

From: [REDACTED]
To: [REDACTED]
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package
Date: Wednesday, 26 February 2020 11:25:21 AM

From: [REDACTED]
Sent: Monday, 17 February 2020 1:50 PM
To: PPO Engagement <engagement@ppo.nsw.gov.au>; [REDACTED]
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package

[REDACTED]
Sent: Monday, 17 February 2020 12:55 PM
To: DPE PS ePlanning Exhibitions Mailbox <epanning.exhibitions@planning.nsw.gov.au>
Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Mon, 17/02/2020 - 12:54
Submitted by: Anonymous
Submitted values are:
Submission Type:I am making a personal submission
First Name: John
Last Name: McGrath
Name Withheld: No
Email: [REDACTED]
Suburb/Town & Postcode: Bringelly NSW 2556
Submission file:
[REDACTED]

Submission: Please find attached, a request to Prioritise Precinct planning to include the Dwyer Road Precinct!

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/western-sydney-aerotropolis-planning-package>

To whom it may concern,

RE: Prioritise Precinct planning to include the Dwyer Road Precinct

My name is John McGrath and my wife, Trudy and I own the Property known as;
[REDACTED] Bringelly NSW 2556.

[REDACTED] [REDACTED]
We Purchased [REDACTED] on the 13th May, 1988.

STAGE 2 of precinct planning for the Aerotropolis indicated that the DWYER Road Precinct will **not have priority zoning** following the current exhibition period, which closes February 28, 2020.

We as a community have been advised that; Precinct planning for the DWYER ROAD PRECINCT will follow as infrastructure and services are planned, delivered and demand for additional land is generated. In addition, there is no proposed timeframe for the Dwyer Road Precinct to be rezoned. We have been formally advised by the Planning Partnership that this area will not be rezoned before the Airport is fully operational. This leaves my family and our community facing an uncertain future for perhaps the next 10-30 years.

The lack priority rezoning for our area will result in the Dwyer Road Precinct getting wedged amid the construction of the Airport, the Agribusiness Precinct to the west of us, the Aerotropolis Core to the north, the South Creek West Land Release and ongoing infrastructure developments in the area. As a result, this will expose myself and my family to the negative effects of long term infrastructure developments within the Aerotropolis, in addition to the harmful effects of living within 3km of an operational 24/7 Airport that has no Curfew!

A Brief History of Uncertainty and Patience:

- *Airport First Promised in 1946.*
- *January 1969: Badgerys Creek first proposed. A federal government advisory committee began considering a number of locations and among them was Badgerys Creek.*
- *February 1986: Badgerys Creek announced. It was the Hawke government that chose Badgerys Creek as the site of Sydney's second airport and soon after began buying up land.*
- *June 1992: Construction commences. Then-aviation minister Bob Collins turned the first sod at Badgerys Creek and declared it would become one of the most important airports in the southern hemisphere.*

It was anticipated the Badgerys Creek airport would be operational in 1995.

- *March 1995: Badgerys Creek puts Labor in power. Bob Carr led the Labor Party to victory at the NSW election on a tide of resentment over aircraft noise.*

He was able to form majority government four days after the election when one seat, Badgerys Creek, finally fell to Labor candidate Diane Beamer.

- *May 1996: Holsworthy considered. John Howard's government claimed victory in the federal election and began investigating Holsworthy Army Base as an alternative site for a second airport.*

Continued.

- *March 2000: Badgerys Creek put on ice. The Howard government abandoned plans to build at Badgerys Creek but retained ownership of the site.*
- *July 2003: Labor drops Badgerys Creek. Then-opposition leader Simon Crean made the commitment to drop Badgerys Creek as an option for the Labor Party.*

But Mr Crean's announcement caused friction within the ALP. A number of city-based MPs complained they had been left out of the decision-making process.

Labor later agreed to find a new site within six months.

- *December 2007: Second airport still on cards. Kevin Rudd leads the Labor Party to victory in the federal election.*

The need to service Sydney's rapidly expanding population saw support for a second airport gain momentum once again.

- *March 2012: Airport needed by 2030. A joint state and federal report found Sydney would need a second airport by 2030 and listed Badgerys Creek and Wilton as potential sites.*

At the time, federal infrastructure minister Anthony Albanese ruled out Badgerys Creek as an option, but stressed the cost of inaction on a second airport would be enormous.

- *February 2013: Western Sydney in support. Support for Badgerys Creek grew again when the Western Sydney Regional Organisation of Councils reversed 30 years of opposition and voted to back the plan.*
- *March 2014: Cabinet approval of Badgerys Creek. New South Wales premier Barry O'Farrell gave his strongest indication yet that he would support a Badgerys Creek airport.*

Mr O'Farrell was initially a long-term opponent to any second facility.

Prime minister Tony Abbott and infrastructure minister Warren Truss soon after announced Federal Cabinet's approval of Badgerys Creek as the site of the new airport.

- *April 2014: Road investment. The federal and New South Wales governments announced they were spending nearly \$3.5 billion on roads to support the construction of the airport.*
- *May 2014: Sydney Airport considers plan. The Sydney Airport Corporation flagged interest in building and running the Badgerys Creek airport.*
- *In 2002, the corporation acquired the first right to develop and operate the second airport as part of its privatisation deal.*
- *December 2014: Residents given deadline to move. Residents at Badgerys Creek in Sydney's west were given a deadline of June 15 to move so construction could start on the proposed airport.*

Continued.

The Department of Infrastructure and Regional Development, which is overseeing the project, aimed to start construction in 2016.

