those in attendance should refrain from making any defamatory statements.
- 5.24 At the start of each meeting, the Chairperson is to make a statement that, in accordance with Camden Council's Code of Meeting Practice and as permitted under the *Local Government Act 1993*, the meeting is being live streamed and recorded by Council staff for minute taking and webcasting purposes, that no other webcasting or recording by a video camera, still camera or any other electronic device capable of webcasting or recording speech, moving images or still images is permitted without the prior approval of Council, that Council has not authorised any other webcasting or recording of this meeting, and that a person may, as provided under section 10(2)(a) or (b) of the *Local Government Act 1993*, be expelled from a meeting of a Council for using or having used any device in contravention of this clause. **(Supplementary)**
- 5.25 A recording of each meeting of the Council and Committee of the Council is to be retained on the Council's website only until the minutes of that meeting are adopted by the Council at a subsequent meeting. Recordings of meetings may be disposed of in accordance with the *State Records Act 1998*.

5.26 Recordings of meetings will be retained indefinitely in Council's document management system. **(Supplementary)**

Attendance of the General Manager and other staff at meetings

- 5.26 The General Manager is entitled to attend, but not to vote at, a meeting of the Council or a meeting of a Committee of the Council of which all of the members are Councillors. **(Section 376(1))**
- 5.27 The General Manager is entitled to attend a meeting of any other Committee of the Council and may, if a member of the Committee, exercise a vote. **(section 376(2))**
- 5.28 The General Manager may be excluded from a meeting of the Council or a Committee while the Council or Committee deals with a matter relating to the standard of performance of the General Manager or the terms of employment of the General Manager. **(Section 376(3))**
- 5.29 The attendance of other Council staff at a meeting, (other than as members of the public) shall be with the approval of the General Manager.

6 THE CHAIRPERSON

The Chairperson at meetings

- 6.1 The Mayor, or at the request of or in the absence of the Mayor, the Deputy Mayor (if any) presides at meetings of the Council. **(Section 369(1))**
- 6.2 If the Mayor and the Deputy Mayor (if any) are absent, a Councillor elected to chair the meeting by the Councillors present presides at a meeting of the Council. **(Section 369(2))**

Election of the Chairperson in the absence of the Mayor and Deputy Mayor

- 6.3 If no Chairperson is present at a meeting of the Council at the time designated for the holding of the meeting, the first business of the meeting must be the election of a Chairperson to preside at the meeting.
- 6.4 The election of a Chairperson must be conducted:
- (a) by the General Manager or, in their absence, an employee of the Council designated by the General Manager to conduct the election, or
 - (b) by the person who called the meeting or a person acting on their behalf if neither the General Manager nor a designated employee is present at the meeting, or if there is no General Manager or designated employee.
- 6.5 If, at an election of a Chairperson, two (2) or more candidates receive the same number of votes and no other candidate receives a greater number of votes, the Chairperson is to be the candidate whose name is chosen by lot.
- 6.6 For the purposes of clause 6.5, the person conducting the election must:
- (a) arrange for the names of the candidates who have equal numbers of votes to be written on similar slips, and
 - (b) then fold the slips so as to prevent the names from being seen, mix the slips and draw one of the slips at random.
- 6.7 The candidate whose name is on the drawn slip is the candidate who is to be the Chairperson.

- 6.8 Any election conducted under clause 6.3, and the outcome of the vote, are to be recorded in the minutes of the meeting.

Chairperson to have precedence

- 6.9 When the Chairperson rises or speaks during a meeting of the Council:
- (a) any Councillor then speaking or seeking to speak must cease speaking and, if standing, immediately resume their seat, and
 - (b) every Councillor present must be silent to enable the Chairperson to be heard without interruption.

7 MODES OF ADDRESS

- 7.1 If the Chairperson is the Mayor, they are to be addressed as 'Mr Mayor' or 'Madam Mayor'.
- 7.2 Where the Chairperson is not the Mayor, they are to be addressed as either 'Mr Chairperson' or 'Madam Chairperson'.
- 7.3 A Councillor is to be addressed as 'Councillor [surname]'.
- 7.4 A Council officer is to be addressed by their official designation or as Mr/Ms [surname].
- 7.5 Members of the public attending meetings of Council are required to address the Chairperson courteously and not address other Councillors or staff directly unless requested to do so. **(Supplementary)**

8 ORDER OF BUSINESS FOR ORDINARY COUNCIL MEETINGS

- 8.1 The general order of business for an Ordinary meeting of the Council shall be:
- Prayer
 - Acknowledgement of Country
 - Webcasting of Council Meetings
 - ~~Apologies and~~ Leaves of Absence
 - Declaration of Interest
 - Public Addresses
 - Confirmation of Minutes
 - Mayoral Minute
 - Agenda Reports
 - Motions of Rescission
 - Notice of Motion
 - Questions With Notice
 - Closed Council.
- 8.2 The order of business as fixed under clause 8.1 may be altered for a particular meeting of the Council if a motion to that effect is passed at that meeting. Such a motion can be moved without notice.
- 8.3 Despite clauses 10.23 - 10.34, only the mover of a motion referred to in clause 8.2 may speak to the motion before it is put.

9 CONSIDERATION OF BUSINESS AT COUNCIL MEETINGS

Business that can be dealt with at a Council meeting

- 9.1 The Council must not consider business at a meeting of the Council:
- (a) unless a Councillor has given notice of the business, as required by clause 3.12, and
 - (b) unless notice of the business has been sent to the Councillors in accordance with clause 3.7 in the case of an Ordinary meeting or clause 3.10 in the case of an Extraordinary meeting called in an emergency.
- 9.2 Clause 9.1 does not apply to the consideration of business at a meeting, if the business:
- (a) is already before, or directly relates to, a matter that is already before the Council, or
 - (b) is the election of a Chairperson to preside at the meeting, or
 - (c) subject to clause 9.9, is a matter or topic put to the meeting by way of a Mayoral Minute, or
 - (d) is a motion for the adoption of recommendations of a Committee, including, but not limited to, a Committee of the Council.
- 9.3 Despite clause 9.1, business may be considered at a meeting of the Council even though due notice of the business has not been given to the Councillors if:
- (a) a motion is passed to have the business considered at the meeting, and
 - (b) the business to be considered is ruled by the Chairperson to be of great urgency on the grounds that it requires a decision by the Council before the next scheduled Ordinary meeting of the Council.
- 9.4 A motion moved under clause 9.3(a) can be moved without notice. Despite clauses 10.23–10.34, only the mover of a motion referred to in clause 9.3(a) can speak to the motion before it is put.
- 9.5 A motion of dissent cannot be moved against a ruling by the Chairperson under clause 9.3(b).

Mayoral Minutes

- 9.6 Subject to clause 9.9, if the Mayor is the Chairperson at a meeting of the Council, the Mayor may, by minute signed by the Mayor, put to the meeting without notice any matter or topic that is within the jurisdiction of the Council, or of which the Council has official knowledge.
- 9.7 A Mayoral Minute, when put to a meeting, takes precedence over all business on the Council's agenda for the meeting. The Chairperson (but only if the Chairperson is the Mayor) may move the adoption of a Mayoral Minute without the motion being seconded.
- 9.8 A recommendation made in a Mayoral Minute put by the Mayor is, so far as it is adopted by the Council, a resolution of the Council.

- 9.9 A Mayoral Minute must not be used to put without notice matters that are routine and not urgent, or matters for which proper notice should be given because of their complexity. For the purpose of this clause, a matter will be urgent where it requires a decision by the Council before the next scheduled Ordinary meeting of the Council.

Staff reports

- 9.10 A recommendation made in a staff report is, so far as it is adopted by the Council, a resolution of the Council.

Reports of Committees of Council

- 9.11 The recommendations of a Committee of the Council are, so far as they are adopted by the Council, resolutions of the Council.
- 9.12 If in a report of a Committee of the Council distinct recommendations are made, the Council may make separate decisions on each recommendation.

Questions

- 9.13 A question must not be asked at a meeting of the Council unless it concerns a matter on the agenda of the meeting or notice has been given of the question in accordance with clauses 3.12 and 3.16.
- 9.14 A Councillor may, through the Chairperson, put a question to another Councillor about a matter on the agenda.
- 9.15 A Councillor may, through the General Manager, put a question to a Council employee about a matter on the agenda. Council employees are only obliged to answer a question put to them through the General Manager at the direction of the General Manager.
- 9.16 A Councillor or Council employee to whom a question is put is entitled to be given reasonable notice of the question and, in particular, sufficient notice to enable reference to be made to other persons or to documents. Where a Councillor or Council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the Council.
- 9.17 Councillors must put questions directly, succinctly, respectfully and without argument.
- 9.18 Questions shall not call for action to be taken nor be used for political expedience. Each Councillor is permitted a maximum of 1 minute per item to put a question or series of related questions. **(Supplementary)**
- 9.19 The Chairperson must not permit discussion on any reply to, or refusal to reply to, a question put to a Councillor or Council employee.

10 RULES OF DEBATE

Motions to be seconded

- 10.1 Unless otherwise specified in this Code, a motion or an amendment cannot be debated unless or until it has been seconded.

- 10.2 Councillors, in the course of debate, shall not introduce material that is irrelevant to the item under discussion. If a Councillor is called to order for introducing irrelevant material, he or she shall immediately cease speaking to that irrelevant material.
(Supplementary)

Notices of motion

- 10.3 A Councillor who has submitted a notice of motion under clause 3.12 is to move the motion the subject of the notice of motion at the meeting at which it is to be considered.
- 10.4 If a Councillor who has submitted a notice of motion under clause 3.12 wishes to withdraw it after the agenda and business paper for the meeting at which it is to be considered have been sent to Councillors, the Councillor may request the withdrawal of the motion when it is before the Council.
- 10.5 The withdrawal of a notice of motion under clause 10.4 must be requested verbally before that item is moved at the Council meeting. Council must then resolve whether to withdraw the notice of motion. **(Supplementary)**
- 10.6 In the absence of a Councillor who has placed a notice of motion on the agenda for a meeting of the Council:
- (a) any other Councillor may, with the leave of the Chairperson, move the motion at the meeting, or
 - (b) the Chairperson may defer consideration of the motion until the next meeting of the Council.

Chairperson's duties with respect to motions

- 10.7 It is the duty of the Chairperson at a meeting of the Council to receive and put to the meeting any lawful motion that is brought before the meeting.
- 10.8 The Chairperson must rule out of order any motion or amendment to a motion that is unlawful or the implementation of which would be unlawful.
- 10.9 Before ruling out of order a motion or an amendment to a motion under clause 10.8, the Chairperson is to give the mover an opportunity to clarify or amend the motion or amendment.
- 10.10 Any motion, amendment or other matter that the Chairperson has ruled out of order is taken to have been lost.

Amendments to motions

- 10.11 An amendment to a motion must be moved and seconded before it can be debated.
- 10.12 To ensure the accuracy of decisions, Councillors should hand a copy of any proposed motions or amendments in writing to the Chairperson and minute taker.
(Supplementary)
- 10.13 An amendment to a motion must relate to the matter being dealt with in the original motion before the Council and must not be a direct negative of the original motion. An amendment to a motion which does not relate to the matter being dealt with in the original motion, or which is a direct negative of the original motion, must be ruled out of order by the Chairperson.

- 10.14 The Chairperson shall reject an amendment if the proposed amendment:
- is beyond the scope of the motion; or
 - is irrelevant; or
 - appears designed to prevent the meeting coming to a decision on the matter; or
 - is inconsistent with a resolution passed earlier at the meeting; or
 - is of such nature that the original motion loses its identity. **(Supplementary)**
- 10.15 The mover of an amendment is to be given the opportunity to explain any uncertainties in the proposed amendment before a seconder is called for.
- 10.16 If an amendment has been lost, a further amendment can be moved to the motion to which the lost amendment was moved, and so on, but no more than one (1) motion and one (1) proposed amendment can be before Council at any one time.
- 10.17 While an amendment is being considered, debate must only occur in relation to the amendment and not the original motion. Debate on the original motion is to be suspended while the amendment to the original motion is being debated.
- 10.18 If the amendment is carried, it becomes the motion and is to be debated. If the amendment is lost, debate is to resume on the original motion.
- 10.19 An amendment may become the motion without debate or a vote where it is accepted by the Councillor who moved the original motion.

Foreshadowed motions

- 10.20 A Councillor may propose a foreshadowed motion in relation to the matter the subject of the original motion before the Council, without a seconder during debate on the original motion. The foreshadowed motion is only to be considered if the original motion is lost or withdrawn and the foreshadowed motion is then moved and seconded. If the original motion is carried, the foreshadowed motion lapses.
- 10.21 Where an amendment has been moved and seconded, a Councillor may, without a seconder, foreshadow a further amendment that they propose to move after the first amendment has been dealt with. There is no limit to the number of foreshadowed amendments that may be put before the Council at any time. However, no discussion can take place on foreshadowed amendments until the previous amendment has been dealt with and the foreshadowed amendment has been moved and seconded.
- 10.22 Foreshadowed motions and foreshadowed amendments are to be considered in the order in which they are proposed. However, foreshadowed motions cannot be considered until all foreshadowed amendments have been dealt with.

Limitations on the number and duration of speeches

- 10.23 A Councillor who, during a debate at a meeting of the Council, moves an original motion, has the right to speak on each amendment to the motion and a right of general reply to all observations that are made during the debate in relation to the motion, and any amendment to it at the conclusion of the debate before the motion (whether amended or not) is finally put.
- 10.24 A Councillor, other than the mover of an original motion, has the right to speak once on the motion and once on each amendment to it.

