



Subject:
Date:

FW: Webform submission from: Western Sydney Aerotropolis Planning Package
Friday, 28 February 2020 11:55:34 AM

[Redacted]
[Redacted]

Sent: Wednesday, 26 February 2020 11:11 AM

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

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

[Redacted]
[Redacted]

Sent: Tuesday, 25 February 2020 9:43 AM

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

Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Tue, 25/02/2020 - 09:42

Submitted by: Anonymous

Submitted values are:

Submission Type: I am submitting on behalf of my organisation

First Name: Momcilo

Last Name: Romic

Name Withheld: No

Email: [Redacted]

Suburb/Town & Postcode: 2165

Submission file: [webform_submission:values:submission_file]

Submission: See Attached

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

[Redacted]
[Redacted]

**WESTERN SYDNEY PLANNING PARTNERSHIP
PO BOX 257
PARRAMATTA NSW 2124**

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24 February 2020

**SUBMISSION TO DRAFT WESTERN AEROTROPOLIS PLAN
ON BEHALF OF THE OWNER AT
[REDACTED] BADGERYS CREEK ROAD, BRINGELLY
[REDACTED]**

I have been engaged by Pavel Derevnin (property owner of [REDACTED] Bringelly) to prepare a submission to the Draft Western Sydney Aerotropolis Plan.

Upon a review of the exhibition documents and having discussed the matter with the client, the following issues have been identified for consideration and action by the Western Sydney Planning Partnership.

PROPOSED TRANSPORT CORRIDOR AFFECTING FAMILY-OWNED PRIVATE LAND

My client's property appears to be affected by a 'proposed transport corridor' based on the 'Structure Plan – Aerotropolis Core' – see figure 1 below.

The property is family-owned, not by a large corporation, government, developer or major landholder.

It is unfair and inequitable for my client to be burdened by the corridor and have his family's investment turning south and not reaching its full potential. This will be a major personal setback on the family.

However, the burden of the corridor on my client can be avoided. It would be fairer if the corridor is relocated approximately 200m further north, at the entrance of the defence land ([REDACTED]) – see figure 1 showing the recommended relocation of the transport corridor.

This would be a fairer and equitable outcome given the significant development and investment opportunities the defence site offers, which can be financially and viably absorbed by the future developer as a road dedication.

Furthermore, this would also allow the state government the option of not having to acquire the corridor, and instead, have the future developer construct and dedicate the subject corridor. This would allow savings to be utilised elsewhere on other critical infrastructure projects to physically-activate the precinct.

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Figure 1: Subject property outlined in red in context of the draft Structure Plan – Aerotropolis Core

PROPOSED TRANSPORT CORRIDOR WILL AFFECT EXISTING FARMING BUSINESS

The proposed transport corridor over my client's property, and subsequent eventual acquisition, will affect the operations of the existing farming business onsite.

The entire site is currently being used for extensive agricultural purposes.

Any future acquisition will need to consider the value of the business as well as the current and future loss of income.

In this regard, it is strongly recommended that the proposed transport corridor be relocated further north at the entrance of the defence land.

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REQUEST TO CHANGE PROPOSED ZONING FROM ENTERPRISE TO MIXED USE

To reduce land-use conflict and to delineate the Enterprise and Mixed Use zones, it is considered appropriate to also realign the two zones to match with the aforementioned road realignment. This would mean the entire defence land ([REDACTED]) and Lots 1, 2 and 3 in [REDACTED] would be zoned Mixed Use instead of Enterprise – see figure 2 below for reference.

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These properties are not affected by flooding or the draft Australian Noise Exposure Concept mapping, which means there are opportunities for the site to be used for high density residential and employment purposes (i.e. mixed uses).

Furthermore, the client has discussed the future development of the area with the neighbours, and they are all prepared to sell together, which would greatly attract major investors for a potential major project opportunity.

Otherwise, these properties would be underutilised and not considered to be the most efficient use of the land by the proposed Enterprise zoning.

