

26 February, 2020

PRIVATE SUBMISSION TO WESTERN SYDNEY PLANNING PARTNERSHIP

- 1) Western Sydney Aerotropolis Plan , Draft, December 2019(Book 1)
- 2) Western Sydney Aerotropolis Discussion Paper on the Proposed State Environmental Planning Policy , Draft, December 2019 (Book 2)
- 3) Western Sydney Aerotropolis Development Control Plan 2019, Phase 1, Draft,December 2019 (Book 3)

*PLEASE NOTE THIS IS A PRIVATE SUBMISSION

PART 1. HOW WESTERN SYDNEY AEROTROPOLIS PLAN AFFECTS US

[REDACTED], are deeply worried that our home and rural land are affected by the proposed **Sydney Metro Greater West Rail Line**, and **Eastern Ring Road**, both mapped in the Draft Plan on pages 27 & 63 of Book 1.

Our home [REDACTED] Rd, plus an adjacent rural block at [REDACTED]

Our previous submissions on the **“North South Rail Link”** on 3 May 2018 to Western Sydney Corridors (corridors@transport.nsw.gov.au) detailed our deep concerns about the impact of a rail line through our property. See Attachments 2 and 3 following this submission, which suggest moving the rail Line further north from our property, while still entering WSA at the same point along the creek line of Badgerys Creek. This proposal has the advantage of moving the Rail Line to higher ground on the ridge line. Recent heavy rains in February 2020 have resulted in substantial temporary creek flows/flooding in the valley or creek line between Derwent Rd & Badgerys Creek Rd., so moving the Rail Line to higher ground is wise.

The Draft Plan shows the same corridor route as in 2018, but now named **Proposed “ Sydney Metro Greater West”**. As outlined in our 2018 Submissions to Corridors, we do not want this Rail Line to run through or near our home. We are not speculators, or investors. Rather, we built our home in 1987 and raised our family here, and have called it our [REDACTED]

The Draft Plan shows **Eastern Ring Rd** cutting through our home block (Pages 27 & 63 of Book 1). So now we have a new **road AND rail line** seemingly cutting across Derwent Rd Bringelly at or very near our home.(Page 63 of Book 1). Moving the proposed Rail line and Eastern Ring Rd to the north will reduce flooding risk in this low-lying area between Derwent Rd and Badgerys Creek Rd when/if torrential rains occur. If Eastern Ring Rd is moved further north at the end of Derwent Rd, past the actual end of Derwent Rd, this land is higher ground. Furthermore, Eastern Ring Rd, instead of merging with the northern end of Mersey Rd, could join Badgerys Creek Rd such that it continues on Badgerys Creek Rd until it meets The Northern Rd, and could eventually link at this southern end with Bringelly Rd. Combining the 2 roads -- Eastern Ring Rd and Badgerys Creek Rd at its southern end -- facilitates access to Bringelly Rd and the Outer Sydney Orbital.

2. North Bringelly Rail Station has not been shown on any maps in Draft Plan. So we are in the dark as to the ROUTE of proposed Sydney Metro Greater West rail line. Not knowing the route from this station to WSA adds to uncertainty and worry about the Rail Line's impact on us.

3. Any **rezoning of land** in Initial Precinct of Aerotropolis Core will cause us severe financial hardship. Council rates will skyrocket.

Genuine long-term residents like ourselves – not investors or speculators or recent purchasers— should be offered a **TRANSITION PHASE of 3-5 years** from rezoning announcement, whereby RATES do not rise with zoning and land valuation changes. This would ease the severe financial burden for us.

The SCALE and LONG-TERM VISION OF THE AEROTROPOLIS and WSA IS UNPRECEDENTED IN AUSTRALIA. So showing understanding and compassion for residents like us who have lived here for decades is appropriate. A TRANSITION PROGRAM is needed. We raised this issue at a recent Landowner Meeting with the Aerotropolis Team members on 30 January, 2020.

NSW Valuer General Valuations for our land for 2020 have increased by more than double, at 216% over 2017 valuations (for Council Rates calculations). These new Valuations were received this week from the NSW Valuer General. This massive jump in values will result in huge Council rate increases for the 2020-21 financial year for us, and all other Bringelly and Badgerys Creek ratepayers. But zoning changes have not yet been announced, so valuations could climb much higher, and be even harder to afford. Hence the need for a **Transition Program**.

PART 2. COMMENTS ON WESTERN SYDNEY AEROTROPOLIS PLAN, DRAFT (BOOK 1)

1) Page 4: If “people live within 30 minutes by public transport of their nearest strategic or metropolitan centre” which is the Aerotropolis, they will be 30 minutes away from curfew-free aircraft noise, so this may be a difficult, noisy existence.

2)Page 4: “Noise sensitive uses in appropriate locations will protect the community from the 24/7 airport operations.” Will extensive parklands, and green and blue corridors be sufficient to shield workers and residents from airport noise?

3) Page 14: “Thousands of new jobs... with the Aerotropolis”. We think employment numbers are overstated, given that robotics, high level automation and technologically advanced industries will be the norm.

4) Page 15 map does not show realigned Badgerys Creek Road, nor do any other maps in Book 1, or other Drafts (Books 2-4).

5) Pages 20 & 23: “Retain water in the landscape” and “stormwater management” is mentioned, but not harvesting, or recycling water on a medium to large scale. Rainwater and stormwater from offices, warehouses, factories and dwellings could be harvested and reused.

6) Page 24: “While this transition...from rural to non-rural land uses will occur over several decades, the important agricultural lands of today can be retained”. This sounds very idealistic, as a way of “Transitioning to an Aerotropolis” but once the zoning changes, how can farmers continue to farm and pay crippling council rates?

7) Page 33: “Raingardens....will support management of stormwater“ near Wianamatta-South Creek. It would be environmentally better to harvest/reuse stormwater rather than “manage” it.

8) Pages 63 & 69: Maps do not show realigned Badgerys Creek Rd.

PART 3. COMMENTS ON PROPOSED STATE ENVIRONMENTAL PLANNING POLICY, DRAFT (BOOK 2)

1) Page 7: It is unacceptable that flight paths and ANEF contours will not be confirmed until closer to airport opening. Yet Western Sydney Planning Partnership is undertaking Land Use planning around the Airport now.

2) Page 7: Noise mitigation management measures – for renovations to existing houses or minor extensions within ANEC/ANEF 20 contour – will be at the owner’s expense.

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