



Subject:
Date:

FW: Webform submission from: Western Sydney Aerotropolis Planning Package
Wednesday, 26 February 2020 11:27:46 AM

[Redacted]

Sent: Thursday, 20 February 2020 2:44 PM

To: PPO Engagement <engagement@ppo.nsw.gov.au>; [Redacted]

Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package

[Redacted]

Sent: Thursday, 20 February 2020 12:56 PM

To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>

Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Thu, 20/02/2020 - 12:53

Submitted by: Anonymous

Submitted values are:

Submission Type: I am submitting on behalf of my organisation

First Name: Ben

Last Name: Rourke

Name Withheld: No

Email: [Redacted]

Suburb/Town & Postcode: Rhodes 2138

Submission file:

[Redacted]

Submission: Please find attached our submission to the Aerotropolis Planning Package prepared on behalf of Mr David Vella and his family as owners of land at [Redacted] Badgerys Creek. Please contact me on [Redacted] should you have any queries.

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

Western Sydney Planning Partnership
PO Box 257
Parramatta NSW 2124

Dear Sir / Madam,

Western Sydney Aerotropolis Planning Package – submission to draft Western Sydney Aerotropolis Plan – impact on Lot [REDACTED] DP [REDACTED] / [REDACTED] Badgerys Creek

This submission to the draft Aerotropolis Plan is prepared on behalf of Mr David Vella and his family as owners of land at [REDACTED] Badgerys Creek. Refer to **Figure 1** showing the location of this site in relation to the Structure Plan for the Aerotropolis.

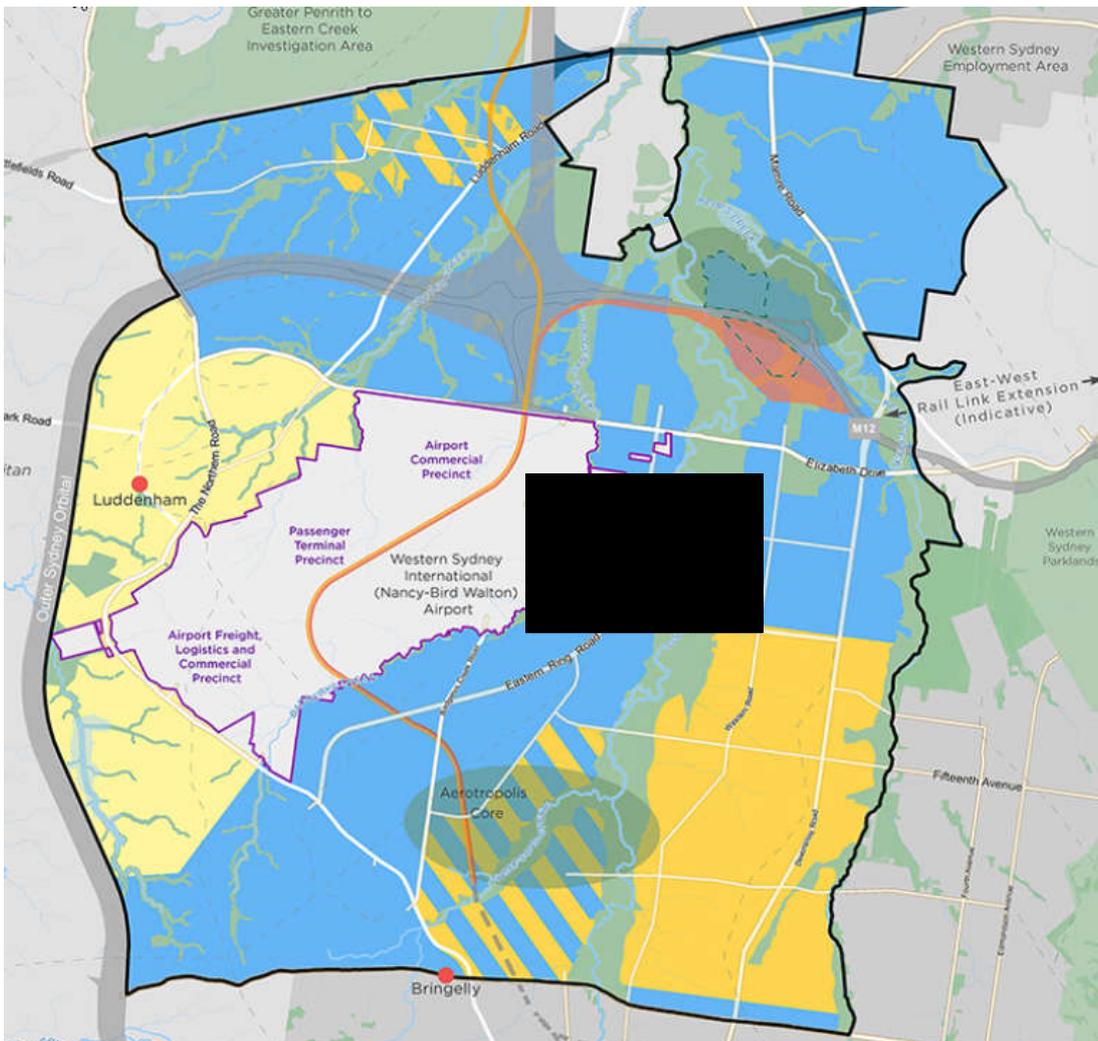


Figure 1 – Structure Plan and location of [REDACTED] Badgerys Ck (site [REDACTED])



As shown on the Structure Plan, the subject site is within the area affected by the Western Sydney Aerotropolis Plan. The site is a regular rectangular rural-residential block with a frontage of 160m to Martin Road, depth of 250m and an area of approximately 4ha.