- 10.25 The seconder of a motion or of an amendment may reserve the right to speak later in the debate. **(Supplementary)**
- 10.26 A Councillor must not, without the consent of the Council, speak more than once on a motion or an amendment, or for longer than five (5) minutes at any one time.
- 10.27 Despite clause 10.26, the Chairperson may permit a Councillor who claims to have been misrepresented or misunderstood to speak more than once on a motion or an amendment, and for longer than five (5) minutes on that motion or amendment to enable the Councillor to make a statement limited to explaining the misrepresentation or misunderstanding.
- 10.28 Despite clause 10.26, the Council may resolve to shorten the duration of speeches to expedite the consideration of business at a meeting.
- 10.29 Despite clauses 10.23 and 10.24, a Councillor may move that a motion or an amendment be now put:
- (a) if the mover of the motion or amendment has spoken in favour of it and no Councillor expresses an intention to speak against it, or
 - (b) if at least two (2) Councillors have spoken in favour of the motion or amendment and at least two (2) Councillors have spoken against it.
- 10.30 The Chairperson must immediately put to the vote, without debate, a motion moved under clause 10.29. A seconder is not required for such a motion.
- 10.31 If a motion that the original motion or an amendment be now put is passed, the Chairperson must, without further debate, put the original motion or amendment to the vote immediately after the mover of the original motion has exercised their right of reply under clause 10.23.
- 10.32 If a motion that the original motion or an amendment be now put is lost, the Chairperson must allow the debate on the original motion or the amendment to be resumed.
- 10.33 All Councillors must be heard without interruption and all other Councillors must, unless otherwise permitted under this Code, remain silent while another Councillor is speaking.
- 10.34 Once the debate on a matter has concluded and a matter has been dealt with, the Chairperson must not allow further debate on the matter.

11 VOTING

Voting entitlements of Councillors

- 11.1 Each Councillor is entitled to one (1) vote. **(Section 370(1))**
- 11.2 The person presiding at a meeting of the Council has, in the event of an equality of votes, a second or casting vote. **(Section 370(2))**
- 11.3 Where the Chairperson declines to exercise, or fails to exercise, their second or casting vote, in the event of an equality of votes, the motion being voted upon is lost.

Voting at Council meetings

- 11.4 A Councillor who is present at a meeting of the Council but who fails to vote on a motion put to the meeting is taken to have voted against the motion.
- 11.5 Voting at a meeting, including voting in an election at a meeting, is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system). However, the Council may resolve that the voting in any election by Councillors for Mayor or Deputy Mayor is to be by secret ballot.
- 11.6 All voting at Council meetings, (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of Councillors who voted for and against each motion or amendment, (including the use of the casting vote), being recorded.

Voting on planning decisions (Section 375A)

- 11.7 The General Manager must keep a register containing, for each planning decision made at a meeting of the Council or a Council Committee (including, but not limited to a Committee of the Council), the names of the Councillors who supported the decision and the names of any Councillors who opposed (or are taken to have opposed) the decision.
- 11.8 For the purpose of maintaining the register, a division is taken to have been called whenever a motion for a planning decision is put at a meeting of the Council or a Council Committee.
- 11.9 Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document.
- 11.10 Clauses 11.7 – 11.9 apply also to meetings that are closed to the public.

12 COMMITTEE OF THE WHOLE

- 12.1 The Council may resolve itself into a Committee to consider any matter before the Council. **(Section 373)**
- 12.2 All the provisions of this Code relating to meetings of the Council, so far as they are applicable, extend to and govern the proceedings of the Council when in Committee of the whole, except the provisions limiting the number and duration of speeches.
- 12.3 The General Manager or, in the absence of the General Manager, an employee of the Council designated by the General Manager, is responsible for reporting to the Council the proceedings of the Committee of the whole. It is not necessary to report the proceedings in full but any recommendations of the Committee must be reported.
- 12.4 The Council must ensure that a report of the proceedings (including any recommendations of the Committee) is recorded in the Council's minutes. However, the Council is not taken to have adopted the report until a motion for adoption has been made and passed.

13 DEALING WITH ITEMS BY EXCEPTION

- 13.1 The Council or a Committee of Council may, at any time, resolve to adopt multiple items of business on the agenda together by way of a single resolution.
- 13.2 Before the Council or Committee resolves to adopt multiple items of business on the agenda together under clause 13.1, the Chairperson must list the items of business to be adopted and ask Councillors to identify any individual items of business listed by the Chairperson that they intend to vote against the recommendation made in the business paper or that they wish to speak on.
- 13.3 The Council or Committee must not resolve to adopt any item of business under clause 13.1 that a Councillor has identified as being one they intend to vote against the recommendation made in the business paper or to speak on.
- 13.4 Where the consideration of multiple items of business together under clause 13.1 involves a variation to the order of business for the meeting, the Council or Committee must resolve to alter the order of business in accordance with clause 8.2.
- 13.5 A motion to adopt multiple items of business together under clause 13.1 must identify each of the items of business to be adopted and state that they are to be adopted as recommended in the business paper.
- 13.6 Items of business adopted under clause 13.1 are to be taken to have been adopted unanimously.
- 13.7 Councillors must ensure that they declare and manage any conflicts of interest they may have in relation to items of business considered together under clause 13.1 in accordance with the requirements of the Council's Code of Conduct.

14 CLOSURE OF COUNCIL MEETINGS TO THE PUBLIC

Grounds on which meetings can be closed to the public

- 14.1 The Council or a Committee of the Council may close to the public so much of its meeting as comprises the discussion or the receipt of any of the following types of matters:
- (a) personnel matters concerning particular individuals (other than Councillors),
 - (b) the personal hardship of any resident or ratepayer,
 - (c) information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business,
 - (d) commercial information of a confidential nature that would, if disclosed:
 - (i) prejudice the commercial position of the person who supplied it, or
 - (ii) confer a commercial advantage on a competitor of the Council, or
 - (iii) reveal a trade secret,
 - (e) information that would, if disclosed, prejudice the maintenance of law,
 - (f) matters affecting the security of the Council, Councillors, Council staff or Council property,
 - (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege,
 - (h) information concerning the nature and location of a place or an item of Aboriginal significance on community land,
 - (i) alleged contraventions of the Council's Code of Conduct. **(Section 10A(1) and (2))**

- 14.2 The Council or a Committee of the Council may also close to the public so much of its meeting as comprises a motion to close another part of the meeting to the public. **(Section 10A(3))**

Matters to be considered when closing meetings to the public

- 14.3 A meeting is not to remain closed during the discussion of anything referred to in clause 14.1:
- (a) except for so much of the discussion as is necessary to preserve the relevant confidentiality, privilege or security, and
 - (b) if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret – unless the Council or Committee concerned is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest. **(Section 10B(1))**
- 14.4 A meeting is not to be closed during the receipt and consideration of information or advice referred to in clause 14.1(g) unless the advice concerns legal matters that:
- (a) are substantial issues relating to a matter in which the Council or Committee is involved, and
 - (b) are clearly identified in the advice, and
 - (c) are fully discussed in that advice. **(Section 10B(2))**
- 14.5 If a meeting is closed during the discussion of a motion to close another part of the meeting to the public (as referred to in clause 14.2), the consideration of the motion must not include any consideration of the matter or information to be discussed in that other part of the meeting other than consideration of whether the matter concerned is a matter referred to in clause 14.1. **(Section 10B(3))**
- 14.6 For the purpose of determining whether the discussion of a matter in an open meeting would be contrary to the public interest, it is irrelevant that:
- (a) a person may misinterpret or misunderstand the discussion, or
 - (b) the discussion of the matter may:
 - (i) cause embarrassment to the Council or Committee concerned, or to Councillors or to employees of the Council, or
 - (ii) cause a loss of confidence in the Council or Committee. **(Section 10B(4))**
- 14.7 In deciding whether part of a meeting is to be closed to the public, the Council or Committee concerned must consider any relevant guidelines issued by the Chief Executive of the Office of Local Government. **(Section 10B(5))**

Notice of likelihood of closure not required in urgent cases

- 14.8 Part of a meeting of the Council, or of a Committee of the Council, may be closed to the public while the Council or Committee considers a matter that has not been identified in the agenda for the meeting under clause 3.23 as a matter that is likely to be considered when the meeting is closed, but only if:
- (a) it becomes apparent during the discussion of a particular matter that the matter is a matter referred to in clause 14.1, and

- (b) the Council or Committee, after considering any representations made under clause 14.9, resolves that further discussion of the matter:
 - (i) should not be deferred (because of the urgency of the matter), and
 - (ii) should take place in a part of the meeting that is closed to the public. **(Section 10C)**

Representations by members of the public

- 14.9 The Council, or a Committee of the Council, may allow members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed. **(Section 10A(4))**
- 14.10A representation under clause 14.9 is to be made after the motion to close the part of the meeting is moved and seconded.
- 14.11 Where the matter has been identified in the agenda of the meeting under clause 3.23 as a matter that is likely to be considered when the meeting is closed to the public, in order to make representations under clause 14.9, members of the public must first make an application to the Council in the approved form. Applications must be received by 4.00pm on the day of the meeting at which the matter is to be considered.
- 14.12 The application referred to in clause 14.11 must be in writing to the General Manager. **(Supplementary)**
- 14.13 The General Manager (or their delegate) may refuse an application made under clause 14.11. The General Manager or their delegate must give reasons in writing for a decision to refuse an application.
- 14.14 No more than 7 speakers are to be permitted to make representations under clause 14.9.
- 14.15 If more than the permitted number of speakers apply to make representations under clause 14.9, the General Manager or their delegate may request the speakers to nominate from among themselves the persons who are to make representations to the Council. If the speakers are not able to agree on whom to nominate to make representations under clause 14.9, the General Manager or their delegate is to determine who will make representations to the Council.
- 14.16 The General Manager (or their delegate) is to determine the order of speakers.
- 14.17 Where the Council or a Committee of the Council proposes to close a meeting or part of a meeting to the public in circumstances where the matter has not been identified in the agenda for the meeting under clause 3.23 as a matter that is likely to be considered when the meeting is closed to the public, the Chairperson is to invite representations from the public under clause 14.9 after the motion to close the part of the meeting is moved and seconded. The Chairperson is to permit no more than 7 speakers to make representations in such order as determined by the Chairperson.
- 14.18 Each speaker will be allowed 4 minutes to make representations, and this time limit is to be strictly enforced by the Chairperson. Speakers must confine their representations to whether the meeting should be closed to the public. If a speaker digresses to irrelevant matters, the Chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the Chairperson, the speaker will not be further heard.

Expulsion of non-Councillors from meetings closed to the public

- 14.19 If a meeting or part of a meeting of the Council or a Committee of the Council is closed to the public in accordance with section 10A of the Act and this Code, any person who is not a Councillor and who fails to leave the meeting when requested, may be expelled from the meeting as provided by section 10(2)(a) or (b) of the Act.
- 14.20 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the Council or person presiding, may, by using only such force as is necessary, remove the first-mentioned person from that place and, if necessary restrain that person from re-entering that place for the remainder of the meeting.

Information to be disclosed in resolutions closing meetings to the public

- 14.21 The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting. The grounds must specify the following:
- (a) the relevant provision of section 10A(2) of the Act,
 - (b) the matter that is to be discussed during the closed part of the meeting,
 - (c) the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest. **(Section 10D)**

Resolutions passed at closed meetings to be made public

- 14.22 If the Council passes a resolution during a meeting, or a part of a meeting, that is closed to the public, the Chairperson must make the resolution public as soon as practicable after the meeting, or the relevant part of the meeting, has ended, and the resolution must be recorded in the publicly available minutes of the meeting.
- 14.23 Resolutions passed during a meeting, or a part of a meeting, that is closed to the public must be made public by the Chairperson under clause 14.22 during a part of the meeting that is webcast.

15 KEEPING ORDER AT MEETINGS

Points of order

- 15.1 A Councillor may draw the attention of the Chairperson to an alleged breach of this Code by raising a point of order. A point of order does not require a seconder.
- 15.2 A point of order cannot be made with respect to adherence to the principles contained in clause 2.1.
- 15.3 A point of order must be taken immediately it is raised. The Chairperson must suspend the business before the meeting and permit the Councillor raising the point of order to state the provision of this Code they believe has been breached. The Chairperson must then rule on the point of order – either by upholding it or by overruling it.

Questions of order

- 15.4 The Chairperson, without the intervention of any other Councillor, may call any Councillor to order whenever, in the opinion of the Chairperson, it is necessary to do so.
- 15.5 A Councillor who claims that another Councillor has committed an act of disorder, or is out of order, may call the attention of the Chairperson to the matter.
- 15.6 The Chairperson must rule on a question of order immediately after it is raised but, before doing so, may invite the opinion of the Council.
- 15.7 The Chairperson's ruling must be obeyed unless a motion dissenting from the ruling is passed.

Motions of dissent

- 15.8 A Councillor can, without notice, move to dissent from a ruling of the Chairperson on a point of order or a question of order. If that happens, the Chairperson must suspend the business before the meeting until a decision is made on the motion of dissent.
- 15.9 If a motion of dissent is passed, the Chairperson must proceed with the suspended business as though the ruling dissented from had not been given. If, as a result of the ruling, any motion or business has been rejected as out of order, the Chairperson must restore the motion or business to the agenda and proceed with it in due course.
- 15.10 Despite any other provision of this Code, only the mover of a motion of dissent and the Chairperson can speak to the motion before it is put. The mover of the motion does not have a right of general reply.

