

**Western Sydney Aerotropolis
Community Consultative Committee**

Meeting No: 8

Date: Tuesday, 3 May, 2022 6:30pm – 8:00pm

Venue: Zoom

Attendees	
<p>Community members Paul Buhac Rob Heffernan Joe Herceg Carleen Markuse Roger Moss Ross Murphy Paul Taglioli Diana Vukovic Wayne Willmington Helen Anderson Gabriella Condello</p>	<p>Guests for presenting Daniel Rowe, Transport for NSW, Road Safety Manager Michael Daley, Manager Investment Attraction Agribusiness, Western Parkland City Authority</p> <p>Other attendees Katy Hannouch, General Manager Community Engagement Partnerships, Western Sydney Airport Robert Parker, Community Engagement, Airport Construction Manager, Western Sydney Airport Kate Robinson, office of the Independent Community Commissioner</p> <p>Apologies Sascha Vukmirica Sam Aloï</p> <p>Catherine Van Laeren, Executive Director, Western Parkland City, Department of Planning and Environment (DPE) Lina Kakish, A/Manager City Planning, Liverpool City Council Ross Murphy left at 7:20pm</p>
<p>Independent Chair Professor Roberta Ryan, Independent Community Commissioner</p> <p>Minute taker Georgia Peters, office of the Independent Community Commissioner</p> <p>Government representatives Wendy Carlson, Precinct Place Manager, Western Parkland City Authority Justine Kinch, Western Parkland City Director, Transport for NSW Natasha Borgia, City Planning Manager, Penrith City Council Charles Wiafe, Service Manager Transport Manager (for Lina Kakish) Christine Gough, Director Central (Western), Department of Planning, Industry and Environment (DPIE) (for Catherine Van Laeren</p>	

Item	Description	Action
1	Welcome and introductions - RR	
	RR welcomes everyone and introduces RP from WSA. Daniel Rowe is the Road Safety Manager for Transport for NSW and introduces himself.	
2	Apologies	
	<p>SA, SV are apologies. RM is only able to attend part of the meeting.</p> <p>CVL of DPE is an apology and CG is attending in her place.</p> <p>SM and TN are stepping back from the Committee and KH is the permanent WSA representative alongside RP who is WSA's airport construction manager.</p>	
2	Actions from last meeting	
2.1	Actions from CCC meeting, 5 April 2022	
	<p>KR provides a summary of the progress on actions from previous meetings:</p> <ul style="list-style-type: none"> • Action 1: to provide confirmation re the underlying zoning for residents on Lawson and Martin Roads is in progress and will be resolved in the next couple of days. • Action 2: to provide more information re riparian roads is in progress. It has been drafted and will be shared in the next 24 hours. • Action 3: completed; the Sydney Water presentation has been shared with the group. • Action 4: in progress; KR is seeking advice from Sydney Water to ensure that this information has been passed along. • Action 5: completed; information re scheduled excavation has been provided to the group in a written notice that Sydney Water forwarded after the meeting. • Action 6: in progress; the establishment of a community session with the wastewater team is being chased by KR. • Action 7: completed; Liverpool Council provides the following update regarding the impact of works: <p>CW says the impact of evening works on Badgerys Creeks Rd on residents has been raised. He says that wherever possible these evening works will be done during the day to minimise disruption.</p> <ul style="list-style-type: none"> • Action 8: completed; Sydney Water has provided information re the timetable for drinking and recycled water. 	