In preparing this submission, a review has been carried out of the exhibited suite of plan documents, including:

1. Draft Western Sydney Aerotropolis Structure Plan and Development Control Plan;
2. Western Sydney Aerotropolis Discussion Paper on the Proposed State Environmental Planning Policy, and draft Land Application Maps;
3. Western Sydney Aerotropolis Land Use and Infrastructure and Implementation Plan;
4. Western Sydney Aerotropolis – Summary of Key Planning Documents

A review of these documents identifies several concerns for our client. As part of this submission we wish to comment on the proposed planning controls for land on Martin Road to ensure that future road infrastructure is clearly mapped to plan for future acquisition and development.

Effect of proposed controls

The Structure Plan locates the subject land within the Badgerys Creek Precinct, and nominates this Precinct for 'Flexible Employment'. Strategic outcomes of the Structure Plan recommend land zoning that permits industrial / commercial development, including freight associated with the airport and main roads / rail. The proposed zoning does not appropriately identify proposed road and rail infrastructure which is critical to accessing the airport and future businesses.

Alignment and width of proposed Transport Corridor – The proposed Eastern Ring Road crosses through the subject site, extending south from Elizabeth Drive and following the Martin Road alignment. This results in the Ring Road crossing through several properties as shown in the cadastral overlay, including the subject site, thereby resulting in a considerable loss of developable land within these properties.



Figure 2 – Structure Plan and cadastral overlay - 195 Martins Rd, Badgerys Ck Site  Alternate Eastern Ring Road alignment 



Acquisition of Transport Corridor land – The proposed Eastern Ring Road is a strategic road corridor and aligns with Martin Road.

The draft SEPP Discussion Paper does not make any such reference to the Eastern Ring Road corridor, with the draft Acquisition Map limiting proposed acquisition to a corridor of land for environment and recreation. Nor does the Western Sydney Infrastructure Plan administered by Transport for NSW / Roads and Maritime make reference to the Eastern Ring Road.

Furthermore Section 3.6 – Infrastructure Zone of the Discussion Paper limits the proposed SP2 Infrastructure Zone to “*existing classified State Roads as identified in the relevant Local Environmental Plan*”. This makes no reference to the proposed Eastern Ring Road or Martin Road, nor does the Liverpool LEP 2008 Land Zoning Map show Martin Road or the proposed Ring Road zoned as SP2 – Infrastructure (Classified Road), so that the road corridor may be appropriately reserved and acquired.

As a comparison, Elizabeth Drive to the north is also mapped (like the Eastern Ring Road) as a key arterial road in the Structure Plan. However as an existing classified road it is mapped as SP2 Infrastructure with a width of approximately 40m based on the a measurement on the zoning map.

If the proposed Eastern Ring Road adopts a similar width to Elizabeth Drive, at 40m this would result in an area of 6,400m² being required for dedication from the subject site. This amounts to approximately 15% of the subject site area and poses a significant impact to the value of the land, and its development potential for industrial / commercial development in accordance with the recommendations of the Structure Plan.

Land severance and access – As shown on **Figure 2** the Eastern Ring Road alignment traverses through the site. This will result in a portion of approximately 1ha at the rear of the site being excised, and potentially ‘land locked’ if the Eastern Ring Road denies access to this land.

In response to this issue the draft SEPP Discussion Paper and Structure Plan make no reference to subdivision of land where severance will result, along with the possibility of denied access.

Summary and recommendations

In summary, the draft Western Sydney Aerotropolis plans do not satisfactorily detail the proposed Eastern Ring Road. Specifically it declines to address:

- zoning and corridor width for the ring road;
- land acquisition associated with the ring road,
- land severance
- access to the ring road.

These details must be addressed in the next stage of planning for the Aerotropolis.



From analysis of land ownership and alignment options for the Eastern Ring Road, it is suggested that its corridor be shifted west to Lawson Road as shown in **Figure 2**. This would eliminate the land severance issue for the subject site and neighbouring land to the south and west.

If the Ring Road alignment cannot be altered, then details of its proposed zoning and future acquisition for the road corridor need to be provided to affected land owners. This is required to ensure that the Plan is transparent to stakeholders, and demonstrates that proposed Ring Road may be delivered in an orderly manner whilst satisfactorily addressing social and economic impacts that may result to affected land owners.

Please contact the undersigned if you have any questions or require any further information.

Yours faithfully,

Ben Rourke - Senior Planner (BTP, MEnvLaw, RPIA)

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