Acts of disorder

- 15.11 A Councillor commits an act of disorder if the Councillor, at a meeting of the Council or a Committee of the Council:
- (a) contravenes the Act or any regulation in force under the Act or this Code, or
 - (b) assaults or threatens to assault another Councillor or person present at the meeting, or
 - (c) moves or attempts to move a motion or an amendment that has an unlawful purpose or that deals with a matter that is outside the jurisdiction of the Council or the Committee, or addresses or attempts to address the Council or the Committee on such a motion, amendment or matter, or
 - (d) insults or makes personal reflections on or imputes improper motives to any other Council official, or alleges a breach of the Council's Code of Conduct, or
 - (e) says or does anything that is inconsistent with maintaining order at the meeting or is likely to bring the Council or the Committee into disrepute.
- 15.12 The Chairperson may require a Councillor:
- (a) to apologise without reservation for an act of disorder referred to in clauses 15.11(a) or (b), or
 - (b) to withdraw a motion or an amendment referred to in clause 15.11(c) and, where appropriate, to apologise without reservation, or
 - (c) to retract and apologise without reservation for an act of disorder referred to in clauses 15.11(d) and (e).

How disorder at a meeting may be dealt with

15.13 If disorder occurs at a meeting of the Council, the Chairperson may adjourn the meeting for a period of not more than fifteen (15) minutes and leave the chair. The Council, on reassembling, must, on a question put from the Chairperson, decide without debate whether the business is to be proceeded with or not. This clause applies to disorder arising from the conduct of members of the public as well as disorder arising from the conduct of Councillors.

Expulsion from meetings

15.14 All Chairpersons of meetings of the Council and Committees of the Council are authorised under this Code to expel any person other than a Councillor, from a Council or Committee meeting, for the purposes of section 10(2)(b) of the Act. Councillors may only be expelled by resolution of the Council or the Committee of the Council.

15.15 Clause 15.14 does not limit the ability of the Council or a Committee of the Council to resolve to expel a person, including a Councillor, from a Council or Committee meeting, under section 10(2)(a) of the Act.

15.16 A Councillor may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the Council for having failed to comply with a requirement under clause 15.12. The expulsion of a Councillor from the meeting for that reason does not prevent any other action from being taken against the Councillor for the act of disorder concerned.

15.17 A member of the public may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the Council for engaging in or having engaged in disorderly conduct at the meeting.

15.18 Where a Councillor or a member of the public is expelled from a meeting, the expulsion and the name of the person expelled, if known, are to be recorded in the minutes of the meeting.

15.19 If a Councillor or a member of the public fails to leave the place where a meeting of the Council is being held immediately after they have been expelled, a police officer, or any person authorised for the purpose by the Council or person presiding, may, by using only such force as is necessary, remove the Councillor or member of the public from that place and, if necessary, restrain the Councillor or member of the public from re-entering that place for the remainder of the meeting.

Use of mobile phones and the unauthorised recording of meetings

15.20 Councillors, Council staff and members of the public must ensure that mobile phones are turned to silent during meetings of the Council and Committees of the Council.

15.21 A person must not live stream or use an audio recorder, video camera, mobile phone or any other device to make a recording of the proceedings of a meeting of the Council or a Committee of the Council without the prior authorisation of the Council or the Committee.

15.22 Any person who contravenes or attempts to contravene clause 15.21, may be expelled from the meeting as provided for under section 10(2) of the Act.

15.23 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the Council or person presiding, may, by using only such force as is necessary, remove the first-mentioned person from that place and, if necessary, restrain that person from re-entering that place for the remainder of the meeting.

16 CONFLICTS OF INTEREST

16.1 All Councillors and, where applicable, all other persons, must declare and manage any conflicts of interest they may have in matters being considered at meetings of the Council and Committees of the Council in accordance with the Council's Code of Conduct. All declarations of conflicts of interest and how the conflict of interest was managed by the person who made the declaration must be recorded in the minutes of the meeting at which the declaration was made.

17 DECISIONS OF THE COUNCIL

Council decisions

- 17.1 A decision supported by a majority of the votes at a meeting of the Council at which a quorum is present is a decision of the Council. **(Section 371)**
- 17.2 Decisions made by the Council must be accurately recorded in the minutes of the meeting at which the decision is made.

Rescinding or altering Council decisions

- 17.3 A resolution passed by the Council may not be altered or rescinded except by a motion to that effect of which notice has been given under clause 3.13. **(Section 372(1))**
- 17.4 If a notice of motion to rescind a resolution is given at the meeting at which the resolution is carried, the resolution must not be carried into effect until the motion of rescission has been dealt with. **(Section 372(2))**
- 17.5 If a motion has been lost, a motion having the same effect must not be considered unless notice of it has been duly given in accordance with clause 3.12. **(Section 372(3))**
- 17.6 A notice of motion to alter or rescind a resolution, and a notice of motion which has the same effect as a motion which has been lost, must be signed by three (3) Councillors if less than three (3) months has elapsed since the resolution was passed, or the motion was lost. **(Section 372(4))**
- 17.7 If a motion to alter or rescind a resolution has been lost, or if a motion which has the same effect as a previously lost motion is lost, no similar motion may be brought forward within three (3) months of the meeting at which it was lost. This clause may not be evaded by substituting a motion differently worded, but in principle the same. **(Section 372(5))**
- 17.8 The provisions of clauses 17.5–17.7 concerning lost motions do not apply to motions of adjournment. **(Section 372(7))**
- 17.9 A notice of motion submitted in accordance with clause 17.6 may only be withdrawn under clause 3.14 with the consent of all signatories to the notice of motion.

17.10A motion to alter or rescind a resolution of the Council may be moved on the report of a Committee of the Council and any such report must be recorded in the minutes of the meeting of the Council. **(Section 372(6))**

17.11 Subject to clause 17.7, in cases of urgency, a motion to alter or rescind a resolution of the Council may be moved at the same meeting at which the resolution was adopted, where:

- (a) a notice of motion signed by three Councillors is submitted to the Chairperson, and
- (b) a motion to have the motion considered at the meeting is passed, and
- (c) the Chairperson rules the business that is the subject of the motion is of great urgency on the grounds that it requires a decision by the Council before the next scheduled Ordinary meeting of the Council.

17.12A motion moved under clause 17.11(b) can be moved without notice. Despite clauses 10.23–10.34, only the mover of a motion referred to in clause 17.11(b) can speak to the motion before it is put.

17.13A motion of dissent cannot be moved against a ruling by the Chairperson under clause 17.11(c).

18 AFTER THE MEETING

Minutes of meetings

18.1 The Council is to keep full and accurate minutes of the proceedings of meetings of the Council. **(Section 375(1))**

18.2 At a minimum, the General Manager must ensure that the following matters are recorded in the Council's minutes:

- (a) details of each motion moved at a Council meeting and of any amendments moved to it,
- (b) the names of the mover and seconder of the motion or amendment,
- (c) whether the motion or amendment was passed or lost, and
- (d) such other matters specifically required under this Code.

18.3 The minutes of a Council meeting must be confirmed at a subsequent meeting of the Council. **(Section 375(2))**

18.4 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

18.5 When the minutes have been confirmed, they are to be signed by the person presiding at the subsequent meeting. **(Section 375(2))**

18.6 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

18.7 The confirmed minutes of a Council meeting must be published on the Council's website. This clause does not prevent the Council from also publishing unconfirmed minutes of its meetings on its website prior to their confirmation.

Access to correspondence and reports laid on the table at, or submitted to, a meeting

- 18.8 The Council and Committees of the Council must, during or at the close of a meeting, or during the business day following the meeting, give reasonable access to any person to inspect correspondence and reports laid on the table at, or submitted to, the meeting. **(Section 11(1))**
- 18.9 Clause 18.8 does not apply if the correspondence or reports relate to a matter that was received or discussed or laid on the table at, or submitted to, the meeting when the meeting was closed to the public. **(Section 11(2))**
- 18.10 Clause 18.8 does not apply if the Council or the Committee resolves at the meeting, when open to the public, that the correspondence or reports are to be treated as confidential because they relate to a matter specified in section 10A(2) of the Act. **(Section 11(3))**
- 18.11 Correspondence or reports to which clauses 18.9 and 18.10 apply are to be marked with the relevant provision of section 10A(2) of the Act that applies to the correspondence or report.

Implementation of decisions of the Council

- 18.12 The General Manager is to implement, without undue delay, lawful decisions of the Council. **(Section 335(b))**

19 COUNCIL COMMITTEES**Application of this Part**

- 19.1 This Part only applies to Committees of the Council whose members are all Councillors.

Council Committees whose members are all Councillors

- 19.2 The Council may, by resolution, establish such Committees as it considers necessary.
- 19.3 A Committee of the Council is to consist of the Mayor and such other Councillors as are elected by the Councillors or appointed by the Council.
- 19.4 The quorum for a meeting of a Committee of the Council is to be:
- (a) such number of members as the Council decides, or
 - (b) if the Council has not decided a number – a majority of the members of the Committee.

Functions of Committees

- 19.5 The Council must specify the functions of each of its Committees when the Committee is established but may from time to time amend those functions.

Notice of Committee meetings

- 19.6 The General Manager must send to each Councillor, regardless of whether they are a Committee member, at least three (3) days before each meeting of the Committee, a notice specifying:
- (a) the time, date and place of the meeting, and
 - (b) the business proposed to be considered at the meeting.

19.7 Notice of less than three (3) days may be given of a Committee meeting called in an emergency.

Attendance at Committee meetings

19.8 A Committee member (other than the Mayor) ceases to be a member of a Committee if the Committee member:

- (a) has been absent from three (3) consecutive meetings of the Committee without having given reasons acceptable to the Committee for the member's absences, or
- (b) has been absent from at least half of the meetings of the Committee held during the immediately preceding year without having given to the Committee acceptable reasons for the member's absences.

19.9 Clause 19.8 does not apply if all of the members of the Council are members of the Committee.

Non-members entitled to attend Committee meetings

19.10A Councillor who is not a member of a Committee of the Council is entitled to attend, and to speak at a meeting of the Committee. However, the Councillor is not entitled:

- (a) to give notice of business for inclusion in the agenda for the meeting, or
- (b) to move or second a motion at the meeting, or
- (c) to vote at the meeting.

Chairperson and deputy Chairperson of Council Committees

19.11The Chairperson of each Committee of the Council must be:

- (a) the Mayor, or
- (b) if the Mayor does not wish to be the Chairperson of a Committee, a member of the Committee elected by the Council, or
- (c) if the Council does not elect such a member, a member of the Committee elected by the Committee.

19.12The Council may elect a member of a Committee of the Council as deputy Chairperson of the Committee. If the Council does not elect a deputy Chairperson of such a Committee, the Committee may elect a deputy Chairperson.

19.13If neither the Chairperson nor the deputy Chairperson of a Committee of the Council is able or willing to preside at a meeting of the Committee, the Committee must elect a member of the Committee to be acting Chairperson of the Committee.

19.14The Chairperson is to preside at a meeting of a Committee of the Council. If the Chairperson is unable or unwilling to preside, the deputy Chairperson (if any) is to preside at the meeting, but if neither the Chairperson nor the deputy Chairperson is able or willing to preside, the acting Chairperson is to preside at the meeting.

Procedure in Committee meetings

19.15Subject to any specific requirements of this Code, each Committee of the Council may regulate its own procedure. The provisions of this Code are to be taken to apply to all Committees of the Council unless the Council or the Committee determines otherwise in accordance with this clause.

19.16 Whenever the voting on a motion put to a meeting of the Committee is equal, the Chairperson of the Committee is to have a casting vote as well as an original vote unless the Council or the Committee determines otherwise in accordance with clause 19.15.

19.17 Voting at a Council Committee meeting is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system).

Closure of Committee meetings to the public

19.18 The provisions of the Act and Part 14 of this Code apply to the closure of meetings of Committees of the Council to the public in the same way they apply to the closure of meetings of the Council to the public.

19.19 If a Committee of the Council passes a resolution, or makes a recommendation, during a meeting, or a part of a meeting that is closed to the public, the Chairperson must make the resolution or recommendation public as soon as practicable after the meeting or part of the meeting has ended, and report the resolution or recommendation to the next meeting of the Council. The resolution or recommendation must also be recorded in the publicly available minutes of the meeting.

19.20 Resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the Chairperson under clause 19.19 during a part of the meeting that is webcast.

Disorder in Committee meetings

19.21 The provisions of the Act and this Code relating to the maintenance of order in Council meetings apply to meetings of Committees of the Council in the same way as they apply to meetings of the Council.

Minutes of Council Committee meetings

19.22 Each Committee of the Council is to keep full and accurate minutes of the proceedings of its meetings. At a minimum, a Committee must ensure that the following matters are recorded in the Committee's minutes:

- (a) details of each motion moved at a meeting and of any amendments moved to it,
- (b) the names of the mover and seconder of the motion or amendment,
- (c) whether the motion or amendment was passed or lost, and
- (d) such other matters specifically required under this Code.

19.23 All voting at meetings of Committees of the Council (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of Councillors who voted for and against each motion or amendment, (including the use of the casting vote), being recorded.

19.24 The minutes of meetings of each Committee of the Council must be confirmed at a subsequent meeting of the Committee.

19.25 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

19.26 When the minutes have been confirmed, they are to be signed by the person presiding at that subsequent meeting.

19.27 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

19.28 The confirmed minutes of a meeting of a Committee of the Council must be published on the Council's website. This clause does not prevent the Council from also publishing unconfirmed minutes of meetings of Committees of the Council on its website prior to their confirmation.