	<ul style="list-style-type: none"> • Action 9: completed; the CPCP presentation slides have been provided to the group. • Action 10: completed; PB and EI have set up a one-on-one meeting. • Action 11: in progress; will be addressed when the final CPCP package is available. • Action 12: WW and NB have been in contact regarding the rejected DAs raised in the previous meeting. • Action 14: in progress; WSA Co and DV to meet on 4 May. 	
2.2	Actions from the briefing on the Planning Package and the Precinct Plan, 25 March 2022	
	<p>CG addresses the action items.</p> <p>Action 1: in progress.</p> <p>PT seeks further clarification about the neighbourhood centres following his discussion with a planner about the Precinct Plan. He says that some developments are not proposed to be on a main road and a planner he spoke to said that they are building coffee shops.</p> <p>CG says that these are “collector roads” which means that main road traffic flows onto them. The Precinct Plan is designed to be “temporal”. There is a recognised need for this plan to change over time to meet the demands of a rapidly changing population. What these spaces are used for will change over time with the increasing density of workers. They will need to increase the capacity of the community centres over time. CG notes that while the Precinct Plan says that 30,000m² is for coffee shops, these spaces will accommodate retail more generally.</p> <p>PT flags that the spaces earmarked for retail are quite small. For instance, some of these spaces might not have enough space for a carpark. He says it is not an attractive development.</p> <p>CG says that there is no requirement to provide the community centre if there is no demand for it. The developments they have proposed will need to be viable in order to go ahead.</p> <p>PT asks about the interim use of these spaces. He assumes that there will be interim use of these spaces with hotels or research facilities although there has been little advertising</p>	

	<p>this. He says that housing is pretty attractive at the moment and that this may be a good interim use of these spaces flagged for community centres.</p> <p>CG responds that there are limits to land use. If people are interested in what kind of use certain lands are permitted for, they should consult the Land Use Table which contains details about what kind of DAs are permissible for certain areas. She also notes that there is flexibility in the Precinct Plan about the road layouts. She says that you may not need all the roads because you have put a warehouse in for example.</p> <p>CG continues that when DAs are assessed, they look at what the demand is as well as its economic impact and feasibility.</p> <ul style="list-style-type: none"> • Action 2: in progress per Action 1 above. • Action 3: completed; DPE has provided advice re acquisition letters for 96 and 98 Kelvin Park Road. • Action 4: in progress; CG says that the Precinct Plan with the revised map is with the Minister’s Office for approval. They expect to receive the Plan back soon. • Action 5: completed; CG discusses height and Floor Space Ratio (FSR) controls. Land use permissibility applies in these scenarios. • Action 6: completed; a link to the spatial viewer has been provided by CVL. • Action 7: completed; CG responds that since Rossmore is not a precinct, the OSN has not been done. • Action 8: in progress; CG says they do not have a definition of commercial enterprise since it is all-encompassing. She again refers people to the land use table. <p>RR clarifies that the aim of planning is to be as flexible as possible.</p> <p>RR opens for questions for DPE.</p> <p>CG leaves the meeting.</p>	
3	Update: Transport for NSW	
	<p>JK provides an update on road safety in the Aerotropolis.</p> <p>JK summarises her understanding of the key areas of road safety issues:</p> <ul style="list-style-type: none"> • Elizabeth Dr • Devonshire Rd 	<p>JK to provide her road safety update to KR and RR.</p>

