Submission to the
Greater Sydney Commission’s
Draft Greater Sydney Region Plan and Draft District Plans

December 2017

To promote collaborative decision making for the sustainable and just economic development of Sydney, with a focus on employment growth.
Regional Development Australia Sydney (RDA Sydney) welcomes the opportunity to comment on the Draft Greater Sydney Region Plan and the Draft District Plans issued by the Greater Sydney Commission.

RDA Sydney is a COAG initiated partnership between the Australian and NSW Governments created to strengthen communities. It is part of a national network of 55 RDA committees made up of local leaders who work with all levels of government, business and community groups to support their communities to create jobs, attract investment and grow their economies.

RDA Sydney works with all levels of government, industry groups, business, research and education institutions and community representatives to:

- To identify economic opportunities which can leverage private and public sector investment to the region;
- Facilitate connection of businesses, councils and industry sectors with international trade partners, financial markets and potential investors;
- Engage with entrepreneurs and emerging business leaders to explore new opportunities to grow local jobs in the region;
- Provide evidence-based advice to the Australian Government on critical regional development issues;
- Provide information on our region’s activities and competitive advantages to all levels of government, business and community sectors.

We progress agendas through the establishment of or participation in interest groups, round table discussions and leadership networks.

Our work in conjunction with a wide range of stakeholders has allowed us to develop a knowledge of the economic profile of Greater Sydney through an annual economic baseline assessment, the advanced manufacturing sector, agribusiness, the aerospace and defence industry, transport and logistics (including freight strategies), employment land use policy, planning for an Aerotropolis and industry growth opportunities for the WS Airport, 3D modelling in planning, development of health and education precincts, affordable housing, smart work centres and co-working, innovation ecosystems, strategic procurement and metropolitan rural areas policy.

Our response to these Plans is underpinned by RDA Sydney’s primary focus in job creation, investment attraction and growing the Greater Sydney economy.

The following is our submission in which firstly we provide comment on the Draft Greater Sydney Region Plan with a particular focus on Section Three Infrastructure and Collaboration and Section Five Productivity. Secondly we will provide individual comment on the Productivity aspect of each of the five Draft District Plans.
RDA Sydney Submission

Preamble

RDA Sydney would like to congratulate the Greater Sydney Commission for the approach they have adopted in developing the Draft Greater Sydney Region Plan and the Draft District Plans. The level of collaboration between state, local government and federal agencies should be commended.

Draft Greater Sydney Region Plan

RDA Sydney supports the Ten Directions set within the Draft Greater Sydney Region Plan and applied to the individual District Plans. These Directions create a good framework for Councils to implement their planning process for the delivery of housing, jobs and resilient places. Overall, the metrics seem to provide a process to implement a monitoring system to measure progress in the implementation of the ten directions. However, RDA Sydney would like to see resilience measures extended to include community social connection, social cohesion and collaboration. For example the Rockerfeller Foundation and Arup have done some useful work on city resilience. Also, the recent release of the National Cities Performance Dashboard by the Federal government may influence what metrics should be included in the overall Plan.

As stated ‘the draft Plan has been prepared by the Commission concurrently with the Government’s Future Transport 2056 and Infrastructure NSW’s State Infrastructure Strategy to align land use, transport and infrastructure outcomes’. This process aims to have an integrated planning process in place for Greater Sydney, however, in RDA Sydney’s submission to the Future Transport 2056 Strategy it has been highlighted that at this stage the Strategy does not seem to focus strongly enough on how the movement of goods are going to be managed. RDA Sydney urges that the final Strategy provides a comprehensive 40 year view on the management of freight, ports and supply chains. Since this submission the NSW Draft Freight and Ports Plan 2017 has been released in which it states ‘Increasing use of online retail and on demand delivery has caused a dramatic growth in urban last mile delivery.’ RDA Sydney strongly urges that the finalised Greater Sydney Region Plan, District Plans and Future Transport 2056 Strategy provide a more in-depth framework on how the freight task will be managed over the 40 year period.
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RDA Sydney Comment Regarding Section 3 Infrastructure and Collaboration

Objective 2 - Infrastructure aligns with forecast growth

Growth infrastructure compact

- The growth infrastructure compact aims to model the growth potential of a place and explore scenarios for the long-term, making the roll-out of new places more certain, cost effective and easier to understand for investors, developers and the local community

  Comment: Whilst there is much complex information to consider, with many different overlaying plans in 2D within the various reports, it is difficult in many cases for those seeking to see how it all may or may not fit together in the future?