20 RECEIPT OF PETITIONS

20.1 A petition may be received in hard copy, by email or other means. If petitioners sign the petition by accessing a website hosting the petition, it is considered an e-petition. **(Supplementary)**

20.2 A petition (not being an e-petition) will only be valid if the General Manager is satisfied that the following have been complied with:

- The petition contains a written statement requesting Council to do something or to refrain from doing something.
- The petition contains a covering letter addressed to the General Manager or Mayor containing a clear and concise statement identifying the subject matter of the petition along with the full name, address, phone number and signature of the principal petitioner.
- Each person who signed the petition has included their full name, address, signature and date of signature. **(Supplementary)**

20.3 An e-petition will only be valid if the General Manager is satisfied that the following have been complied with:

- The e-petition contains a statement requesting Council to do something or to refrain from doing something.
- The e-petition contains a statement identifying the subject matter of the petition along with the full name, address, phone number and email of the principal petitioner.
- Each person who has signed the e-petition has included their full name and a valid email address. **(Supplementary)**

20.4 A person may not sign a petition on behalf of anyone else, except in cases of incapacity or sickness. Upon receiving a valid or invalid petition, the General Manager will advise all Councillors of its receipt including the subject matter and the number of signatures. **(Supplementary)**

20.5 On receipt of a valid petition, a report will be submitted to the next available meeting of Council. The report is to note the nature of the petition and number of signatories. The Chairperson must not permit discussion or debate on the petition with the petition being noted for further consideration in conjunction of the subject matter. **(Supplementary)**

20.6 Councillors will be made aware of additional signatures to already reported petitions if they are received. **(Supplementary)**

21 IRREGULARITIES

21.1 Proceedings at a meeting of a Council or a Council Committee are not invalidated because of:

- (a) a vacancy in a civic office, or
- (b) a failure to give notice of the meeting to any Councillor or Committee member, or
- (c) any defect in the election or appointment of a Councillor or Committee member, or
- (d) a failure of a Councillor or a Committee member to declare a conflict of interest, or to refrain from the consideration or discussion of, or vote on, the relevant matter, at a Council or Committee meeting in accordance with the Council's Code of Conduct, or
- (e) a failure to comply with this Code. **(Section 374)**

22 DEFINITIONS

the Act	means the <i>Local Government Act 1993</i>
act of disorder	means an act of disorder as defined in clause 15.11 of this Code
amendment	in relation to an original motion, means a motion moving an amendment to that motion
audio recorder	any device capable of recording speech
business day	means any day except Saturday or Sunday or any other day the whole or part of which is observed as a public holiday throughout New South Wales
Chairperson	in relation to a meeting of the Council – means the person presiding at the meeting as provided by section 369 of the Act and clauses 6.1 and 6.2 of this Code, and in relation to a meeting of a Committee – means the person presiding at the meeting as provided by clause 19.11 of this Code
this Code	means the Council's adopted Code of Meeting Practice
Committee of the Council	means a Committee established by the Council in accordance with clause 19.2 of this Code (being a Committee consisting only of Councillors) or the Council when it has resolved itself into Committee of the whole under clause 12.1
Council official	has the same meaning it has in the Model Code of Conduct for Local Councils in NSW
day	means calendar day
division	means a request by two Councillors who must rise and call for a division and it requires the recording of the names of the Councillors who voted both for and against a motion
foreshadowed amendment	means a proposed amendment foreshadowed by a Councillor under clause 10.21 of this Code during debate on the first amendment
foreshadowed motion	means a motion foreshadowed by a Councillor under clause 10.20 of this Code during debate on an original motion
open voting	means voting on the voices or by a show of hands or by a visible electronic voting system or similar means

planning decision	means a decision made in the exercise of a function of a Council under the <i>Environmental Planning and Assessment Act 1979</i> including any decision relating to a development application, an environmental planning instrument, a development control plan or a development contribution plan under that Act, but not including the making of an order under Division 9.3 of Part 9 of that Act
performance improvement order	means an order issued under section 438A of the Act
quorum	means the minimum number of Councillors or Committee members necessary to conduct a meeting
the Regulation	means the <i>Local Government (General) Regulation 2005</i>
webcast	A video or audio broadcast of a meeting transmitted across the internet either concurrently with the meeting or at a later time For the purposes of this Code, webcast means to broadcast an audio visual live stream of each Council meeting, and upload an audio visual recording of that meeting to Council's website. (Supplementary)
year	means the period beginning 1 July and ending the following 30 June

□ * * *

RELEVANT LEGISLATIVE INSTRUMENTS: *Local Government Act 1993*
Local Government (General) Regulation 2005

RELATED POLICIES, PLANS AND PROCEDURES: Code of Conduct

RESPONSIBLE DIRECTOR: Director Customer and Corporate Strategy

APPROVAL: Council

HISTORY:

Version	Approved by	Changes made	Date	EDMS Number
1	Council	New	22/01/01	486.01
2	Council	Minor amendments	28/10/08	DM349051
3	Council	Minor amendments	27/07/10	DM350542
4	Council	Minor amendments	14/02/12	13/17377
5	Council	Amendments	28/06/16	16/191058
6	Council	Amendments to align with Model Code of Meeting Practice	Adopted Council meeting 09/04/19 - effective from 22/05/19	19/149098
7	Council	Amendment to Council meeting schedule		

Code of Meeting Practice
Adopted by Council: 09/04/2019
Effective: 22/05/2019

Next Review Date: 30/09/2021
EDMS #: 19/149098

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APPENDIX A

NOTICE OF MOTION OF RESCISSION

We, the undersigned Councillors, hereby give notice of our intention to move that the Council resolution relating

to Item No _____ of Council meeting of the

(date of meeting):

(title of report):

BERESCIENDED.

(Minute No. _____) (extract of Resolution)

Should the above Motion of Rescission be carried, it is our intention to move the following further motion:

..... (signature)

..... (signature)

..... (signature)

Date received by Council:



APPENDIX B

NOTICE OF MOTION

I, Councillor hereby give
(name)

notice of my intention to move the following at the Council meeting of

.....
(date)

.....
.....
.....
.....
.....
.....

..... (signature)

..... (date)

Date received by Council:



APPENDIX C

QUESTION WITH NOTICE

Note:

- 3.17 A Councillor is not permitted to ask a question with notice under clause 3.16 that comprises a complaint against the General Manager or a member of staff of the Council, or a question that implies wrongdoing by the General Manager or a member of staff of the Council.
- 3.18 The General Manager or their nominee may respond to a question with notice submitted under clause 3.16 by way of a report included in the business papers for the relevant meeting of the Council or orally at the meeting.

I, Councillor hereby give
(name)

notice of my intention to ask a Question with Notice at the Council meeting of

.....
(date)
.....
.....
.....
.....
.....
.....

..... (signature)

..... (date)

Date received by Council:

APPENDIX D PUBLIC ADDRESS SESSION GUIDELINES

Persons wishing to participate in the Public Address Session, must complete the required form by no later than 5.00pm on the working day prior to the day of the meeting, (see attached "Public Address –Application Form")

Council's policy guidelines in relation to the Public Address Session at Council meetings are as follows:

- i. Persons (or a representative nominated on **their** behalf) are permitted to make submissions to Council subject to these guidelines. All applications must be in respect of current meeting agenda items.
- ii. The General Manager or the Director Customer & Corporate Strategy may amend the required form from time to time.
- iii. All speakers are requested to attend Council 10 minutes prior to the scheduled meeting start time to register their attendance for the public address session. Speakers who fail to register may not be permitted to speak.
- iv. All speakers are limited to 4 minutes, with a 1 minute warning given to speakers prior to the 4 minute time period elapsing.
- v. Council may by resolution extend the time provided to any one speaker by up to 2 minutes on only one occasion.
- vi. Speakers are limited to one topic per Public Address Session. Only 7 speakers can be heard at any meeting. A limitation of 1 speaker for and 1 speaker against on each item is in place. Additional speakers, either for or against, will be identified as 'tentative speakers' or should only be considered where the total number of speakers does not exceed 7 at any given meeting.
- vii. Speakers must:
 - a. restrict their statements and comments to the subject of debate and topic of the address;
 - b. must only speak in relation to the subject stated on their application;
 - c. only speak on matters listed on the agenda/business paper for the Council meeting date stated on their application.
- viii. Speakers must not debate any issue with Councillors and staff and neither the Mayor nor Councillors will be required to answer questions during the Public Address Sessions.
- ix. The Chairperson is able to ask questions of the speaker on a point of clarification at any time.
- x. Where a member of the public raises a question during the Public Address segment, a response will be provided where Councillors or staff have the necessary information at hand; if not a reply will be provided at a later time. There is a limit of one (1) question per speaker per meeting. Questions should not:
 - (a) seek legal opinion to be provided by Council;
 - (b) contain any names of persons unless they are necessary;
 - (c) contain argument, inferences, or imputation;
 - (d) refer to confidential matters that have or will be discussed by Council in closed session, or refer to any confidential matter as identified in section 10A (2) of the Act.
- xi. Speakers at the Public Address Session may be stopped by a point of order ruling from the Mayor/Chairperson for any breach of the Public Address Session Guidelines.
- xii. Speakers should exercise particular care to comply with the Code of Meeting Practice.
- xiii. Speakers must refrain from making personal criticisms and revealing the identity of staff members.
- xiv. Public Addresses are recorded for minute taking and webcasting purposes and it is a condition of speaking that speakers consent to being webcast (including being recorded) as part of the Council meeting. It should be noted that speakers at Council meetings do not enjoy any protection from parliamentary-style privilege. Therefore they are subject to the risk of defamation action if they make comments about individuals. In the event that a speaker makes potentially offensive or defamatory remarks about any person, the Mayor/Chairperson will ask them to refrain from such comments. The Mayor/Chairperson has the discretion to withdraw the privilege to speak where a speaker continues to make inappropriate or offensive comments about another person.

An officer of Council will be available any working day to assist intending participants in completion of the forms (excluding the day of the meeting).

PUBLIC ADDRESS SESSION APPLICATION FORM

Note: Applications must be received by Council's Governance team by 5.00pm on the last working day prior to the Council meeting.

In submitting this application, I understand and agree to abide by the conditions of the Public Address Session in Council's Code of Meeting Practice.

Council Meeting Date: _____ Name of Applicant: _____ Telephone: _____
Address: _____
Email: _____
Name of Speaker & Organisation (if applicable) _____
Business Paper Agenda Item No _____ Subject _____

I am for the recommendation in the report; OR
I am against the recommendation in the report.

If I am permitted to speak at a Council meeting, I acknowledge that:
my name will be recorded in the minutes of the meeting;
Council meetings are recorded for minute taking and webcasting purposes and I consent to my public address being webcast (including being recorded) as part of the Council meeting;
I have read the Code of Meeting Practice, Public Address Session Guidelines and agree to abide by the Code and the Guidelines;
I agree to comply with all directions of the Chairperson regarding my address to Council and shall withdraw from the Council Chamber upon his/her direction;
I shall restrict my statements and comments to the subject of debate and topic of my address;
I shall be personally liable for my behaviour and all statements made by me in the course of my address to Council;
I shall refrain from revealing the name of any Council staff members and any personal criticisms of staff when addressing Council.

This form can be lodged –
Via email to publicaddress@camden.nsw.gov.au; or
Online at www.camden.nsw.gov.au; or
Dropped off at Council's Administration Centre, 70 Central Avenue, Oran Park; or
Posted to PO Box 183, Camden NSW 2570.
If posting, you need to allow sufficient time for your application to be received by Council, before the close off time of 5.00pm on the working day prior to the Council meeting.

Signature of Applicant _____
Signature not required when emailing document

Privacy Notification:
The personal information that Council is collecting from you on this application form is personal information for the purposes of the *Privacy and Personal Information Protection Act 1998* ("the Act"). The intended recipients of the personal information are officers within Council and any person wishing to inspect the application in accordance with the *Local Government Act 1993*. The supply of the information by you is not voluntary and if you cannot provide or do not wish to provide the information sought, Council will be unable to process your application. You may make application for access or amendment to information held by Council. You may also make a request that Council suppress your personal information from a public register. Council will consider any such application in accordance with the Act. Council is to be regarded as the agency that holds the information.

OFFICE USE ONLY

Does the application relate to a report before Council? Has the application form been correctly completed?	
Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>	_____
Applicant advised by: Phone <input type="checkbox"/> Email <input type="checkbox"/> In person <input type="checkbox"/>	Time/Date: _____ Officer: _____

APPENDIX:

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19SUMMARY OF BUDGET REVIEW VARIATIONS GREATER THAN \$20,000
BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

Change In Vote		Totals		Description	Comments
Expense \$	Income \$	Expense \$	Income \$		
1) Proposed Budget Variations					
Proposed variations to the 2019/20 Budget based on income received and expenditure payments to date are as follows:					
(200,000)	200,000	-	-	Surplus / (Deficit) Proposed Budget Variations: September 2019/20	
	3,700,000	3,700,000		Miscellaneous Income	Information is confidential, please refer to Closed Council Report (CCO1) in tonight's business paper.
	(1,290,000)	(1,290,000)		Supplementary Rates and Charges Income	Supplementary rate income is received upon the rezoning or subdivision of land. It is additional rate income to the amount levied at the beginning of the financial year. Supplementary rate income has not met budget expectations for 2019/20, this is primarily due to a significant reduction in new lots being created through subdivisions in the Spring Farm, Oran Park, Gregory Hills and Leppington land release areas.
	(1,200,000)	(1,200,000)		Development - Fees & Charges Income	Development income has not met budget expectations for the first half of 2019/20. The number of Development Applications received by Council has reduced significantly due to slowing development activity. The level of income received is primarily dependent on the receipt of applications from developers, the decrease is representative of the current market.
	(400,000)	(400,000)		Interest on Investment	The performance of Council's investment portfolio is below budget expectations. The primary reason for this is reducing interest rates.
(285,000)		(285,000)		Floodlighting/Renewal Works	Following an internal review of Council's floodlighting improvement program it was identified that the replacement and upgrade of the existing lighting at Onslow Park Arena was required along with the replacement of one floodlight at Fairfax Reserve.
185,000		185,000		Street Lighting Charges	The street lighting charges allocation relates to the maintenance and electricity cost of public lighting throughout the LGA. Savings against budget were realised as a result of the timing of installation of new lights in growth areas, decisions of the Australian Energy Regulator to cap maintenance costs increases, the increasing use of energy efficient lighting, and improved outcomes through competitive sourcing of electricity supply.
75,000		75,000		Emergency Services Levy	NSW Government have announced that they will fund the first year's increase of the Emergency Services Levy (ESL) for all local councils. This will result a saving of \$75k for Council.
(5,700)		(5,700)		Variations under \$20,000	
(80,700)	810,000	779,300		Surplus / (Deficit) Proposed Budget Variations: December 2019/20	
(290,700)	1,010,000	779,300		Surplus / (Deficit) - Net Impact of Variations 2019/20	
* It should be noted where net increases or reductions have been shown within the main Council Report the income and expenditure column will not reconcile, as the two are separated within this attachment.					