- *June 2015: Fights against eviction. A group of Badgerys Creek tenants, whose homes will be demolished to make way for the airport, launched court action to push out the June 15 move-out date.*

The farmers' requests for extensions were later rejected with the federal government saying agricultural tenants were given "well in excess of the required timeframes to make arrangements".

- *October 2015: Environmental assessment released.*
- *February 2016: Residents successful in appeal. Badgerys Creek residents facing eviction won a Federal Court stay of proceedings which halted the legal process and allowed them to remain for now.*
- *April 2016: Labor backs no-fly zone Labor announced if they won the federal election they would implement a no-fly zone between 11:00pm and 6:00am for Badgerys Creek airport.*
- *November 2016: Environmental protections. Federal Environment Minister Josh Frydenberg said more than 40 environmental conditions for the Badgerys Creek airport would minimise noise on residential areas and address biodiversity and heritage concerns.*

He said it meant the first stage of the development could now be authorised by the Minister for Urban Infrastructure, Paul Fletcher.

- *December 2016: Airport approved. The second airport is locked in as Prime Minister Malcolm Turnbull and the Federal Infrastructure Minister sign off on the Badgerys Creek plan.*

Stage one of Western Sydney Airport is due to be operational in the mid 2020s, with a single runway and facilities for about 10 million passengers a year.

- *June 2018: Start date set. The Federal Government says bulldozers will hit the Western Sydney Airport site by the end of 2018 however, lingering questions remain over flights paths and the community impact.*
- *September 2018: Ground is broken. Construction on the airport begins with Prime Minister Scott Morrison calling it the "biggest game changer for Sydney since the Harbour Bridge".*

Mr Morrison says issues such as noise and transport still require community consultation.

- *June 2019: 'Million milestone' reached on airport site. Western Sydney Airport has moved the first million cubic metres of earth on site as work ramps up on what is one of the biggest earthmoving projects in Australian history.*
- *February 2020: The first major piece of infrastructure at Western Sydney International (Nancy-Bird Walton) Airport is complete with Badgerys Creek Road ready for traffic.*

The anxiety and stress caused by the indecisiveness has got to end!

Continued.

Impact on Family Life:

- 1) When we purchased Medway Road in 1988, we were advised that it would be a great investment for our future and our families' future. We have had to endure disgraceful roads, no town water and no sewer, little to no public transportation access not to mention the severe lack of infrastructure.

We were always under the pretext of raising a family in an environment with uninhibited land and barely any pollution or other attributes that we would have received in the city. With no crowded buildings, barely any pollution, little to no traffic, no noises of traffic and the sounds of people talking or any other urban sounds, this investment was to be a sound one!

The proposed Airport and the current building of infrastructure has and will further erode the local environment making it impossible to justify the argument for remaining in the area!

- 2) Residents who live near an airport are normally affected by the noise of aircraft during take off, noise of aircraft landing and noise of low flying aircrafts. The problems faced by residents such as ourselves include sleep deprivation, hearing problem, psychological problems and even cardiac disorder. Students and office workers living in these areas face problems concentrating.

Noise from jet engines is the main source of noise during takeoff and landing. The noise from a jet engine is proportional to the speed of the jet during takeoff and landing.

A Boeing 747 emits approximately 84 Decibels During Take Off and approximately 72 Decibels during Landing. Whilst a Cessna emits approximately 92 Decibels During Take Off and approximately 79 Decibels during Landing.

The tranquility we purchased our family home for, has and will be taken away!

- 3) Airplanes emit particles and gases such as carbon dioxide (CO₂), water vapor, hydrocarbons, carbon monoxide, nitrogen oxides, sulfur oxides, lead, and black carbon which interact among themselves and with the atmosphere.

The Australian edition of "The Guardian" reports that Air pollution causes 'huge' reduction in intelligence. *Air pollution causes a "huge" reduction in intelligence, according to new research, indicating that the damage to society of toxic air is far deeper than the well-known impacts on physical health.*

The research was conducted in China but is relevant across the world, with 95% of the global population breathing unsafe air. It found that high pollution levels led to significant drops in test scores in language and arithmetic, with the average impact equivalent to having lost a year of the person's education.

Our Drinking Water is collected via rain falling on our roof. Research and our belief is, carbon dioxide (CO₂), water vapor, hydrocarbons, carbon monoxide, nitrogen oxides, sulfur oxides, lead, and black carbon being regularly washed into our drinking water will cause untold health problems for our family as a whole!

- 4) Our family has already been forced to endure the effects of infrastructure developments in the area such as:
 - Road Infrastructure works creating noise and air pollution.
 - Dust Pollution resting on our roofs! We use tank water that's now contaminated!

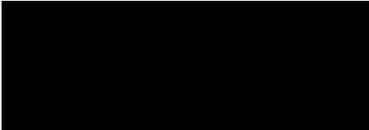
Continued.

- Increase travel times.
- Being held in limbo regarding Rezoning timeframes.
- Inability to extend the family home, caused by the uncertainty of possible zoning.
- Being able to establish a logical market appraisal to allow the selling of the family home and land to permit relocation to a less toxic area.

The lack of planning and foresight allocated to families that are directly adjacent to a 24 hour Airport is inexcusable and appalling.

Accordingly, as a resident within the Dwyer Road Precinct, I am requesting immediate and urgent attention be given to the prioritisation of zoning our properties; so that my family and those within the Dwyer Road Precinct are given a fair and reasonable opportunity to move away from the area before the neighbouring the developments and the operations of a 24 hour Airport commences.

Yours faithfully,



John McGrath:

John & Trudy McGrath

Mobile: 

Email: 

Bibliographical details:

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