We believe that the use of 3D spatial technology such as that used in Singapore in the Singapore Land Authority Virtual Singapore model will enable government and public and private industry stakeholders to undertake detailed what-if analysis and scenario-planning, and to also visualize and communicate to stakeholder’s a more integrated seamless picture of how things might look and interact.


RDA Sydney and AAM recently launched ‘Virtual Sydney 3D Model’. We believe the model will be of particular interest to the public and private sector in evaluating strategic infrastructure, transport, and spatial land-use. The Model can be used by government as a tool for communicating with the public and potential investors. We strongly encourage the use of this tool in developing and implementing growth infrastructure compacts.


Funding and financing Infrastructure

- Resources are finite so infrastructure investments need to be carefully prioritised to deliver maximum benefit to the community.

  Comment: To deliver maximum benefit consideration needs to be given to Whole Life Costing in developments and projects. A recent paper written by Shire Biz member Enware identifies the problem as ‘there is a growing need to keep costs down on public infrastructure projects as Governments’ try to save money and developers compete to win contracts. A positive outcome of competition is that it
pushes costs down and drives innovation. However, competition unregulated can also create unintended negative consequences. There are instances where project requirements allow products and materials to be used that won’t last for the life of the development or project—even though they may comply with minimum performance standards and conform on paper. Put simply—in many public infrastructure projects meeting a minimum performance standard is not sufficient and over time will fall below a fit for purpose solution.’

RDA Sydney supports Enware’s recommendation that public and private sector procurers need to ensure that their procurement policy includes criteria covering not only conformance criteria but whole of life considerations.

**Objective 3 - Infrastructure adapts to meet future needs**

- In designing infrastructure to support Greater Sydney, there is a need to be able to adapt and transition with technological change and mega trends.

**Comment:** RDA Sydney recommends that there is a focused dot point regarding movement of goods in this section. Also in comparison to the *Future Transport 2056 Strategy* the Greater Sydney Region Plan is quite restrained in its vision regarding the impact of digital disruption scenarios, for example in a report released by NRMA, PwC and Keolis Downer entitled *Transforming mobility – A regulatory roadmap for connected and autonomous vehicles* states ‘Full automation, which will drive mobility transformation for all citizens, is expected within the next 10 years. These timeframes are not long, and Australia is currently unprepared for the arrival of high and full levels of automation.’

An example of an ambitious approach to place making is *Sidewalk Toronto* ([https://www.sidewalklabs.com/](https://www.sidewalklabs.com/)) which has a vision of blending people-centered urban design with cutting-edge technology to achieve new standards of sustainability, affordability, mobility, and economic opportunity. RDA Sydney recommends that input is actively sought from digital providers (google, twitter, Facebook, Siemens, Hitachi etc.) on planning and supporting digital infrastructure and IoT to provide for a truly connected and collaborative city.

**Objective 5 – Benefits of growth realised by collaboration of governments, community and business**

**Collaboration Areas and City Deal**

- Collaboration Areas are nominated places where the Commission will facilitate the establishment of governance arrangements and support the coordination of activities across agencies and governments to deliver significant productivity, sustainability and liveability outcomes.
Comment: RDA Sydney welcomes the inclusion of ANSTO and Bankstown Airport/Milperra precinct in the list of priority collaboration areas and sees great opportunity for this planning framework. However, in our response to the Future Transport 2056 Strategy RDA Sydney reflected that the initiatives for investigation in the Transport Strategy are well placed for the long term projects and digital disruption but it is unclear how the Strategy ties in with for example the GSCs Collaboration Areas which are supposed to be centres of productivity. In this instance there are no initiatives in the strategy that focus on the needs of those designated Collaboration Areas e.g. ANSTO or the Bankstown Airport/Milperra Precinct.

As the Western Sydney City Deal is yet to be released to the public RDA Sydney is unable to provide comment on the Draft Greater Sydney Region Plan’s alignment/intersection.

RDA Sydney Comment Regarding Section 5 Productivity

Objective 14 - A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities

Critical in achieving the stated productivity outcomes for a metropolis of three cities is a well-connected city with transport and other infrastructure investments.