APPENDIX:

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19SUMMARY OF BUDGET REVIEW VARIATIONS GREATER THAN \$20,000
BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

Change In Vote		Totals		Description	Comments
Expense \$	Income \$	\$	\$		
2) Council Approved Budget Variations					
Since adopting the 2019/20 Budget, Council has authorised the following changes to the budget:					
(149,600)	149,600	-	-	Surplus / (Deficit) - Proposed Budget Variations September 2019/20 Review	
(265,000)	265,000	-	-	Porrende Street, Narellan Upgrade	Council Resolution -208/19
(75,000)	75,000	-	-	Scoping and Development of The Remembrance Driveway Corridor Upgrade Study	Council Resolution -208/19
(50,000)	50,000	-	-	Acceptance Of Grant Funding - NSW Youth Opportunities Program For Camden Creatives Take The Lead	Council Resolution -209/19
(21,760)		(21,760)		Community Sponsorship Program January - June 2020	Council Resolution -210/19
	785,700	785,700		Sale of shares in Southern Phone Company Ltd to AGL Energy Limited	Council Resolution -222/19
(40,000)		(40,000)		Western Sydney City Deal Governance Arrangements and Western Sydney Health Alliance	Council Resolution -231/19
(101,000)	101,000	-	-	Acceptance of Grant Funding - Club Grants Category 3 Infrastructure Grants Program - Ron Dine Reserve Sports field Lighting	Council Resolution -232/19
(552,760)	1,276,700	723,940		Surplus / (Deficit) - Proposed Budget Variations December 2019/20 Review	
(702,360)	1,426,300	723,940		Surplus / (Deficit) - Council Approved Variations 2019/20	

Legend:
Expense Reduction - Positive figures, Expense Increase (Negative Figure)
Income Increase - Positive figures, Income Reduction (Negative Figure)

APPENDIX:

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19SUMMARY OF BUDGET REVIEW VARIATIONS GREATER THAN \$20,000
BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

Expense \$	Change In Vote Income \$	Totals \$	Description	Comments
3) Contra Adjustments				
Contra adjustments that have a NIL impact on Council's Budget:				
(1,994,383)	1,994,383	-	September 2019/20 Contra Adjustments	
(166,000)			Bates Reserve - Paths	
(18,000)			Downes Reserve - Shared Path	
(42,000)			Springs Road Streetscape	
(28,000)			Lodges Road Streetscape	
(7,000)			Liz Kernohan Drive Streetscape (Link Road)	Funds required in 2019/20 to commence a 3 year program of section 7.11 funded projects. In total \$11.3m in works are scheduled to be completed by June 2022 and will be included the Draft 2020/21 Capital Works Program.
(6,000)			Street Planting	
(184,000)			Kerrigan Crescent Path	
(75,000)			Camden Valley Way Footpath	
	526,000		Transfer from Section 7.11 Reserve	
(49,800)			Master planning - Gledswood Hills - The Crest	Funds are required to carry out master planning for open space and recreation provisions at the Crest in Gledswood Hills.
	49,800		Transfer from Section 7.11 Reserve	
(50,000)			Elderslie Pedestrian Overbridge Design	Funds are required to be brought forward from 20/21 into 19/20 to commence the design work required for the overbridge.
	50,000		Transfer from Section 7.11 Reserve	
	4,874,200		Section 7.11/VPA Income	Additional income received for Section 7.11 contributions.
(4,874,200)			Transfer to Section 7.11 Reserve	
(91,220)			Wandarrah Reserve Floodlights	A full and replacement of current floodlighting at Wandarrah Reserve Mt Annan under Sports Australia Grant through Mt Annan Mustang Football Club
	91,220		Grant Income	
(5,591,220)	5,591,220	-	December 2019/20 Contra Adjustments	
(7,585,603)	7,585,603	-	Total Contra Variations: 2019/20	

APPENDIX:

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

**SUMMARY OF BUDGET REVIEW VARIATIONS GREATER THAN \$20,000
BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019**

Expense \$	Change In Vote Income \$	Totals \$	Description	Comments
Reconciliation to 'December Review of the 2019/20 Budget'				
2018/19 Carried Forward Working Funds Balance		1,000,000		
2019/20 Adopted Budget Surplus	0			
Available Working Funds 01/07/19		1,000,000		
Less:				
Minimum Desired Level		(1,000,000)		
Total Funds Available	0	0	Total Available Working Funds as at 01/07/2019	
September Review				
	0		Significant Budget Variations	
	0		Council Approved Variations	
	0		Budget Contra Variations	
	0	0	Sub Total - September Review Variations	
	0	0	Total Available Working Funds as at 30/09/2019	
December Review				
	779,300		Significant Budget Variations	
	723,940		Council Approved Variations	
	0		Budget Contra Variations	
	1,503,240	1,503,240	Sub Total - December Review Variations	
	1,503,240	1,503,240	Total Available Working Funds as at 31/12/2019	



Camden Council

Quarterly Budget Review Statement

For the period ending 31 December 2019

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1. Income & Expenses Review Statement
2. Capital Budget Review Statement
3. Cash & Investments Budget Review Statement
4. Contracts Budget Review Statement
5. Consultancy & Legal Expenses Budget Review Statement
6. Key Performance Indicators Budget Review Statement

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

INCOME & EXPENSE (BY ACTIVITY)

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

(\$'000's)	Original Budget	Approved Changes				Revised Budget	Proposed Variations this Qtr	Notes	Projected Year End Result	Actual YTD
		Revotes	Other than by QBRS	Sep QBRS	Dec QBRS					
Income										
Actively Managing Camden's Growth	11,968	1,250	30	350	13,598	(1,200)	1	12,398	4,806	
Healthy Urban and Natural Environment	17,731	111	-	-	17,842	-	-	17,842	15,889	
A Prosperous Economy	15	-	-	-	15	-	-	15	-	
Effective and Sustainable Transport	1,314	334	26	2	1,650	-	-	1,650	873	
An Enriched and Connected Community	9,458	-	-	1	9,485	-	-	9,485	4,358	
Strong Local Leadership	70,122	-	56	200	70,322	2,010	2	72,332	59,903	
Total Income from Continuing Operations	110,608	1,695	56	553	112,912	810		113,722	85,829	
Expenses										
Actively Managing Camden's Growth	12,074	1,895	30	-	13,999	-	-	13,999	5,293	
Healthy Urban and Natural Environment	31,454	454	-	(78)	31,830	-	-	31,830	14,268	
A Prosperous Economy	1,224	-	-	-	1,224	40	3	1,264	473	
Effective and Sustainable Transport	21,529	76	26	2	21,607	(185)	4	21,422	9,873	
An Enriched and Connected Community	14,861	106	26	179	15,172	(53)	5	15,119	7,198	
Strong Local Leadership	32,297	891	56	176	33,364	-	6	33,370	16,805	
Total Expenses from Continuing Operations	113,439	3,422	56	279	117,196	(192)		117,004	53,910	
Net Operating Result from Continuing Operations	(2,831)	(1,727)	-	274	(4,284)	1,002		(3,282)	31,919	
Add:										
Capital Income	154,061	6,192	50	-	160,303	1,158	-	161,461	2,152	
Non Cash Funded Depreciation	19,000	-	-	-	19,000	-	-	19,000	-	
Funds from the Sale of Assets	315	-	-	140	455	786	-	1,241	206	
Loan Borrowings	3,000	-	-	-	3,000	-	-	3,000	-	
Transfer from Restricted Assets	21,643	24,708	50	1,374	47,775	-	-	47,775	18,405	
	198,019	30,900	100	1,514	230,533	1,944		232,477	20,763	
Less:										
Capital Purchases & Acquisitions	166,459	29,173	100	1,238	196,970	1,443	-	198,413	15,824	
Borrowing Expense (Principal)	3,721	-	-	-	3,721	-	-	3,721	968	
Transfer to Restricted Assets	25,008	-	-	550	25,558	-	-	25,558	16,451	
	195,188	29,173	100	1,788	226,249	1,443		227,692	33,243	
NET BUDGET POSITION SURPLUS/(DEFICIT)	-	-	-	-	-	1,503		1,503	19,439	

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

INCOME & EXPENSE (BY ACTIVITY)

Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes	Details
1	Actively Managing Camden's Growth - Decrease in Income Reduction in Development (\$1.2m)
2	Strong Local Leadership - Decrease in Income Miscellaneous Income - Information is confidential. Please refer to Closed Council Report (CC01) in tonight's business paper. (\$3.7m), reduction in rates supplementary income of (\$1.29m). Reduction in Interest income of (\$400k).
3	A Prosperous Economy - Increase in Expense Allocation of Funds for Western Sydney City Deal Governance Arrangements and Western Sydney Health Alliance (\$40K) Council Resolution -231/19
4	Effective and Sustainable Transport - Decrease in Expense Savings in Street Lighting Charges (\$185k)
5	An Enriched and Connected Community - Increase in Expense Savings in Emergency Services Levy (\$75k) and additional funding for Council's Community Sponsorship Program (22k).
6	Strong Local Leadership - Increase in Expense Minor Variations (\$6K)

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19**CAPITAL BUDGET****BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019**

(\$'000 s)	Original Budget	Approved Changes			Revised Budget	Proposed Variations this Qtr	Notes	Projected Year End Result	Actual YTD
		Revotes	Other than by QBRs	Sep QBRs					
Capital Expenditure									
New Assets									
- Transport & Road Infrastructure	6,064	466		112	6,642	916	1	7,558	532
- Stormwater & Drainage	122				122			122	124
- Parks & Playgrounds	6,364	600		100	7,064	50	2	7,114	1,938
- Recreation & Community Facilities	4,654	7,060			11,714			11,714	1,495
- Plant & Equipment	130				130			130	-
- Council Properties	1,500	2,271			3,771			3,771	1,245
- Other									
New Assets (Works in Kind)									
- Transport & Road Infrastructure	52,644				52,644			52,644	-
- Stormwater & Drainage	58,720				58,720			58,720	-
- Parks & Playgrounds	20,697				20,697			20,697	-
- Recreation & Community Facilities									-
Renewal Assets (Replacement)									
- Transport & Road Infrastructure	8,439	9,165	100	(87)	17,617			17,617	4,129
- Stormwater & Drainage	55	1,290			1,345			1,345	-
- Parks & Playgrounds	1,973	5,430			7,403	477	3	7,880	656
- Recreation & Community Facilities	1,322	139			1,461			1,461	89
- Plant & Equipment	1,224			724	1,948			1,948	975
- Council Properties	50	847			897			897	78
- Information Technology Upgrades	406	801		389	1,596			1,596	369
- Other	2,095	1,104			3,199			3,199	2,069
Loan Repayments (Principal)	493				493			493	405
Total Capital Expenditure	166,952	29,173	100	1,238	197,463	1,443		198,906	14,104

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

CAPITAL BUDGET

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

(\$'000's)	Original Budget	Approved Changes			Revised Budget	Proposed Variations this Qtr	Notes	Projected Year End Result	Actual YTD
		Revotes	Other than by QBRs	Sep QBRs					
Capital Funding									
Rates & Other United Funding	7,427	4,027		13	11,467	285		11,752	4,294
Capital Grants & Contributions	10,691	8,151	50	112	19,004	1,158		20,162	711
Reserves:									
- External Restrictions	8,642	14,194		-	22,836	-		22,836	5,891
- Internal Restrictions	4,277	2,801	50	973	8,101	-		8,101	3,002
New Loans	3,000				3,000			3,000	
Receipts from Sale of Assets									
- Plant & Equipment	154			140	294			294	206
- Land & Buildings									
- S7.11 Works in Kind Income (Non Cash)	63,861							63,861	
Infrastructure Dedicated under s80A	68,900				68,900			68,900	
Total Capital Funding	166,952	29,173	100	1,238	197,463	1,443		198,906	14,104
NET CAPITAL FUNDING - SURPLUS/(DEFICIT)									

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

CAPITAL BUDGET

Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes	Details
1	<p>Transport & Road Infrastructure (New Assets) - Increase in Expense New footpaths in Bates Reserve, Downes Reserve, Kerrigan Crescent and Camden Valley Way. Streetscape works at Springs Road, Lodges Road Streetscape, Liz Kernohan Drive Streetscape (Link Road) (\$526k), funded from Section 7.11. Porrende Street. Narellan Upgrade (\$265k), Scoping and Development of The Remembrance Driveway Corridor Upgrade Study (\$75k), Elderslie Pedestrian Overbridge Design \$50k.</p>
2	<p>Parks & Playgrounds (New Assets) - Increase in Expense Master planning - Gledswood Hills : The Crest (\$50k), funded form Section 7.11.</p>
3	<p>Parks & Playgrounds (Renewal) - Increase in Expense A review of the floodlighting improvement program identified that the replacement and upgrade of the existing lighting at Onslow Park Arena was required along this the replacement of one floodlight at Fairfax Reserve and Wandarra Reserve Floodlights (\$376k), Ron Dine Reserve Sports field Lighting (\$101k).</p>

