

**Western Sydney Aerotropolis
Community Consultative Committee**

Meeting no: 19

Date: 14 February 2024

Venue: Zoom

Attendees	
Community members	Government representatives
Sam Aloï (SA)	Christian Knight, Project Director Master Plan, Civil and Utilities, Western Parkland City Authority (CK)
Joe Herceg (JH)	
Paul Taglioli (PT)	Stuart Withington, Team Leader Regional Assessments, Department of Planning, Housing and Infrastructure (DPHI) (SW)
Diana Vukovic (DV)	
Paul Buhac (PB)	Vanessa Nieuwenhuis, Manager Communications and Engagement, Western Parkland City Authority (VN)
Gabriella Condello (GC)	
	Paul Higham, Head of Western Sydney Development, Sydney Water (PH)
Independent Community Commissioner	
Professor Roberta Ryan, Independent Community Commissioner (RR)	Justine Kinch, Western Parkland City Director, Transport for NSW (JK)
Isa Crossland Stone, minute taker, office of the Independent Community Commissioner (ICS)	Fernando Ortega, Western Sydney – Commercial Partnerships Manager, Sydney Water (FO)
Kate Robinson, office of the Independent Community Commissioner (KR)	Gina Metcalfe, Director Aerotropolis Strategy and Coordination, Western Parkland City Authority (GM)

Apologies Ross Murphy (community member) Sascha Vukmirica (community member) Helen Anderson (community member)	

Item	Description	Action
1	Welcome, introductions, and Acknowledgement of Country – RR	
	RR welcomes the attendees to the group and introduces herself, KR, and ICS. RR explains that this is an out-of-session meeting to focus on the Bradfield City Centre Masterplan. RR asks new attendees to make their introductions. GM introduces herself; she is the Director for Aerotropolis Strategy and Coordination at the Western Parkland City Authority. SW introduces himself; he is a team leader in the Department of Planning, Housing and Infrastructure team. His team will be assessing the Bradfield Masterplan. VN introduces herself; she is the Manager of Communications and Engagement at the Western Parkland City Authority. She explains that she is here to support CK and GM. PH introduces himself; he is Head of Western Sydney Development at Sydney Water. CK introduces himself; he is Director of the Master Plan Civil and Utilities at Bradfield City Centre at the Western Parkland City Authority.	
2	Briefing: Draft Bradfield City Centre Masterplan - CK	
	CK delivers a briefing on the Draft Bradfield City Centre Masterplan.	