Comments: RDA Sydney strongly supports the stated outcomes for a metropolis of three cities. The focus on transport is certainly critical to achieving these and other outcomes, however, the Plan does not provide adequate information on the actions to be taken in ensuring there is adequate supply of water, electricity and digital network infrastructure for business. To support a diverse economy and drive opportunities for investment there needs to be capacity and reliability of these services that reflects the needs of the industries we want to attract. Too often, as part of our discussions with a diverse range of businesses, the issue of connectivity and supply is raised where examples have been given of lost opportunities for expansion, relocation or establishment.

Objective 15 – The Eastern, GPOP and Western Economic Corridors are better connected and more competitive

The Eastern Economic Corridor

Comment: RDA Sydney recommends that further information is provided in the Plan on what actions other than transport and locational planning interventions will be taken to build competitiveness of existing and new businesses. Also we urge that further consideration and explanation is given as to the role of Sydney Airport and
Port Botany in this Corridor, GPOP and Western Economic Corridors and what actions will be taken to ensure optimum performance is achieved especially over the next 10 years.

**GPOP Economic Corridor**

**Comment:** RDA Sydney strongly supports the proposal for a 21st Century clean-tech cluster around Camila, Rydalmere, Silverwater and Auburn.

**The Western Economic Corridor**

**Comments:** RDA Sydney totally supports the concept of a north-south mass transit corridor which would turn the vision of a Western Parkland City into a reality. However, what is lacking is a clear mapping of the proposed types of industry precincts and their location along the anticipated corridor.

**Objective 16 – Freight and logistics network is competitive and efficient**

Manage the interfaces of industrial areas, trade gateways and intermodal facilities.

**Comment:** In July 2017, RDA Sydney in partnership with the Hargraves Institute held a Freight and Supply Chain Workshop at Eastern Creek with 60 key stakeholders from organisations such as Linfox Australia, Qube, Pacific National, NSW Ports, Moorebank Intermodal, Australian Logistics Council, Road Freight NSW, Sydney Markets, Sydney Airport, Qantas, Cathay Pacific, Sydney Metro Airports, Deloitte, GHD, University of Sydney, Western Sydney University, TAFE and local government representatives from Blacktown, Liverpool and Penrith.

The main objective of the workshop was to hear from key Australian and NSW government Transport and Planning agencies and NSW Ports regarding progress on national and state freight, port and supply chain strategies. In order to encourage workshop discussion and debate, the participants were broken into relevant groups and given key questions to address the Federal Government’s *Inquiry into National Freight and Supply Chain Priorities* Discussion Paper.

When participants were asked to provide feedback regarding planning and strategy the following input was given:

- Land use planning processes should have compulsory requirements to conduct a risk analysis of any proposal on the impact of freight movements.
- RDA calls on the Strategy to be the one source document within all levels of Government, which dictates both the land use strategies, land transportation strategies (what vehicles can go where) and corridor protection. The Strategy must set the guidelines so other Planning authorities cannot undermine the concepts.
An integrated transport and land use planning system needs to be in place.
To achieve an effective freight and supply chain system in Sydney, a broader whole of government infrastructure strategy needs to be developed around a longer term vision that takes into consideration the freight task.
Streamlined cooperation between agencies – there needs to be a common purpose.
Protecting existing infrastructure dedicated to the freight task – corridor preservation/land use planning
Real options theory needed. An agile planning system that can make changes quickly and as needed, more sophistication about future scenarios required.
RDA Sydney also calls on the strategy to include the use of planning tools such as the 3D Virtual Sydney model to scenario test potential transport and land use infrastructure projects.

In relation to Port Botany operations the following feedback was provided:

- Port Botany has constraints on its capacity due to residential encroachment, freight in Sydney is usually transported by road thus there is a need to have effective corridors (rail and road) from Port Botany which should include connection to WestConnex.
- Top priority is improving landside cargo efficiency at port.
- Future long term capacity requirements need to be planned now to make it cost effective.
- Need to increase rail capacity through duplication of railway lines to improve slot availability.
- At the port level there are inefficiencies that lead to delays in the port to rail function. Current train turnaround at Port is too slow. There could be dedicated shuttles of freight with specific stevedores.
- There needs to be a centralised coordination function, who can dynamically schedule trains in both directions. The CMCC/TfNSW Rail Operations Coordination Centre was supposed to do this function and whilst they are collecting valuable data, it has not started ‘coordinating’. There is a lack of supply of sufficient suitability located and operationally unconstrained employment/industrial lands, in proximity to Port Botany, to cater for the forecast trade demands of NSW.
- Need a sustainable land use planning solution across Sydney that allows industry to operate and expand in order to increase economic activity and jobs. This is needed in Botany, in the freight corridors and around the intermodal precincts.
- Need a planning regime that recognises and facilitates freight as a priority.
- The planning system needs to recognise that the current operational environment will change (particularly 24/7 operations) and therefore impacts could intensify including amenity impacts on sensitive issues.
Retention and protection of industrial and employment lands are required including minimum allotment sizes for industrial lands.