Camden Council

CASH & INVESTMENTS

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

(\$'000 £)	BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019			Approved Changes			Revised Budget	Proposed Variations this Qtr	Projected Year End Result	Actual YTD
	Opening Balance	Revotes	Other than by QBRs	Sep QBRs	Dec QBRs	Mar QBRs				
Externally Restricted⁽¹⁾										
Section 7.11 Developer Contributions	85,569	(12,802)	6,426	163			79,356	4,248	83,604	84,088
Infrastructure Loan (Lodges Road)	3,611	(1,450)	(1,450)				2,161		2,161	3,611
Domestic Waste Management	11,533	(1,585)		(127)			9,821		9,821	13,106
Specific Purpose Grants	5,134	(2,587)	592	(2,547)			592		592	2,171
Storm water Management Levy	38	(9)		(22)			7		7	627
Other Restricted Contributions	19						19		19	19
Total Externally Restricted	105,904	(16,983)	5,508	(2,533)			91,896	4,248	96,144	103,622
(1) Funds that must be spent for a specific purpose										
Internally Restricted⁽²⁾										
Asset Renewal Reserve	251	(89)	43				205		205	251
Camden Carparking	121						121		121	120
Capital Works Reserve*	3,471	(1,470)	(50)				1,951		1,951	2,952
Cemetery Improvements	723		154				877		877	723
Central Administration Building	150	(44)	109				215		215	238
Commercial Waste Management	381		154				535		535	589
Council Elections	221		124				345		345	345
Camden Regional Economic Taskforce	83		(83)				-		-	348
Deposits, retentions and bonds	14,197						14,197		14,197	15,791
Employee Leave Entitlements	1,990		378				2,368		2,368	2,610
Employee Leave Entitlements	204		4				208		208	198
Engineering Deposits	2,155	3,056	(5,211)				-		-	3,391
Expenditure Revotes	49		9				58		58	49
Family Day Care Reserve	2,200	(2,200)					-		-	-
Infrastructure Loan Repayment Reserve	1,284		(42)				1,242		1,242	475
Plant Replacement Reserve	36						36		36	36
Public Appeals Reserve	318	(42)	31				307		307	318
Risk Management	766						766		766	766
Section 355 Management Committees	184						184		184	48
Storm water Works (General Fund)	923	(438)	79	(264)			300		300	778
Technology Improvements Reserve	120		420	(300)			240		240	540
Technology Replacement Reserve	116		7				123		123	140
Water Savings Action Plan	706	(919)	(597)	200			(550)		(550)	436
Working Funds Surplus	369	(43)	(50)				276		276	457
Other										
Total Internally Restricted	31,018	11	(6,661)	(364)			24,004		24,004	31,579
(2) Funds that Council has earmarked for a specific purpose										

Camden Council

CASH & INVESTMENTS

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

(\$'000's)	Opening Balance	Revotes	Approved Changes			Revised Budget	Proposed Variations this Qtr	Projected Year End Result	Actual YTD
			Other than by QBRS	Sep QBRS	Dec QBRS				
Unrestricted (ie. available after the above Restrictions)	-	-	-	-	-	-	-	-	8,572
Total Cash & Investments	136,922	(16,972)	(1,153)	(2,897)	115,900	4,248	120,148	143,773	

* The uncommitted balance of the Capital Works Reserve will be \$1,516,857 if Council adopt the recommendation of this report
 * The uncommitted balance of the Asset Renewal Reserve will be \$504,427 if Council adopt the recommendation of this report.

Cash & Investments Statement

Investments have been invested in accordance with Council's Investment Policy.
 The Cash at Bank amount for this period has been reconciled to Council's physical Bank Statements. The date of completion of this bank reconciliation is 31/12/19

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

CONTRACTS

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

Contracts Listing - contracts entered into during the quarter

Contractor	Contract detail & purpose	Contract Value	Start Date	Duration of Contract	Budgeted Y/N
Renworx Pty Ltd	Upgrade of existing playing field at Narellan Sporets Hub, Narellan	\$ 230,829	01/11/19	4 months	Y
Cornerstone OnDemand	Human Resource Information Management System	\$ 757,250	01/12/19	5 Years	Y
Greater West Landscapes Pty Ltd	Construction of a new Park at Olive Hill Drive, Arcadina Hills	\$ 537,650	01/12/19	7 months	Y
Axis Air Pty Ltd	Heating, ventilation and air-conditioning for Council buildings	\$ 148,132	01/12/19	3 Years with 1 +1 year option to extend	Y

Notes:

1. Minimum reporting level is 1% of estimated income from continuing operations of Council or \$50,000 - whatever is the lesser.
2. Contracts listed are those entered into during the quarter being reported and exclude contractors on Council's Preferred Supplier list.
3. Contracts for employment are not required to be included.

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

CONSULTANCY & LEGAL EXPENSES

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

Expense	YTD Expenditure	Budgeted Y/N
Consultancies	386,147	Y
Legal Fees	456,433	Y

Definition of a consultant:

A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision making by management. Generally it is the advisory nature of the work that differentiates a consultant from other contractors.

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

KEY PERFORMANCE INDICATORS

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

(\$000's)	Current Projection		Original Budget	Actuals	
	Amounts	Indicator		Prior Periods	
	19/20	19/20	19/20	18/19	17/18

Graphs

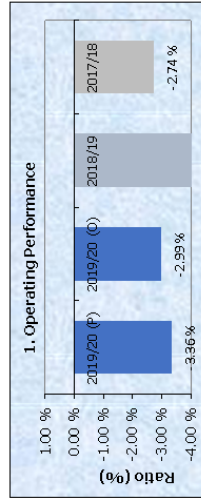
NSW Local Government Industry Key Performance Indicators (OLG):

1. Operating Performance

Operating Revenue (excl. Capital) - Operating Expenses	-3742	-3.36%	-2.99%	-13.55%	-2.74%
Operating Revenue (excl. Capital Grants & Contributions)	111513				

This ratio measures Council's achievement of containing operating expenditure within operating revenue.

Benchmark: > 0.00%

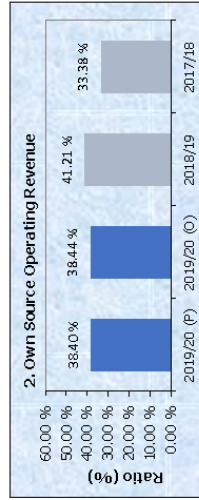


2. Own Source Operating Revenue

Operating Revenue (excl. ALL Grants & Contributions)	102936	38.40%	38.44%	41.21%	33.38%
Total Operating Revenue (incl. Capital Grants & Cont)	268043				

This measures the degree of reliance on external funding sources such as operating grants & contributions

Benchmark: > 60.00%

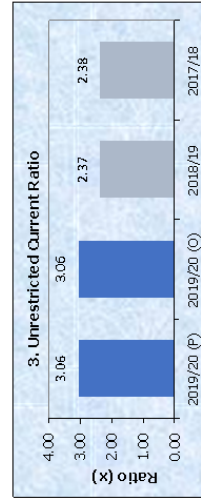


3. Unrestricted Current Ratio

Current Assets less all External Restrictions	43793	3.06	3.06	2.37	2.38
Current Liabilities less Specific Purpose Liabilities	14333				

The ability to meet short term financial obligations such as loans, payroll and leave entitlements.

Benchmark: > 1.5x



Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

KEY PERFORMANCE INDICATORS

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

(\$'000's)	Current Projection		Original Budget	Actuals
	Amounts	Indicator		
	19/20	19/20	19/20	Prior Periods
				18/19
				17/18

Graphs

NSW Local Government Industry Key Performance Indicators (OLG):

4. Debt Service Cover Ratio	2019/20 (P)	2019/20 (O)	2018/19	2017/18
Operating Result before Interest & Dep. exp (EBITDA)	16885	3.45	3.45	2.32
Principal Repayments + Borrowing Interest Costs	4896			3.82

This ratio measures the availability of operating cash to service debt including interest, principal and lease payments.

Benchmark: > 2x

5. Rates, Annual Charges, Interest & Extra Charges Outstanding	2019/20 (P)	2019/20 (O)	2018/19	2017/18
Rates, Annual & Extra Charges Outstanding	2052	4.82%	4.82%	4.89%
Rates, Annual & Extra Charges Collectible	42555			4.46%

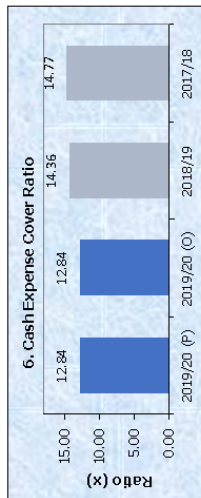
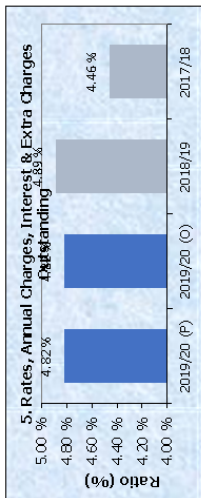
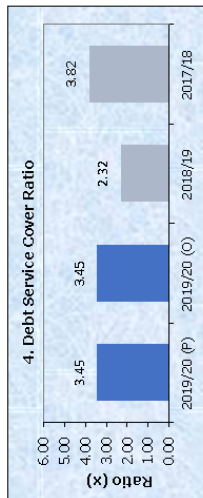
To assess the impact of uncollected rates and annual charges on Council's liquidity.

Benchmark: < 5% metro

6. Cash Expense Cover Ratio	2019/20 (P)	2019/20 (O)	2018/19	2017/18
Current Year's Cash & Cash Equivalents (incl. Term Deposits)	108873	12.84	12.84	14.36
Operating & financing activities Cash Flow payments	101745			14.77

This liquidity ratio indicates the number of months a Council can continue paying for its immediate expenses without additional cash inflow.

Benchmark: > 3 mths



Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

KEY PERFORMANCE INDICATORS

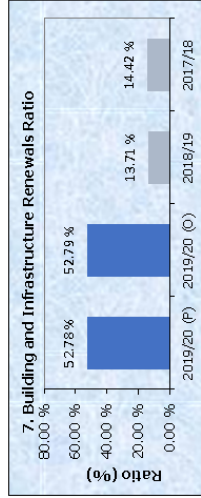
BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

(\$000's)	Current Projection		Original Budget	Actuals	
	Amounts	Indicator		Prior Periods	
	19/20	19/20	19/20	18/19	17/18

Graphs

NSW Local Government Infrastructure Asset Performance Indicators (OLG):

7. Building and Infrastructure Renewals Ratio					
Asset Renewals (Building, Infrastructure & Other Structures)	10029	52.78 %	52.79 %	13.71 %	14.42 %
Depreciation, Amortisation & Impairment	19000				



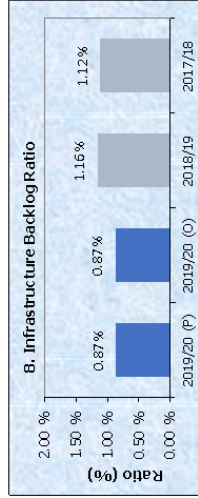
To assess the rate at which these assets are being renewed relative to the rate at which they are depreciating.

Note: Depreciation is under review

Benchmark: > = 100.00%

8. Infrastructure Backlog Ratio

Estimated cost to bring Assets to a satisfactory condition	9315	0.87 %	0.87 %	1.16 %	1.12 %
Total value of Infrastructure, Building, Other Structures & depreciable Land Improvement Assets	1073720				

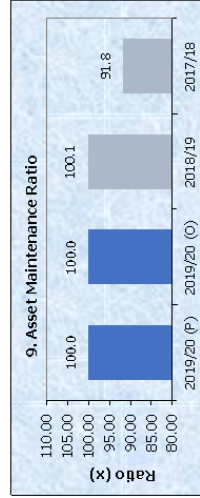


This ratio shows what proportion the backlog is against the total value of a Council's infrastructure.

Benchmark: < 2.00%

9. Asset Maintenance Ratio

Actual Asset Maintenance	4913	100.00	100.00	100.13	91.78
Required Asset Maintenance	4913				



Compares actual vs. required annual asset maintenance. A ratio above 1.0 indicates Council is investing enough funds to stop the Infrastructure Backlog growing.

Benchmark: > 100%

Camden Council

Quarterly Budget Review Statement
for the period 01/10/19 to 31/12/19

KEY PERFORMANCE INDICATORS

BUDGET REVIEW FOR THE QUARTER ENDED 31 DECEMBER 2019

(\$000's)	Current Projection		Original Budget	Actuals		Graphs
	Amounts	Indicator		Prior Periods		
	19/20	19/20	19/20	18/19	17/18	

NSW Local Government Infrastructure Asset Performance Indicators (OLG):

10. Cost to bring assets to agreed service level					
<i>Estimated cost to bring assets to an agreed service level set by Council</i>	9315	0.72 %	0.89 %	0.82 %	0.89 %
<i>Gross replacement cost</i>	12917/87				

This ratio provides a snapshot of the proportion of outstanding renewal works compared to the total value of assets under Council's care and stewardship.