	<ul style="list-style-type: none"> • Western Rd <p>She has no update tonight but will be able to provide one on Friday. JK will provide this information to RR and KR.</p> <p>TfNSW is exploring interim solutions for Devonshire and Western Rds however they don't have funding for the full Elizabeth Drive upgrade. They are continuing to advocate for this funding.</p> <p>JK says that Metro tunnelling will start at the end of the year. There is a working group meeting with Metro coming up concerning construction traffic. By the next CCC meeting, a Metro meeting would have been held and an update can be provided.</p> <p>JK thanks the community for their involvement in this group. She says that the working group was established because of the issues raised in this forum. JK is thinking about long term strategies for the Aerotropolis over the next 10 years.</p> <p>DR provides a presentation. He works in the behavioural change space. The presentation covers the proposed behavioural initiatives such as the Be Truck Aware Campaign. The objective is to generate awareness about safe interactions with heavy vehicles.</p> <p>RM asks if DR has been out to Elizabeth, Devonshire and Western Rds. He notes that some of the proposed initiatives wouldn't fit in that environment. For instance, there are no footpaths or pedestrian issues with these roads. He also says that the Canterbury/Bankstown LGA is not the best area to target. They should be looking at the Blacktown, Campbelltown and Penrith areas for the campaign.</p> <p>DR says that the campaign is looking at a wider area. He acknowledges that these trucks will be cutting across a lot of LGAs and says that he will look into targeting Campbelltown and Penrith. He explains how the data is collected. They are able to access crash data that contains where these drivers have come from. Once the data analysis is complete, they will be able to target certain issues to specific areas.</p> <p>DV asks if they can target the behaviour of truck drivers rather than pedestrians. In her experience, it is not the residents acting dangerously but the truck drivers, who</p>	<p>JK to provide an update on matters discussed in the Metro meeting.</p> <p>DR to provide the proposed behavioural initiatives slides to the group.</p>
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	<p>struggle given they are on unfamiliar roads. She notes that the behaviour on roads has caused a lot of accidents.</p> <p>DR says that they will be doing that and that education in WorkSafe can be directed to truck drivers. This may take form in 'Toolbox talks' at the start of each shift, which would get certain messages to drivers before they are on the road.</p> <p>JK says that there is an initiative where stickers are put on the back of trucks which signal which project they are associated with. This means if the community observes poor behaviour by truck drivers, they will know who the truck driver is working for.</p> <p>KR asks if this is widely known in the community?</p> <p>JK acknowledges that it might not be and says that she wants to update what Metro's Safer Systems looks like.</p>	<p>JK to provide an update on the Metro's systems in the next meeting.</p>
5	Briefing: Agribusiness Precinct – JF, MD	
	<p>WC introduces the agribusiness item and MD provides a presentation on 'Integrated Logistics Hub Airfreight Interface Concept and Request for Information' and answers questions.</p> <p>MD says that the NSW Government owns no agribusiness land in the precinct.</p> <p>PT asks if the Flemington markets will be relocated to the agribusiness precinct?</p> <p>MD understands that the Flemington markets are considering their own economic position about whether they will move into the precinct. MD says that they will support them if Flemington Markets decide to move into the precinct.</p> <p>WW asks where do MD sees the agribusiness being built if government owns none of the land?</p> <p>MD says they received interest from various landowners who want to be involved with the interface. The land they will be using will be in locations that allow for seamless movement to the airport. They would be connected by significant roads. The internal roads of the airport allow some flexibility in this sense.</p>	<p>MD to send through presentation slides to RR and the community.</p>

	<p>MD says that cargo flights will commence prior to passenger flights, and that currently the start date is estimated at 2026, although it could be sooner.</p> <p>DV asks whether the seafood market at Haymarket will relocate to this agribusiness precinct.</p> <p>MD says it is too early to tell and that these decisions will be made by the businesses. The fish markets are not part of the Flemington markets although they work closely together.</p> <p>DV asks how they are going to control traffic if the freight line has not been put in? She anticipates that local roads and the M12 will be congested with trucks.</p> <p>MD says that this is in the jurisdiction of Transport for NSW and acknowledges that it is not ideal. They are unable to control the timing or investments in roads.</p> <p>WC says that the agribusiness precinct provides many opportunities for enterprise. The integrated logistics hub is a huge success factor. It will provide a basis for the airport to move freight into international markets in 24 hours. The agribusiness precinct is exciting in its ability to provide producers with overseas markets rapidly.</p> <p>MD adds that it overcomes the existing constraints on producer’s potential by allowing them to reach this high value markets: “Jobs and economic opportunities are ahead if we can get this right.”</p>	
6	AOB – RR	
	<p>RP provides the following update: The contractors offices have relocated from Elizabeth Drive to the Western side of the site. This means that staff will be accessing the site off Northern Rd and there will be less traffic on Elizabeth Dr.</p> <p>RM asks why the new roundabout on Pitt St couldn’t have been done earlier?</p> <p>RP says that their access requirements have changed so they are adding a fourth leg into the site which will be used by Metro and another contractor. RP acknowledges that it would have been good to have had this addition in originally.</p> <p>RM provided the following statement to the CCC in his absence:</p>	