	DV asks about the proximity of the Bradfield City Centre and its planned residential development to the airport. CK says that there was an aviation study completed as part of the masterplan. It found that the Bradfield City Centre is outside the relative noise contours, and therefore there are no controls or restrictions for residential planning on the masterplan site. They are complying with the relevant planning controls for the site. JH says that there is strong sense in the community that this project has been rather slow-going. How much of the plan is expected to be delivered by the 2026 airport opening? CK says that development is going through the planning and procurement process currently. With the Sydney Metro station is being constructed on the site, they are required to do enabling works that provide access to the site by 2026 so that the metro can be opened. The first building is under construction currently, and a second building is going through the development approval process. Central Park is also going through a development approval process and will be scheduled to open by 2026 when the airport opens. The metro will be servicing the airport by 2026. CK says that they are building infrastructure for the western half of the Bradfield City. They will have reticulated services (sewer, running water, phone service, etc.) to service the western half, and the area that will be serviced will allow for significant growth of the city from this point. The eastern half has not yet received funding. JH asks if it is expected that most of the western half will be built by 2026. CK says no, it will likely be only the first couple of buildings, as well as the 2-hectare central park. JH asks what the attraction will be to Bradfield City Centre if there are very few buildings finalised by then. CK says that the central park will be an initial attraction. Part of WPCA's funding is also for activation of the city to attract people in the initial phases. The details of the civics	
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	activation are being worked through currently; they will likely include markets, pop-ups and events. JH asks if the roads around that area, such as Elizabeth Drive and Badgerys Creek Road, will be finalised. CK says this is outside of the WPCA's remit. He passes this question on to JK. JK says that there will be bus services coming into Bradfield. They will service workers in city centre, feed into the metro line and service airport workers. In mid-2025, jobs at the airport will ramp up. JK says that soon, prioritisation of the roads package, which concerns the surrounding road network, will be made public. They have been working on this prioritization for the last 9 months. Not all roads will be delivered by the airport opening in 2026. Mamre Road and Elizabeth Drive are furthest along in their business cases. There will be works to keep the existing network safe and accessible until the funding commitment is made for planned works. These initial works will include road alignment, road widening, intersection works, etc. TfNSW is working with Liverpool and Penrith Council on these initial stages. Delivery of roads will be staged with traffic demands. JK will present to the group on this prioritisation as soon as the information is available. <i>RR delivers the following question on DV's behalf, as DV's Zoom audio is unstable:</i> Since the Bradfield City Centre is owned by the State Government, what are the plans for the rest of the Aerotropolis? Why is it that other areas in the Aerotropolis can't start development due to the LCC contributions plan not being finalised, if Bradfield can? In relation to development contributions, CK says that the master plan process under the SEPP is not a development approval but rather a refinement of the precinct plan. It does not actually provide approval for development, but provides a more specific framework. As such, the contributions plans will still need to apply to everything that	JK to present to the group on road prioritisation in the Aerotropolis and the scope of works for Elizabeth Drive when information is available.
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	happens in the Bradfield City Centre and will need to be in accordance with the LCC contributions plans. Therefore, the Bradfield plan may well be subject to the same delays as other development applications in the local area are. In terms of the broader area, GM says that percentage-based contributions plans for the councils have been adopted but need to be signed off by the Minister for Planning. The councils need to do their evidence-based proposal. There is a lot of work in kind that is being proposed by developers. For example, the Inghams master plan which is about 120 hectares in area, along with some of the Northern Gateway SSDs, tend to provide some of their own stormwater, roads and open space internally, and then to offset these investments as contributions. The business case that JK's team is doing will benefit the whole Aerotropolis, not just Bradfield in isolation. The Sydney Water growth servicing plan does not just target Bradfield but considers all the precincts involved in the precinct plan. SA asks about Thompson Creek and South Creek. How will they be dealt with? GM says that the WPCA is working with a working group that includes Sydney Water, Liverpool Council, Greater Sydney Parklands along with other agencies. They are working on planning infrastructure that travels from Moore Gulley, northwards to the confluence of South Creek and Thompsons Creek. The group is making a submission to Treasury to look at land acquisition and embellishment in this area to create a plan for this infrastructure. GM says that the business case for the Wianamatta South Creek has been paused, and will be revisited when the priority areas where jobs and dwellings are being built are known. The long-term ambition of the strategic plans is to connect the entire area up to South Creek. GM explains that the Parkland will have to seek more funding for enabling works and acquisition, which has been and will continue to be a long-term process. When the	
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	special infrastructure contributions start to come in from other sites, they will be available to activate Thompsons Creek. SA asks if it is true that the WPCA has \$500 million left to spend, as has been reported by media. GM says there was a budget put together for enabling works. This amount is mainly spoken for. It includes a land acquisition budget, which is being used to support acquisition of four properties along Badgerys Creek Road. The Office of Strategic Lands is in continuous discussion with Treasury about land acquisition. SA asks how long the timeframe for acquisition is expected to be. GM says that when the Department of Housing and Infrastructure approaches planning an area, they typically do land acquisition reservation as they go. At this stage, she cannot provide a timeline for this process. SA asks how the water will be kept in the creeks. Is there a stormwater plan? GM says yes, there is a stormwater safety and scheme plan that is in preparation. There will be installation of several basins in the Thompsons Creek strip, the timing of which is dependent on various coordination factors. RR asks what enabling works are planned for Thompsons Creek? CK says that it is for work within the Bradfield City Centre boundary. WW asks about the map shown in CK's presentation, which shows the metro station. Is Zone 1 the area just west of the metro station? CK says yes, the main road just east of the station will function as a boundary line. The area directly west of the metro line will be serviced by roads, in-ground services, etc., to service that area.	DPE to address WW's enquiry about why Stage 1 is planned for the area closest to the airport, while planning for Luddenham Village remains in question.