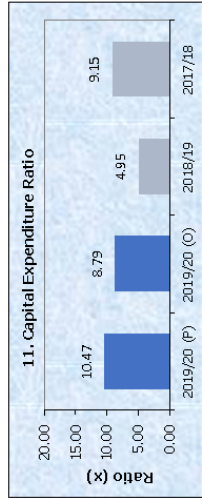
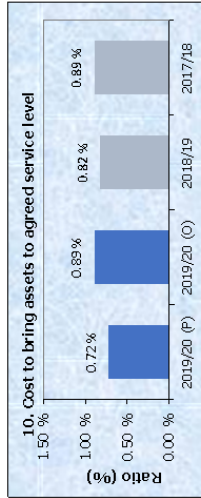
Benchmark has not been set by Office of Local Government

11. Capital Expenditure Ratio					
<i>Annual Capital Expenditure</i>	198914	10.47	8.79	4.95	9.15
<i>Annual Depreciation</i>	19000				

To assess the extent to which a Council is expanding its asset base through capital expenditure on both new assets and the replacement and renewal of existing assets.

Note: Depreciation is under review

Benchmark: > 1





**Investment Summary Report
January 2020**

Camden Council
Executive Summary - January 2020



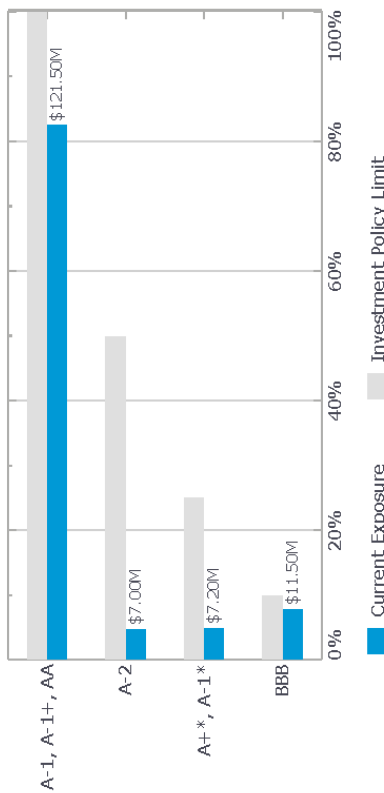
Investment Holdings

	Amount (\$)	Current Yield (%)
Cash	4,000,000.00	1.05
Term Deposit	143,200,000.00	2.12
	147,200,000.00	

	Amount (\$)	Policy Max
Between 0 and 1 Year	113,500,000	77% 100% ▼
Between 1 and 3 Years	22,000,000	15% 60% ▼
Between 3 and 5 Years	11,700,000	8% 30% ▼
	147,200,000	

Percentages in this report may not add up to 100% due to rounding

Total Credit Exposure



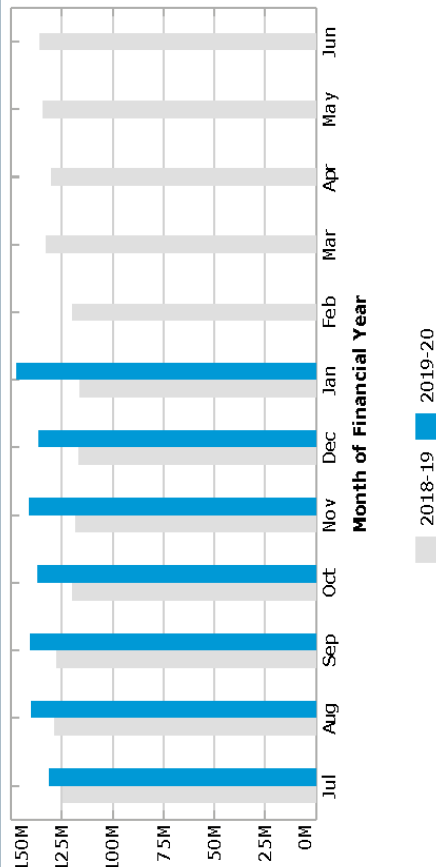
**Council's investment policy limits investments in foreign subsidiary banks which are monitored by APRA to a maximum 25% of the total portfolio*

Sources of Funds

	Amount (\$)
Section 7.11 Developer Contributions	93,300,171
Restricted Grant Income	1,871,315
Externally Restricted Reserves	16,296,649
Internally Restricted Reserves	15,485,377
Camden Regional Economic Taskforce	292,000
General Fund	19,954,488
Total Funds Invested	147,200,000

Council's investment portfolio has increased by \$10.5m since the December reporting period. The increase primarily relates developer contributions received during January.

Investment Portfolio Balance



Camden Council

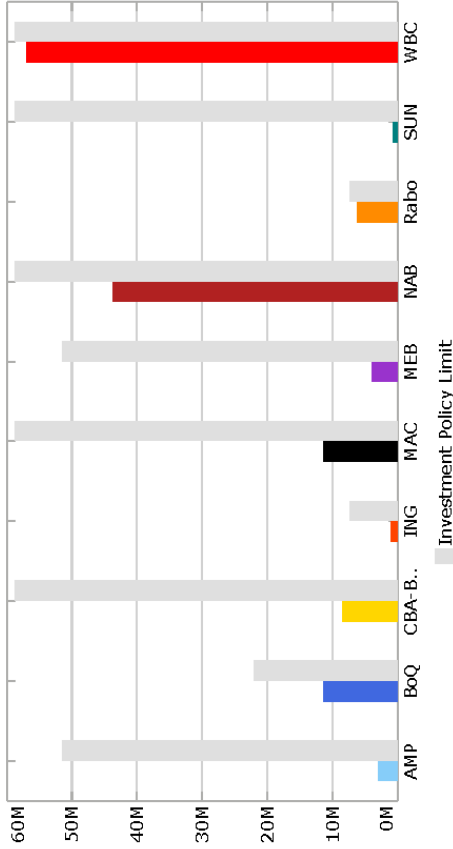
Individual Institutional Exposures Report - January 2020



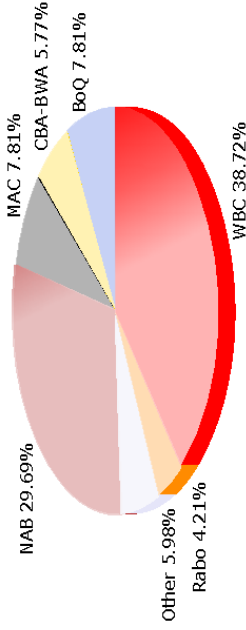
Individual Institutional Exposures

Parent Group	Exposure (\$M)	Credit Rating	Policy Limit	Actual	Capacity
AMP Bank	3.00M	A-2, BBB+	35.00%	2.04%	48.52M
Bank of Queensland	11.50M	A-2, BBB+	15.00%	7.81%	10.58M
Commonwealth Bank of Australia	8.50M	A-1+, AA-	40.00%	5.77%	50.38M
ING Bank Australia (Foreign Sub)	1.00M	A-1*, A-*	5.00%	.68%	6.36M
Macquarie Bank	11.50M	A-1, A+	40.00%	7.81%	47.38M
Members Equity Bank	4.00M	A-2, BBB	35.00%	2.72%	47.52M
National Australia Bank	43.70M	A-1+, AA-	40.00%	29.69%	15.18M
Rabobank Aus (Foreign Sub)	6.20M	A-1*, A+*	5.00%	4.21%	1.16M
Suncorp Bank	.80M	A-1, A+	40.00%	.54%	58.08M
Westpac Group	57.00M	A-1+, AA-	40.00%	38.72%	1.88M
	147.20M				

Individual Institutional Exposure Charts



*Council's investment policy limits investments in foreign subsidiary banks which are monitored by APRA to a maximum 5% of the total portfolio in any single entity



Council's portfolio is within its individual institutional investment policy limits.
 Council's portfolio is within its term to maturity investment policy limits.
 Council's portfolio complies with the NSW Ministerial Investment Order.

Camden Council

Performance Summary - January 2020



Interest Summary

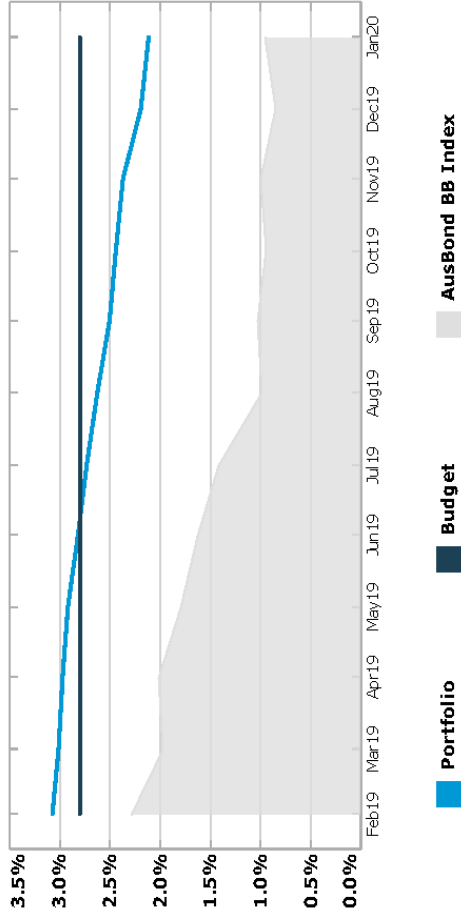
Interest Summary as of January 2020	
Number of Investments	97
Average Days to Maturity	274
Weighted Portfolio Yield	2.12%
CBA Call Account	1.05%
Highest Rate	3.90%
Lowest Rate	1.52%
Budget Rate	2.80%
Average BBSW (30 Day)	0.83%
Average BBSW (90 Day)	0.89%
Average BBSW (180 Day)	0.97%
Official Cash Rate	0.75%
AusBond Bank Bill Index	0.96%

Interest Received During the 2019/2020 Financial Year

	January	Cumulative	Original Budget	*Revised Budget
General Fund	\$74,320	\$589,474	\$1,450,000	\$1,450,000
Restricted	\$183,000	\$1,349,070	\$1,800,000	\$2,150,000
Total	\$257,320	\$1,938,544	\$3,250,000	\$3,600,000

*The Revised Budget is reviewed on a quarterly basis as part of the Budget Process

Investment Performance



Historical Performance Summary

	Portfolio	AusBond BB Index	Outperformance
Jan 2020	2.12%	0.96%	1.16%
Last 3 Months	2.23%	0.94%	1.29%
Last 6 Months	2.38%	0.97%	1.41%
Financial Year to Date	2.43%	1.03%	1.40%
Last 12 months	2.64%	1.40%	1.24%

Investment Performance

Council's portfolio returned 2.12%pa on a weighted average yield basis during January. This compares favourably with the Ausbond Bank Bill Index's return of 0.96%pa for the month.

Camden Council

Investment Holdings Report - January 2020



Cash Accounts										
Amount (\$)	Current Yield	Institution	Credit Rating	Amount (\$)	Deal No.	Reference	Amount (\$)	Deal No.	Amount plus Accrued Int (\$)	Reference
4,000,000.00	1.05%	Commonwealth Bank of Australia	A-1+	4,000,000.00	535548		4,000,000.00			
4,000,000.00				4,000,000.00						
Term Deposits										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
2-Feb-20	1,000,000.00	3.90%	Westpac Group	A-1+	2-Feb-15	1,038,679.45	535537	38,679.45	Annually	2772
5-Feb-20	2,000,000.00	1.83%	National Australia Bank	A-1+	1-Aug-19	2,018,450.41	538351	18,450.41	At Maturity	3251
10-Feb-20	1,000,000.00	2.90%	ING Bank (Australia)	A-1*	8-Feb-18	1,028,443.84	536215	28,443.84	Annually	3065
12-Feb-20	1,500,000.00	1.80%	ME Bank	A-2	5-Aug-19	1,513,315.07	538365	13,315.07	At Maturity	3253
17-Feb-20	1,500,000.00	1.80%	National Australia Bank	A-1+	7-Aug-19	1,513,167.12	538372	13,167.12	At Maturity	3254
17-Feb-20	1,000,000.00	2.00%	AMP Bank	A-2	21-Aug-19	1,008,986.30	538409	8,986.30	At Maturity	3760
19-Feb-20	1,500,000.00	1.80%	National Australia Bank	A-1+	8-Aug-19	1,513,093.15	538378	13,093.15	At Maturity	3255
20-Feb-20	1,000,000.00	1.70%	National Australia Bank	A-1+	20-Aug-19	1,007,684.93	538400	7,684.93	At Maturity	3259
24-Feb-20	1,500,000.00	1.75%	National Australia Bank	A-1+	12-Aug-19	1,512,441.78	538384	12,441.78	At Maturity	3256
26-Feb-20	2,000,000.00	1.70%	National Australia Bank	A-1+	15-Aug-19	2,015,835.62	538393	15,835.62	At Maturity	3257
2-Mar-20	1,000,000.00	1.67%	ME Bank	A-2	26-Aug-19	1,007,274.79	538416	7,274.79	At Maturity	3261
4-Mar-20	1,500,000.00	1.65%	National Australia Bank	A-1+	28-Aug-19	1,510,645.89	538423	10,645.89	At Maturity	3262
9-Mar-20	1,500,000.00	1.65%	National Australia Bank	A-1+	28-Aug-19	1,510,645.89	538424	10,645.89	At Maturity	3263
11-Mar-20	2,000,000.00	1.65%	National Australia Bank	A-1+	29-Aug-19	2,014,104.11	538432	14,104.11	At Maturity	3264
16-Mar-20	1,500,000.00	1.63%	Commonwealth Bank of Australia	A-1+	2-Sep-19	1,510,181.92	538446	10,181.92	At Maturity	3265
18-Mar-20	1,500,000.00	1.63%	Commonwealth Bank of Australia	A-1+	2-Sep-19	1,510,181.92	538447	10,181.92	At Maturity	3266
23-Mar-20	1,500,000.00	1.62%	Commonwealth Bank of Australia	A-1+	2-Sep-19	1,510,119.45	538448	10,119.45	At Maturity	3267
25-Mar-20	1,000,000.00	1.70%	National Australia Bank	A-1+	5-Sep-19	1,006,939.73	538498	6,939.73	At Maturity	3268
30-Mar-20	1,000,000.00	1.72%	National Australia Bank	A-1+	10-Sep-19	1,006,785.75	538513	6,785.75	At Maturity	3269
1-Apr-20	700,000.00	1.75%	National Australia Bank	A-1+	16-Sep-19	704,631.51	538528	4,631.51	At Maturity	3270
1-Apr-20	800,000.00	1.70%	Suncorp Bank	A-1	16-Sep-19	805,141.92	538529	5,141.92	At Maturity	3271