	<ul style="list-style-type: none"> • “The state of Western Rd and Cross St are still the same as they have been for the last three months since they were dug up by the contractor working for Sydney Water. Their pipes are leaking into a residents property and the roads are still dangerous and even after raising the issue via this forum and direct contact with Council and Sydney water nothing has been done. Again I say this just completely erodes the community’s confidence in this process” <p>CW asks for the specific address and location and he will speak to Sydney Water about it. Metro is waiting to complete the works before restoration and repair works commence.</p> <p>KR says that she will contact RM to ascertain the exact location and will provide this to CW.</p> <p>WW shares that the Save Luddenham campaign is continuing. They have been quieter with the election but will be continuing.</p> <p>Diana asks for feedback on 185 Lawson Rd regarding the utility and electrical work. When will that be completed?</p> <p>RB says that this work is in the jurisdiction of Metro or Transport, it is not WSA.</p> <p>DV flags that residents have heard that the station pump for the sewer pipeline will be located on Pitt St. She is seeking clarification on the location on this.</p> <p>PT says that Sydney Water called him regarding access to land for laying pipe for wastewater. They have issued notices to residents via letterbox drops however are receiving little response. Sydney Water has asked him whether he knows community representatives to speak to about gaining this access.</p> <p>DV suggests that PT speak to Anne and Keisha (Naidoo) from Sydney Water.</p> <p>PT adds that Sydney Water expressed an interest in a Zoom meeting with community representatives or residents.</p>	<p>KR to provide exact location of road issues to CW.</p> <p>KR will follow up on the timeframe of the utility and electrical work on Lawson Rd with Sydney Water.</p> <p>KR will follow up on the location of the station pump with Sydney Water.</p>
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	<p>WC says that in her experience working with Sydney Water on similar issues, they have got into contact with Council, who has access to information about landowners through the rates register. WC says that she will give Sydney Water a call to provide them with this information.</p> <p>JH asks whether Metro representatives will attend the next meeting to provide an update to the community? He asks whether a Metro update can reflect the Metro going South to Oran Park. He asks whether these works are going to be underground or whether there is a timeframe.</p> <p>RR says that this information is not known.</p> <p>RR asks for feedback on the community sessions held.</p> <p>WW says he has only heard good things about this. The only issue was that people were unhappy they couldn't get in.</p> <p>JH says the session was "fun".</p> <p>RR understands that people were interested to meet with people who had more technical knowledge and she is happy to look into this in future.</p> <p>PT says that 20 minutes was not long enough with the planner.</p> <p>CM is waiting on the pending definition of a riparian street which was mentioned in the previous CCC meeting.</p> <p>RR says that they are tracking down this definition.</p> <p>KR flags that Metro is attending the next meeting and asks for any items the community wants discussed at the next meeting.</p> <p>RR thanks everyone for their attendance and contribution.</p>	<p>WC to inform Sydney Water about the Council rates register.</p> <p>KR to invite representatives from Metro to the next meeting.</p> <p>DPE to provide definition of 'riparian' roads to be provided to the community.</p>
9	Next meeting	
	7 June 2022, 6:30pm – 8:00pm	

Aerotropolis Road Safety

Proposed behavioural initiatives

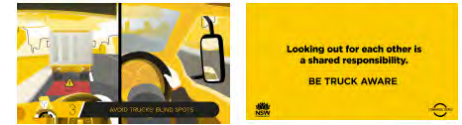
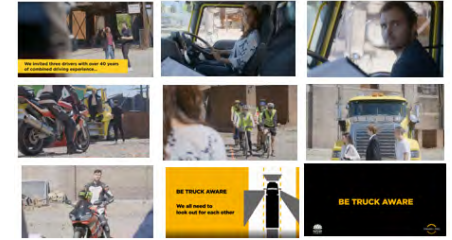


Be Truck Aware - Campaign Overview

CAMPAIGN OBJECTIVES:

- **Generate awareness** and educate road users on **safe interactions** around heavy vehicles.
- To highlight the unique driving factors affecting heavy trucks which **require understanding and consideration** from other motorists.
- To facilitate a **heightened sense of safety** and responsibility when driving around trucks.