In relation to *Sydney Airport and Western Sydney Airport* the following feedback was given:

- Lack of larger scale high-tech single common user International Cargo Terminals (CTO) facilities is causing unnecessary double handling and precludes in many cases end-to-end supply chain integration physical and communication system integration between freight forwarders, global CTO operators, and shippers and the airlines themselves. Use of robotics and high speed automatic sorting facilities not being used to the extent it could by comparison to Hong, Kong, Singapore and Dubai’s CTOs.
- KSA, Federal and NSW governments as part of their respective industry and innovation policies, need to work with SACL, airlines and air freight industry to develop a long term freight strategy for KSA.
- It is essential that the NSW government and Sydney Airport closely engage with federal statutory authorities, CTOs and freight forwarders as part of any long term planning to take into account commercial interests, fundamental operational requirements and to co-ordinate overall road management issues both to and from and around the airport.
- When planning for WSA serious consideration and strategy implementation must be given to freight as well as passenger management.
- We suggest that more regulatory oversight and scrutiny currently be applied to airport owners by the Productivity Commission and Australian Competition and Consumer Commission to ensure better representation.
- CTOs onsite lack bonded storage, staging facilities for building up and breakdown for freight and refrigeration.
- CTO facilities managed by Qantas Freight and Toll Dnata are on short-term leases only, as the land occupied by these CTOs is apparently earmarked by the SACL masterplan for further passenger expansion. Concern is that $30 million expansion needed for onsite CTO expansion.
- In relation to WSA planning decisions need to be made regarding the reservation of a fuel corridor and rail corridor/s, development of a heavy vehicle strategy including Class 2 Permits and the preservation of the Badgerys Creek Intermodal.
- Plan now for airport for future capacity when WSA is operating 80 million passengers and freight at 2 million tonnes per annum.
- Identify adjacent land to WSA for high tech robotic style agribusiness and manufacturing businesses where reverse fulfilment from Sydney to Asian markets can be supported with new high tech supply chain logistics and efficient airport freight terminal.
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- Design the WSA freight airport precinct to fit with other current and planned intermodal, freight precincts and transport links in GWS. Dedicated freight access roads should be considered for WSEA.

**Objective 18 – Harbour CBD is stronger and more competitive**

The implications of a strong financial services sector include high demand for premium-grade office space and high demand for associated knowledge-intensive industries such as legal, accounting, real estate and insurance.

**Comment:** RDA Sydney fully supports the provision of premium-grade office space for current day usage by the financial and knowledge-intensive industries, but if this plan is also about the future shouldn’t further exploration be made around how these sectors will operate within different timeframes and how the office market/planning should respond. In our recent submission to the Federal government’s *National Digital Economy Discussion Paper* in which we highlighted that Blockchain, Ethereum and distributed ledger technology will enable a range of new services that will assist real-time autonomous decision making and challenge financial services, trade, land and IP registration and management. Therefore, there are strong indicators that business models will change dramatically for these sectors and their need for properties of this nature.

**Objective 20 – Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City**

The vision for the Western Parkland City focuses west, where the development of the airport and aerotropolis are catalysts for re-imaging the Western Parkland City.

**Comment:** RDA Sydney released a report in August 2016 entitled *Strategic Industries Development around the Western Sydney Employment Area (WSEA).* The purpose of the Report was:

- To identify and scope potential new strategic industry development activities in and around WSEA that could be developed, both directly or indirectly, based on existing or future supply chain capabilities.
- To identify current /future growth opportunities with a new airport planned within the next 10 years at Badgerys Creek.

The following is a summary of the key strategic industries identified in the Report as having the potential to grow and leverage off the Western Sydney Airport:

- Aviation
- Aerospace/Defence
- Transport/Logistics
- Advanced Manufacturing & Electronics
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- Life Sciences, Pharmaceutical Research & Manufacturing
- Biomedical/Biotech/Veterinary Products, Research and Testing
- Agribusiness Research/Food Packaging & Processing
- Building and Construction Materials/Resources/Energy


RDA Sydney also recommends that GSC actively pursue conversations with such organisations as University of Sydney and NSW Farmers Association who both have provided visionary options for parts of the aerotropolis.

