

To successfully deliver the Western Sydney Aerotropolis, the NSW Government needs to urgently focus on:

**Culture Change- Governance, Resourcing, and Mindset**

Coordinate the various aerotropolis agencies & utilities into cohesive structure, with a dedicated champion, preferably a Minister, who takes accountability for ensuring the aerotropolis meets key timeframes with a 'get it done' mindset.

The coordinated agencies will have responsibility for:

- Planning, funding and delivery of infrastructure (roads, rail, sewer, water etc.);
- Standardisation of development (planning and engineering) standards;
- State and Local infrastructure contributions (combined and co-ordinated with sources of forward funding to prioritise and deliver key enabling infrastructure items);
- Strategic Planning (including finding a collaborative approach to resolve South Creek environmental corridor – both an asset & opportunity);
- Coordinated infrastructure delivering along with an Urban Development Program;
- "One stop" Statutory Planning framework including CRM support (e.g. agency consultation & approvals delegated to a Planning Panel with membership from the relevant LGAs);
- Fostering trust and collaboration with the private sector to deliver built outcomes;
- Partnerships with the public services sector to deliver social outcomes (eg employment & training initiatives etc); and
- Branding and Marketing.

**Resolve Key Environmental Issues**

Identify a fast track planning pathway to resolve environmental hurdles in a holistic way and deliver planning outcomes by 2022, such as an all-encompassing Aerotropolis SEPP which settles biodiversity, flood risk, riparian corridors and Aboriginal heritage.

**Employment Land Zoning**

Unlock employment lands including consideration of transitional uses that then translate into final uses. This includes providing a structure for out-of-sequence proposals, where key sites in single ownership with servicing capability should be considered in a timeframe equal to initial precincts to meet market demand for short to medium term uses.

**Finalise Infrastructure Plans**

In the Stage 2 LUIIP, finalise the location and delivery deadlines of stations on the full North South rail line, M12, arterial roads, road hierarchy and other key infrastructure by 2020 to create certainty for investors and local planning. Resolve plans for water, sewer, and electrical servicing.

**Simpler Land Use Planning**

Fast track the finalisation of Precinct Plans, Neighbourhood Plans, DCPs and Section 7.11 Contributions Plans. There needs to be central coordination of each tier of land use plans to avoid inconsistent application of policy at each stage. Around 2023, fast track arrangements for combined subdivision DA/CC and building DA/CC need to be in place. Allow land in single ownership with service capability to be developed ahead of sequence.

**Simpler, Faster Infrastructure Funding**

Commit to upfront funding of catalyst trunk infrastructure, capped developer contributions, one payment (local and regional developer contributions) and standard SIC Works-in-Kind agreements.

# Western Sydney Aerotropolis Delivery Program Ready for Take-off?

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## PLANNING

### STRATEGIC PLANNING

### DEVELOPMENT ASSESSMENT



## CONSTRUCTION

### LEAD-IN WORKS & SUBDIVISION

### BUILDING

### Housing affordability and supply pressures continue

Housing supply and affordability continue to be challenges in Western Sydney. The brief peak in approvals has now dropped to below the long-term required levels again. Our UDIA-Urbis Home Purchaser Sentiment Survey in July 2019 indicated most Western Sydney residents believe house prices will increase in the next 12 months.

### Sydney continues to lack employment lands supply

There is only 646 hectares of undeveloped, zoned and serviced land in Sydney. That represents only 2 years of employment land supply left in Western Sydney. The quantity has declined by 71 hectares over the past year. In Western Sydney land costs have increased from \$500/Ha in 2016 to \$700/Ha in 2018. This compares with an average value in Melbourne of \$259/Ha. Western Sydney (31 jobs/Ha) needs more land than Eastern Sydney (107/Ha) for the same amount of jobs.

### There is slow progress in planning the aerotropolis

The Western Sydney LUIIP – Stage 1 was exhibited in August 2018. We are yet to see the NSW Government's response to submissions, or the Stage 2 LUIIP. Similarly, final Local Strategic Planning Statements have been extended to March 2020. Despite the major strategic planning focus on the Aerotropolis over the last few years, we have not seen shifts in urgency in the delivery programs for servicing authorities.

There are also several environmental issues that need fast track resolution, including flood risk management, the South Creek riparian corridor, biocertification, and wastewater disposal.

### Governance arrangements are too complex

The Western Sydney precincts cover 650km<sup>2</sup>, the same urban footprint as Adelaide. Strong, coordinated leadership from the NSW Government is required. At the moment, there are 5 planning agencies with responsibility for the aerotropolis:

- Greater Sydney Commission
- Western Sydney Airport Co.
- Western City & Aerotropolis Authority
- Western Sydney Planning Partnership Office
- Department of Planning, Industry & Environment

There are also 5 authorities providing key infrastructure and 5 local councils.

Industry needs greater certainty to deliver the future city.

### The industry needs greater confidence to invest

The aerotropolis has large landholdings and a motivated private sector who can offer expertise and experience to implement the vision and present opportunities for partnerships. However, a combination of current supply shortages, expensive operating conditions, slow progress in delivering supply, and complex governance arrangements has led to low investment confidence. UDIA genuinely believes we are at risk of not achieving the 30-minute city vision for Western Sydney if business as usual continues.