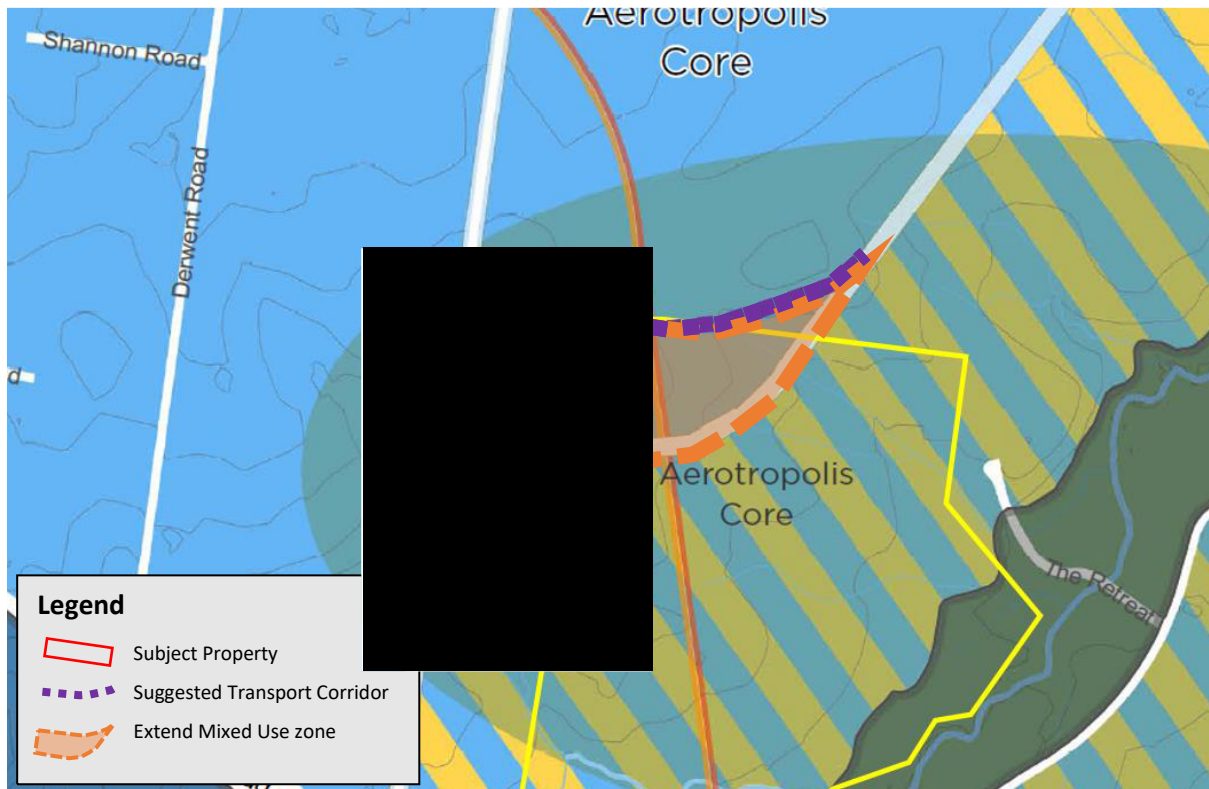


Figure 2 – Suggested extension of the Mixed Use zone (shaded in orange) to align with suggested transport corridor (purple dash)

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[REDACTED]
[REDACTED]
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OBJECTION TO THE EXTENT OF MIXED USE ZONE ON LOT 1 [REDACTED] AND LOT 1 [REDACTED]

The proposed Mixed Use zoning that extends further north on Lot 1 [REDACTED] and Lot 1 [REDACTED] are inconsistent with the objectives and principles of having *an accessible and well connected Aerotropolis* and a *sustainable, low carbon Aerotropolis*.

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The extended distance of this area from a future mass transit public transport service is too excessive to be considered well-connected, which will result in a higher dependence of private vehicles and subsequent higher emissions and congestion.