**Objective 21 – Internationally competitive health, education, research and innovation precincts**

By 2036, 21 per cent of all jobs in Greater Sydney are projected to be in the health and education sectors, up from 19 per cent today. In Greater Sydney, health and education precincts offer the opportunity to both drive and support the capability to achieve international competitiveness.

**Comments:** As stated in RDA Sydney’s previous submission to the GSC, RDA Sydney acknowledges the economic importance of Sydney’s key health and education precincts and, in particular, the capacity for these areas to generate jobs into the future. However, it is still not clear how each of the designated precincts (unless already at a mature level) will build a competitive advantage in an international market. Our concern is that if the assumption that these precincts will advance to maturity is not correct and that infrastructure and planning efforts are placed on these false assumptions other likely opportunities with greater potential may be lost.

**Objective 24 – Economic sectors are targeted for success**

Different economic sectors in Greater Sydney required targeted consideration. An important part of strategic planning is managing competing opportunities and protecting land values for activities that are fundamental to the overall economy.

**Comments:** RDA Sydney strongly supports the concept of focusing on key economic sectors for the three cities. In the Plan it highlights advanced manufacturing for both the Central River City and Western Parkland City but at this stage the Collaboration Areas are more inwardly focused on their Health and Education Precincts, and in fact the Western Parkland City does not even list Health as its key economic sector. What actions will take place at that Strategic Centre level to create development opportunities for the key sectors? RDA Sydney is aware that the NSW Department of Industry is producing sector specific industry development strategies but how will these be transitioned to the local level without additional resources?
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**Final comments on Draft Greater Sydney Region Plan 2056**

- RDA Sydney can’t stress enough the importance of freight corridor protection which needs to start immediately to ensure that Greater Sydney’s productivity, sustainability and liveability are maintained.

- The *Plan* does not account in the planning process for higher demands for residential aged care and how that fits within the strategic and local centres models.

- The *Plan* does not explain how industry development within precincts will take place. The *Plan* explains that NSW Industry will develop sector strategies but who with be responsible for the ongoing engagement process of precinct or sector specific development. RDA Sydney has been involved in industry development activities for several years and it requires dedicated resources and cannot be an adjunct to an existing role for example in local government and it normally crosses boundaries.

- RDA Sydney supports comments being provided by Sydney Agriculture Strategic Approaches (SASA) working group in regards to Metropolitan Rural Areas. Their recommendations focus on place based planning, land values, supporting and growing agricultural production, strengthening current policies for retention of agriculture and assisting farmers towards multi-functionality.
## Draft District Plans

The following is RDA Sydney’s feedback regarding the revised District Plans, as was the case in our feedback for the Region Plan, our focus will be on productivity and infrastructure.