Camden Council Investment Holdings Report - January 2020

Term Deposits										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
6-Apr-20	1,000,000.00	1.92%	Westpac Group	A-1+	19-Sep-19	1,007,101.37	538537	7,101.37	At Maturity	3272
6-Apr-20	500,000.00	1.75%	Westpac Group	A-1+	27-Sep-19	503,044.52	538561	3,044.52	At Maturity	3275
6-Apr-20	3,000,000.00	1.60%	National Australia Bank	A-1+	6-Jan-20	3,003,419.18	538997	3,419.18	At Maturity	3305
8-Apr-20	1,000,000.00	1.75%	Westpac Group	A-1+	23-Sep-19	1,006,280.82	538554	6,280.82	At Maturity	3273
8-Apr-20	500,000.00	1.75%	Westpac Group	A-1+	27-Sep-19	503,044.52	538562	3,044.52	At Maturity	3276
13-Apr-20	1,500,000.00	1.75%	Westpac Group	A-1+	25-Sep-19	1,509,277.40	538558	9,277.40	At Maturity	3274
15-Apr-20	1,500,000.00	1.68%	Westpac Group	A-1+	2-Oct-19	1,508,423.01	538588	8,423.01	At Maturity	3278
20-Apr-20	1,000,000.00	1.63%	Westpac Group	A-1+	9-Oct-19	1,005,135.62	538618	5,135.62	At Maturity	3279
22-Apr-20	1,500,000.00	1.66%	Westpac Group	A-1+	14-Oct-19	1,507,504.11	538607	7,504.11	At Maturity	3280
27-Apr-20	1,000,000.00	1.66%	Westpac Group	A-1+	18-Oct-19	1,004,820.82	538619	4,820.82	At Maturity	3281
28-Apr-20	1,000,000.00	1.69%	Westpac Group	A-1+	23-Jan-20	1,000,416.71	539198	416.71	At Maturity	3313
29-Apr-20	1,500,000.00	1.70%	Westpac Group	A-1+	24-Oct-19	1,506,986.30	538627	6,986.30	At Maturity	3282
1-May-20	3,000,000.00	1.73%	Westpac Group	A-1+	31-Jan-20	3,000,142.19	539407	142.19	At Maturity	3320
4-May-20	1,500,000.00	1.73%	Westpac Group	A-1+	30-Oct-19	1,506,683.01	538631	6,683.01	At Maturity	3283
6-May-20	1,000,000.00	1.75%	Westpac Group	A-1+	31-Oct-19	1,004,458.90	538635	4,458.90	At Maturity	3284
11-May-20	1,000,000.00	1.75%	Westpac Group	A-1+	5-Nov-19	1,004,219.18	538648	4,219.18	At Maturity	3286
11-May-20	1,500,000.00	1.74%	Westpac Group	A-1+	24-Jan-20	1,500,572.05	539202	572.05	At Maturity	3314
13-May-20	1,500,000.00	1.74%	Westpac Group	A-1+	11-Nov-19	1,505,863.56	538659	5,863.56	At Maturity	3288
18-May-20	1,000,000.00	1.75%	Westpac Group	A-1+	5-Nov-19	1,004,219.18	538649	4,219.18	At Maturity	3287
18-May-20	1,500,000.00	1.59%	Westpac Group	A-1+	22-Nov-19	1,504,639.32	538776	4,639.32	At Maturity	3291
20-May-20	1,000,000.00	1.72%	Westpac Group	A-1+	13-Nov-19	1,003,769.86	538667	3,769.86	At Maturity	3289
20-May-20	4,000,000.00	1.65%	Macquarie Bank	A-1	24-Jan-20	4,001,446.58	539205	1,446.58	At Maturity	3317
25-May-20	1,500,000.00	1.69%	Westpac Group	A-1+	19-Nov-19	1,505,139.45	538739	5,139.45	At Maturity	3290
27-May-20	1,000,000.00	1.65%	Rabobank Australia	A-1*	27-Nov-19	1,002,983.56	538827	2,983.56	At Maturity	3294
1-Jun-20	2,000,000.00	1.67%	Westpac Group	A-1+	26-Nov-19	2,006,130.96	538823	6,130.96	At Maturity	3292
3-Jun-20	1,500,000.00	1.65%	Macquarie Bank	A-1	31-Jan-20	1,500,067.81	539405	67.81	At Maturity	3319

Page 6 of 8.

Camden Council

Investment Holdings Report - January 2020



Term Deposits										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
8-Jun-20	2,000,000.00	1.66%	Westpac Group	A-1+	28-Nov-19	2,005,912.33	538845	5,912.33	At Maturity	3295
10-Jun-20	2,000,000.00	1.66%	Westpac Group	A-1+	28-Nov-19	2,005,912.33	538846	5,912.33	At Maturity	3296
15-Jun-20	1,500,000.00	1.65%	Westpac Group	A-1+	29-Nov-19	1,504,339.73	538851	4,339.73	At Maturity	3297
15-Jun-20	2,000,000.00	1.65%	Macquarie Bank	A-1	5-Dec-19	2,005,243.84	538889	5,243.84	At Maturity	3298
17-Jun-20	2,000,000.00	1.65%	Macquarie Bank	A-1	5-Dec-19	2,005,243.84	538890	5,243.84	At Maturity	3299
17-Jun-20	1,500,000.00	1.56%	National Australia Bank	A-1+	9-Dec-19	1,503,461.92	538892	3,461.92	At Maturity	3301
19-Jun-20	2,000,000.00	1.65%	Macquarie Bank	A-1	5-Dec-19	2,005,243.84	538891	5,243.84	At Maturity	3300
22-Jun-20	2,000,000.00	1.71%	Westpac Group	A-1+	13-Dec-19	2,004,684.93	538903	4,684.93	At Maturity	3302
22-Jun-20	2,000,000.00	1.66%	Westpac Group	A-1+	20-Dec-19	2,003,911.23	538988	3,911.23	At Maturity	3303
24-Jun-20	2,500,000.00	1.72%	Westpac Group	A-1+	23-Dec-19	2,504,712.33	538994	4,712.33	At Maturity	3304
29-Jun-20	1,500,000.00	1.59%	National Australia Bank	A-1+	6-Jan-20	1,501,698.90	538998	1,698.90	At Maturity	3306
1-Jul-20	1,500,000.00	1.95%	National Australia Bank	A-1+	1-Jul-19	1,517,229.45	538107	17,229.45	At Maturity	3243
6-Jul-20	1,500,000.00	1.60%	National Australia Bank	A-1+	6-Jan-20	1,501,709.59	538999	1,709.59	At Maturity	3307
8-Jul-20	1,500,000.00	1.60%	National Australia Bank	A-1+	8-Jan-20	1,501,578.08	539011	1,578.08	At Maturity	3308
13-Jul-20	2,000,000.00	1.60%	National Australia Bank	A-1+	10-Jan-20	2,001,928.77	539082	1,928.77	At Maturity	3309
15-Jul-20	2,000,000.00	1.60%	National Australia Bank	A-1+	10-Jan-20	2,001,928.77	539083	1,928.77	At Maturity	3310
20-Jul-20	1,000,000.00	1.60%	National Australia Bank	A-1+	13-Jan-20	1,000,832.88	539102	832.88	At Maturity	3311
22-Jul-20	1,500,000.00	1.69%	Westpac Group	A-1+	24-Jan-20	1,500,555.62	539203	555.62	At Maturity	3315
27-Jul-20	1,500,000.00	1.55%	National Australia Bank	A-1+	30-Jan-20	1,500,127.40	539399	127.40	At Maturity	3318
29-Jul-20	1,500,000.00	1.85%	ME Bank	A-2	29-Jul-19	1,514,217.12	538340	14,217.12	At Maturity	3250
3-Aug-20	1,500,000.00	1.66%	Westpac Group	A-1+	15-Jan-20	1,501,159.73	539171	1,159.73	At Maturity	3312
19-Aug-20	1,000,000.00	1.61%	National Australia Bank	A-1+	19-Aug-19	1,007,322.19	538397	7,322.19	At Maturity	3258
12-Oct-20	2,000,000.00	1.64%	Westpac Group	A-1+	26-Nov-19	2,006,020.82	538822	6,020.82	At Maturity	3293
18-Jan-21	2,000,000.00	2.15%	AMP Bank	A-2	15-Jul-19	2,023,679.45	538210	23,679.45	Annually	3247
27-Jan-21	2,000,000.00	1.52%	National Australia Bank	A-1+	24-Jan-20	2,000,666.30	539204	666.30	At Maturity	3316
15-Mar-21	1,000,000.00	3.60%	Bank of Queensland	BBB+	15-Mar-17	1,031,857.53	535484	31,857.53	Annually	2958



Camden Council Investment Holdings Report - January 2020

Term Deposits										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
29-Mar-21	1,500,000.00	2.65%	Bank of Queensland	BBB+	29-Mar-19	1,533,651.37	537758	33,651.37	Annually	3201
7-Apr-21	1,000,000.00	3.50%	Bank of Queensland	BBB+	3-Apr-17	1,029,150.68	535486	29,150.68	Annually	2963
17-May-21	1,000,000.00	3.10%	Westpac Group	AA-	16-May-17	1,006,369.86	535544	6,369.86	Quarterly	2975
23-Jun-21	1,500,000.00	2.05%	Bank of Queensland	BBB+	26-Jun-19	1,518,534.25	538081	18,534.25	Annually	3241
3-Aug-21	1,000,000.00	1.90%	Bank of Queensland	BBB+	2-Aug-19	1,009,526.03	538357	9,526.03	Annually	3252
1-Feb-22	1,000,000.00	3.60%	Westpac Group	AA-	1-Feb-17	1,009,073.97	535538	9,073.97	Quarterly	2936
2-Feb-22	1,500,000.00	3.57%	Westpac Group	AA-	2-Feb-17	1,513,057.40	535539	13,057.40	Quarterly	2937
10-Feb-22	1,000,000.00	3.56%	Westpac Group	AA-	10-Feb-17	1,007,997.81	535540	7,997.81	Quarterly	2938
15-Feb-22	1,500,000.00	3.75%	Bank of Queensland	BBB+	15-Feb-17	1,554,092.47	535547	54,092.47	Annually	2939
22-Feb-22	2,000,000.00	3.64%	Westpac Group	AA-	22-Feb-17	2,014,161.10	535541	14,161.10	Quarterly	2940
28-Feb-22	1,000,000.00	3.75%	Bank of Queensland	BBB+	27-Feb-17	1,034,828.77	535483	34,828.77	Annually	2946
28-Feb-22	1,000,000.00	3.55%	Westpac Group	AA-	28-Feb-17	1,006,321.92	535542	6,321.92	Quarterly	2950
1-Mar-22	1,000,000.00	3.58%	Westpac Group	AA-	1-Mar-17	1,005,983.01	535543	5,983.01	Quarterly	2952
3-Mar-22	1,000,000.00	3.60%	Westpac Group	AA-	3-Mar-17	1,005,917.81	535545	5,917.81	Quarterly	2954
9-Mar-22	1,000,000.00	3.61%	Westpac Group	AA-	9-Mar-17	1,005,340.82	535546	5,340.82	Quarterly	2956
23-Mar-22	500,000.00	3.80%	Bank of Queensland	BBB+	23-Mar-17	516,293.15	535485	16,293.15	Annually	2960
4-May-22	1,000,000.00	3.60%	Bank of Queensland	BBB+	8-May-17	1,026,531.51	535487	26,531.51	Annually	2971
27-Jun-22	1,500,000.00	2.10%	Bank of Queensland	BBB+	26-Jun-19	1,518,986.30	538082	18,986.30	Annually	3242
11-Dec-23	2,000,000.00	3.15%	National Australia Bank	AA-	19-Dec-18	2,007,594.52	537431	7,594.52	Annually	3070
18-Dec-23	4,500,000.00	3.15%	National Australia Bank	AA-	19-Dec-18	4,517,087.67	537432	17,087.67	Annually	3071
3-Jan-24	2,000,000.00	3.40%	Rabobank Australia	A+*	4-Jan-19	2,004,843.84	537443	4,843.84	Annually	3173
28-Feb-24	1,000,000.00	3.20%	Rabobank Australia	A+*	28-Feb-19	1,029,632.88	537586	29,632.88	Annually	3189
4-Mar-24	1,200,000.00	3.20%	Rabobank Australia	A+*	4-Mar-19	1,235,138.63	537601	35,138.63	Annually	3192
28-Mar-24	1,000,000.00	3.00%	Rabobank Australia	A+*	29-Mar-19	1,025,397.26	537765	25,397.26	Annually	3200
	143,200,000.00					144,179,232.49		979,232.49		

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