The Mixed Use zoning on Lot 1 [REDACTED] should be reconsidered and redistributed so that it is closer to a future mass transit public transport services (i.e. train/metro station) than it is currently proposed over this property.

This includes the rezoning of Lots 1, 2 and 3 of [REDACTED], and Lot 10 [REDACTED] to Mixed Use instead of the proposed Enterprise zone, being closer to a future mass transit public transport services – see figure 3 below.

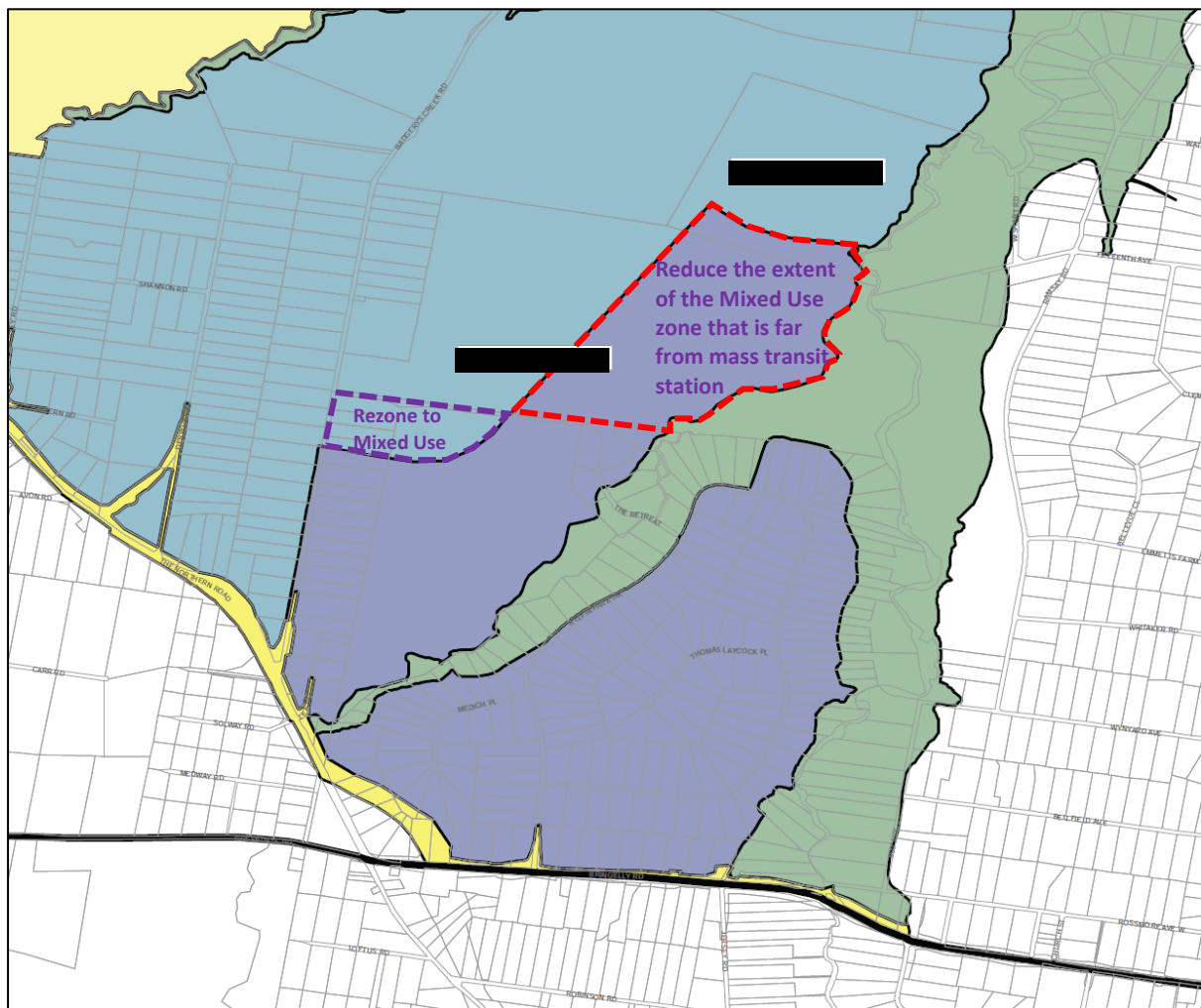


Figure 3 – Suggested rezoning that considers the location of mass transit station/s.