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<tr>
<th>District</th>
<th>Priority/Issue</th>
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| South District Plan | Identification of ANSTO as a Collaboration Area. | RDA Sydney fully supports the intention to establish ANSTO as a Collaboration Area and congratulates GSC on profiling this exceptional innovation precinct in the District Plan.  
It is also encouraging that the Plan identifies transport/connectivity as a considerable barrier and that there is a true intention to overcome any hurdles.  
In RDA Sydney’s previous submission the following essential infrastructure was recommended: An upgrade of New Illawarra Rd through to Waterfall is required to allow easy access to Wollongong, ANSTO and the Western Suburbs. In the future light rail should be considered connecting Sutherland & East Hills via Lucas Heights. |
| Growing investment, business opportunities and jobs in strategic centres | | As indicated in our previous submission Sutherland needs to be developed as a commercial hub, creating a southern CBD being a midway point between Wollongong and Sydney CBD. |
| Accessing a greater number of jobs and services within 30 minutes | | Improved public transport connection from Sutherland Shire to the South West and Central West Districts is required to take advantage of future jobs growth in these areas; this also creates connection to Higher Education Institutions such as Wollongong University and Western Sydney University. |
| Bankstown Airport and Milperra industrial area | | RDA Sydney fully supports the intention to establish to establish Bankstown Airport and Milperra industrial area as a Collaboration Area.  
It is encouraging also that the need to improve transport connections has been included as one of the actions for the development of a long-term economic strategy.  
RDA Sydney recommends that a Boosting Business Innovation Program site be established in the Precinct. |
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<tr>
<td>Draft Western City District Plan</td>
<td>Integration between the West and South West District Plans</td>
<td>RDA Sydney congratulates the GSC in making the decision that an integrated Western City District Plan is the best way forward. As indicated in our previous submission this decision will ensure the delivery of the Western City, the Western Sydney Airport Aerotropolis, and the Western Sydney Priority Growth Area.</td>
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<td></td>
<td>North - South Rail Link an essential piece of infrastructure for the new Western Economic Corridor</td>
<td>The biggest ‘game changer’ that requires acknowledgement in the District Plans is a passenger rail line from Marsden Park to Campbelltown. Rail changes everything for the region. It is the structuring element around which a whole new north to south economic corridor thick with jobs of the future could be created. Government should recognise this critical piece of infrastructure and seek to preserve the corridor as a priority.</td>
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<td>Liverpool Collaboration Area</td>
<td></td>
<td>RDA Sydney strongly supports the expansion of the collaboration area to include new developments in Warwick Farm and the Moorebank intermodal. This approach diversifies the industry mix and opportunities that can be created. RDA Sydney also recommends that the collaboration partners examine energy supply and reliability.</td>
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| Greater Penrith Collaboration Area | As stated in our previous submission, and taking a lead from the expansion of the boundaries to the Liverpool Collaboration Area, RDA Sydney recommends that the geographical boundaries of Greater Penrith be reconsidered to include:  
  - Erskine Park which already contains major manufacturing industries and potential new digital processing and transport & logistics sectors.  |                                                                                                                                                                                                 |
<p>| Campbelltown-Macarthur Collaboration Area |                                                                                   | RDA Sydney welcomes the inclusion of Campbelltown-Macarthur Collaboration Area.                                                                                                                                                                      |
| Encourage opportunities for new smart work hubs | RDA Sydney through its work previously with WSROC, Penrith and UTS identified opportunities for Smart Work Centres in Western Sydney. Since that time and through our work regarding coworking spaces we see there is potential for private investment and management of coworking spaces in the Western Parkland City. |                                                                                                                                                                                                 |
| Metropolitan Rural Area         |                                                                                   | Please refer to our feedback included in our response to the <em>Draft Greater Sydney Region Plan</em>                                                                                                                                         |</p>
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<td></td>
<td>Future Airspace Protection</td>
<td>RDA Sydney support concerns raised by Sydney Airport Corporation that the airspace surrounding the future airport must be protected from inappropriate development, to ensure the safety of aircraft and airline passengers and to provide for future growth. We urge the Australian government to work as soon as possible with Air Services Australia and CASA, to develop and determine the appropriate policy frameworks for future aircraft flight paths.</td>
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<td></td>
<td>Economic Development Authority for Western Sydney Airport and surrounding areas.</td>
<td>RDA Sydney strongly supports the concept of a Development Authority for Western Sydney Airport and surrounding area. The governance structure of the Authority would include all three levels of government and the private sector with its role being to bring together all the necessary components to deliver the Vision.</td>
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<tr>
<td>Central City District Plan</td>
<td>Cumberland Council</td>
<td>More detail is required regarding Cumberland LGAs role in the delivery of the Vision for the District. Cumberland is referenced in relation to its draft Employment and Innovation Lands Strategy and Land Use Planning Framework in which there is recognition that an opportunity exists to transition to higher order and productive industries however there are no actions within the District Plan that support implementation of such a framework.</td>
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<tr>
<td>Eastern City District Plan</td>
<td>The impact of digital disruption</td>
<td>The Plan presents the District’s strengths and weaknesses and potential solutions (or paths to solutions) based on current day scenarios which is exciting, however, there is a piece missing in this plan and all the district Plans in relation to ‘what if’ scenario planning about how the digital economy will change the way we work, live and learn.</td>
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<tr>
<td>North District Plan</td>
<td>Macquarie Park, St Leonards and Frenchs Forest Collaboration Areas</td>
<td>RDA Sydney fully supports the establishment of Collaboration Areas in these Precincts.</td>
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<tr>
<td>Metropolitan Rural Areas</td>
<td></td>
<td>Please refer to our feedback included in our response to the Draft Greater Sydney Region Plan</td>
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