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	WW says that planning for Luddenham Village, which is out of the noise contours, has been held up. It is interesting that Stage 1 is the area closest to the airport runways. CK is not able to comment on this matter. JH notes that there is a DA submitted for a large development (including childcare centre, apartments and a shopping centre) on Kelvin Park Drive. Given that only the Western side of Bradfield City Centre will be serviced, how is it expected that the developer of this property will be able to service the planned development? How could the DA be accepted? GM explains that there is a provision in the precinct plan that allows 'out of sequence' development (i.e. development that happened out of sequence can happen, as long as it is not at any cost to government). Therefore this particular developer has been asked to demonstrate how they expect to service the area out of sequence. They may be able to do some lead-in works in consultation with Sydney Water. They will need also to demonstrate that there is adequate social infrastructure for the development. PH refers back to the stormwater scheme planning, mentioned earlier. He says that they are anticipating that the scheme plan for the whole Aerotropolis will be developed this year. They are working to develop these schemes in parallel to how this the development occurs. They are working with all the developers as and when they receive indication of how these areas will be developed, to ensure that they are able to match requirements. PH also explains that if a developer wishes to accelerate works, this process is generally developer-funded in line with the 'zero-cost-to-government' principal. KR shares a question on DV's behalf, which DV has written in: <i>"By 2026 people will be working at Bradfield and the airport. This will increase traffic on Elizabeth Drive which is already heavily impacted.</i> <i>The infrastructure should be built e.g. roads, sewer and other utilities."</i>	
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	JK says that Elizabeth Drive is certainly a priority. They have received funding of \$200 million to enable the works. These works include safety improvement, road widening, intersections, acquisition and utilities to get the road ready for the eventual full upgrade. They are working with Government partners and Treasury to organize the funding. SA asks about the treated water pipeline that runs west up Elizabeth Drive. Has Sydney Water not yet come up with any plans/acquisition plans for the land involved in these works? When can landowners expect to hear about how much they will be compensated? FO says that the treated water pipeline is being constructed currently. In terms of community impacts and acquisition involved in this, FO will follow up in Sydney Water and provide an update at the next meeting. PB asks JK what section of Elizabeth Drive will be involved in the upgrade works. JK says that they are still working on the best impact of the \$200 million, and how to spend that budget for maximum benefit while avoiding too much sacrificial work, in the knowledge that there is expected to be an upgrade. When JK delivers her update on road prioritization, she will also update the group on the scope of works for Elizabeth Drive. JK reminds the group that there are seven roads that are being considered/ordered in priority. PB asks if there is a timeframe on the delivery of this plan. JK says it is close. They are working closely with the Department of Planning to have both their ministers aligned on this matter. Before exiting the meeting, VN directs the community attendees to the following exhibition and feedback portal: <i>“For more information on the Bradfield City Centre Master Plan, please feel free to jump into our website. https://www.wpca.sydney/</i> <i>You can also submit your feedback direct to Planning up to 4 March here Bradfield City Centre Master Plan Department of Planning Housing and Infrastructure (nsw.gov.au)”</i>	FO to follow up with regards to community impacts and land acquisition involved in the treated water pipeline that runs west along Elizabeth Drive.
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5	Community discussion	
	RR encourages community members to raise issues and agenda items for the next meeting and to be in communication before the next meeting. RR reassures WW that she is engaged on achieving some movement with Luddenham Village. RR say that she and KR working with Sydney Water to organise some of their acquisition work. RR updates that there will be new representatives from Liverpool City Council on the CCC in 2024. JH says that from a development perspective on the Bradfield master plan, the only thing that will drive development is the availability of infrastructure. It seems that this City Centre development will be a very long-term project. JH refers back to the DA he raised earlier, which involves a planned a childcare centre and apartments. The property is not anywhere near equipped (sewer, etc) to fulfil these plans. PT suggests that these would not be a works in kind. The arrangement would likely be that other properties who are tapping into piping would contribute financially to cover the costs of the outlay. PB suggests that it is the uncertainty of the piping to Thompsons Creek being delivered within the next 3 years. JH agrees that the distance is unreasonably large. JH says that he had expected the WSA development to have been further progressed. RR suggests that the community members make submissions on these issues, via the link provided by VN. RR says that KR will be available to assist in making submissions if that can be useful to anyone.	

	DV refers to the contaminated mulch in the area. She is frustrated by the fact that the EPA has not taken illegal dumping seriously and has not done their duty in ensuring that mulching is not contaminated. The EPA seems not to have followed protocol here.	
6	Meeting close	
	RR thanks the community attendees for their presence tonight, at this short-notice meeting. She thanks them for their continued advocacy and encourages them to send any agenda items for the next meeting. Next meeting: 12 March, 2024	