TARGET AUDIENCE	SAFETY ISSUES/ RISKS	MESSAGING
Light vehicle Drivers 17+ years.	<p><u>Addressing key interactions:</u></p> <ul style="list-style-type: none"> • Merging in front of trucks • Speeding around trucks • Not leaving a safe space • Driving in a truck's blind spots 	<ul style="list-style-type: none"> • Slow down around trucks • Don't pass turning trucks • Give trucks extra space • Give way to trucks • Trucks can't stop quickly
Vulnerable road users (pedestrians, cyclists, motorcyclists) 17+ years.	<p><u>Addressing key interactions:</u></p> <ul style="list-style-type: none"> • Not looking out before crossing the road & driveway construction sites • Keeping a safe distance from trucks • Riding in a truck's blind spots 	<ul style="list-style-type: none"> • Take extra care when riding around trucks (cyclists) • Avoid lane filtering around trucks (motorcyclists) • Riders be aware of blind spots (cyclists/ motorcyclists) • Look out before you step out (pedestrians)
Heavy vehicle drivers	<p><u>Addressing key interactions:</u></p> <ul style="list-style-type: none"> • Not leaving an appropriate distance whilst interacting with other road users • Erratic behaviours such as sudden overtaking or not using signals to turn or change lanes 	<ul style="list-style-type: none"> • Leave a safe distance • Always signal your intentions • Allow enough space when turning • Look out for cyclists and motorcyclists • Look out for pedestrians • Your driving affects the lives of others



Behavioural initiatives – paid advertising

- Roll out of 'Be Truck Aware' campaign through a range of paid and owned channels, including:
 - Facebook geo targeting
 - Footpath decals
 - Outdoor media (e.g. bus shelters)
 - Variable Messaging Signs
 - Street ambassadors
 - Train Station assets
 - 'Be Truck Aware' link, videos and web tiles applied to Aerotropolis and Council websites and social media channels



Behavioural initiatives – education and engagement

- Community engagement through Council Road Safety Officers
- Influence over schools education program
- Road Safety in the Workplace – toolbox talks and WHS support resources



Print area
60mm x 15mm

Behavioural initiatives - enforcement

- Police enforcement of pedestrians to address history of jay walking at intersections (tbc*)
- Road safety and awareness training for heavy vehicle drivers



Communications Approach

Advertising	Assets	Timeframe	Cost
Above the line advertising – Paid media advertising	Facebook geo-target Liverpool, Camden, Campbelltown and surrounds along the truck haulage routes	Commencing X month (first burst)	TBC – estimated 8k
	Outdoor media (bus shelters etc)	TBC dependant on availability	TBC
Below the line advertising	Footpath decals	Look out before you step out and Be Truck Aware decals available	Costs dependant on amount of decals – see estimated costs next slide
	Variable messaging signs	Already existing approved BTA and LOBYSO messages. To be placed on electronic boards surrounding the truck haulage routes	Nil
	Flyers	Up to 4 week turnaround time from booking	Cost is dependant on shift duration and amount of flyers- see estimated costs in next slide
	Public transport assets	TBC dependant on availability	TBC
Promotion of Be Truck Aware and LOBYSO on Areotropolis, Council and Contractor websites	Web tiles, link and video files	Ongoing	Nil
Council media channels	<ul style="list-style-type: none"> • Monthly e-newsletter • Website • Social media • Other 	Ongoing	Nil

Questions?





Thank you.

Add any additional text or contact details here.

WESTERN PARKLAND
CITY AUTHORITY

Integrated Logistics Hub Airfreight Interface Concept and Request For Information





Introducing the Integrated Logistics Hub Airfreight Interface Concept

The concept envisages what is needed to **seamlessly connect** the broader landside logistics network

to the entry and exit points of the WSI Cargo Precinct tenants, customers and airside operations through

dedicated first & last mile operational channels for high value time sensitive ambient, cold and live products **based on world-leading examples**



CASE STUDY 1: Fresh Park, Venlo (Netherlands)

- 121-hectare operational area
- Temperature controlled logistics
- Flexible warehousing
- Specialised Service Support
- Food safety controls & quality standards
- Motorway connectivity to airport within 60 minutes

Images sourced from freshparkvenlo.nl



CASE STUDY 2: The Flexport, Liege Airport (Belgium)

- 470ha land development plan
- Specialised pharma facilities
- ‘Horse Inn’ airport animal facility
- 24/7 operations with direct airside access
- Bonded warehouse facilities
- Motorway connectivity within 2 minutes