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SIGNIFICANT ZONING CHANGES FROM STAGE 1 LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN

The Draft Western Sydney Aerotropolis Plan significantly varies from the Stage 1 Land Use and Infrastructure Implementation Plan.

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There were no public concerns to the proposed mixed use to all the areas identified in the Stage 1 Plan.

The proposed changes are significant and too inconsistent with the Land Use and Infrastructure Implementation Plan.

In this regard, it is requested the rezoning reflect the initial Stage 1 plan as previously exhibited.

OBJECTION TO REGIONAL PARK INVESTIGATION AND THE CONCEPT FOR A 'PARKLAND' CITY

My client's property as well as parts of the Aerotropolis core is subject to an investigation for a regional park.

A regional park on my client's property is not supported (or properties within the 3km wildlife buffer zone) as it conflicts with the draft Wildlife Buffer zone, which is set to minimise wildlife strikes that can cause major damage and compromise aircraft safety.

The property, and many parts of the Aerotropolis core, are within the 3km wildlife buffer zone. Any proposed regional parks should be located outside these high-risk areas, which is the safest option rather than 'micro'-mitigating.

Mitigation measures are ineffective unless they can be willingly enforced by property owners and/or government authorities as it relies on ongoing funding to keep mitigation measures in place. These matters are generally difficult to enforce and require ongoing education, particularly if the intent is to also create a leafy 'parkland' city.

If the State is insistent on incorporating a regional parkland, it should be located and integrated with areas proposed to be rezoned 'Environment and Recreation', particularly on properties with the largest landholdings ([REDACTED]) for equity purposes. For example, the area beyond 3km of the buffer and where Thompsons Creek meets South Creek on [REDACTED] would be more appropriate.

With regards to the concept of creating a 'parkland' city, it conflicts with the concept for an 'Aerotropolis' City.

Extensive landscaping across the precinct to create a 'parkland' city would potentially result in an unintended, unsatisfactory level of wildlife attraction that may compromise aircraft safety.

In particular, wildlife attraction would be exacerbated by the fact that the remainder of Western Sydney has overall low-levels of vegetation, which wildlife would be competing against for habitat. This is inconsistent with the National Airport Safeguarding Framework, which specifies the principles of eliminating sources that are attractive to wildlife.

This may also result in delays in the future development approvals process as extensive landscaping requirements will conflict with aircraft safety requirements.

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Furthermore, it is requested the shading of the 'Parkland Investigation Area' be removed from all future plans and diagrams. This is affecting land value as it is causing wariness amongst developers and future investors.

BIODIVERSITY CERTIFICATION

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We request that all land within Enterprise and Mixed Use Zones as well as the 3km wildlife buffer zone be biodiversity certified when rezoned.

The retention and rehabilitation of remnant natural vegetation within these areas will increase the chances of wildlife strikes that compromise aircraft safety.

Without biodiversity certification, development approvals could result in extensive delays, which would hinder the prompt and orderly establishment of the new city.

It may also hinder the operations of the new airport if sufficient vegetation within the 3km buffer zone is not cleared due to the lack of biodiversity certification.

This would also be more equitable for smaller landowners who do not have the financial means to engage in an ecologist and undertake environmental assessment and approvals under State and Federal legislations.

Should the Authority require further information, please do not to hesitate to contact the undersigned.

Regards,

Momcilo (Momo) Romic

BTP (UNSW), MEM (UNSW)

[Redacted signature]

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