Images sourced from www.liegeairport.com

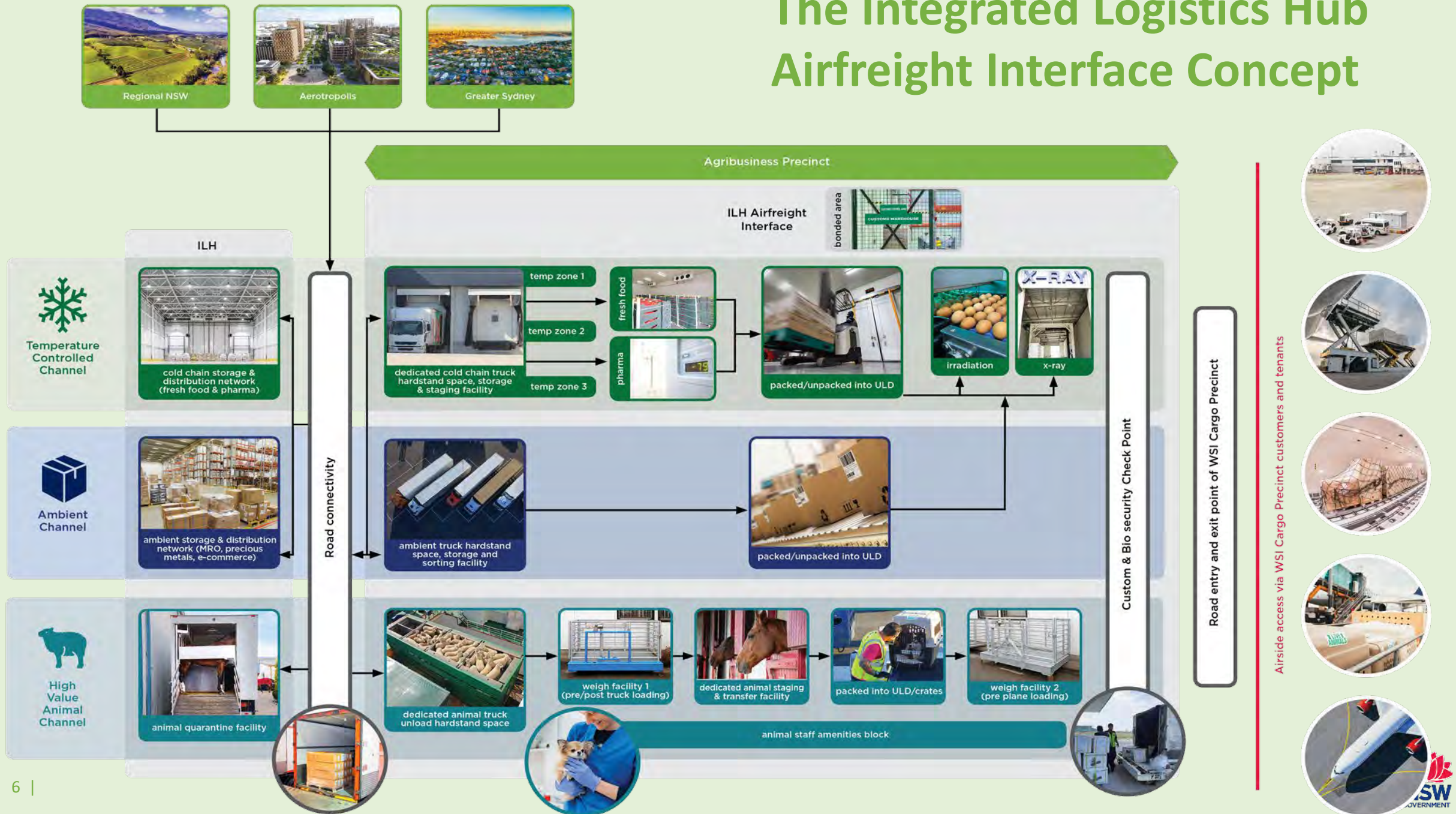


CASE STUDY 3: Cargo City, Frankfurt Airport (Germany)

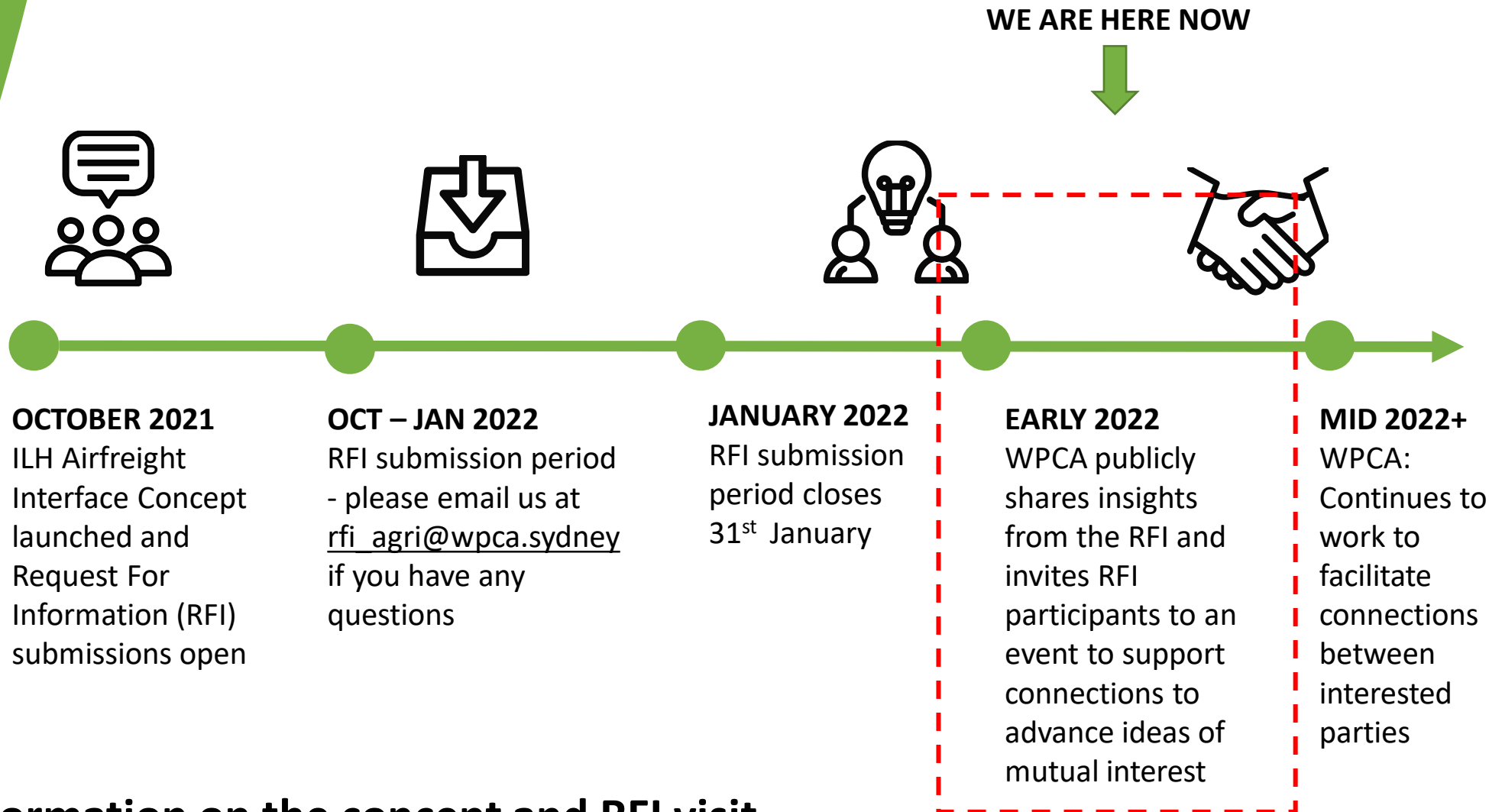
- 750-hectare operational area
- Perishable Centre with 20 monitored temperature zones
- Integrated pharma-hub
- ‘Animal Lounge’ airport animal facility
- Air-cargo community system
- Access to multiple motorways

Images sourced from www.fraport.com

The Integrated Logistics Hub Airfreight Interface Concept



We want to hear and connect great ideas



For more information on the concept and RFI visit

<https://wpcasidney.com.au/invest/integrated-logistics-hub-airfreight-interface-concept/>

Thank you

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