

Date 27/02/2020

Anh Le



Bringelly NSW 2556

To whom it may concern,

We are writing to raise a number of issues of which the proposed Regional Parkland Investigation and its impact on the airport. Also highlight to the recent draft plan of the Western Sydney Aerotropolis that had been published on the [planning.nsw.gov.au](http://planning.nsw.gov.au) website on 14<sup>th</sup> December 2019 and made available for public comments on 22nd January 2020 There are numerous inconsistencies that also need to be addressed in regards to the Western Sydney Aerotropolis Development Plan 2019.

Upon viewing the new draft, there has been a number of changes that have caused serious concerns to myself and other land owners.

Change to the previously proposed zoning, from mixed use to enterprise, as well as placing our property under regional parkland Investigation, has had a major impact on the value of my property and the properties around it.

***Potential buyers for my property no longer exist.***

I highly encourage The Planning Partnership to consider the following to ensure future sustainability for all parties involved in the Badgery's Creek Aerotropolis:

Establish Park Lands on alternative real estate/property e.g government. Would allow you more control on size and outcome and this helps ensures that local families are able to have increased choice and control regarding the use of their property, reduce the risk of stress and anxiety caused from the current re-zoning, enable local funds from the sales of the property to be spent locally; encouraging economic development and supporting local jobs, and minimize future financial hardships on families and consequent generations. Providing parklands on private land would suggest it to be economically unviable

- While we believe that parklands are a part of the future city we also have a view to increasing aircraft safety as outlined in the NASF guidelines. Having parklands within our distance has been proven to decrease aircraft safety. Taken from Bird strike committee USA
- Govt lands allow you more control on size and outcome. It save millions of dollars to tax payers minimising compulsory acquisitions.
- My family are spared from the anxiety and stress from this potential zoning.
- While we believe that parklands are a part of the future city we also have a view to increasing aircraft safety as outlined in the NASF guidelines. Having parklands within 3ks has been proven to decrease aircraft safety. Taken from Bird strike committee USA
- PARKLANDS can also cause fractional ownership issues which would hinder developments and outlook of the landscape
- Our current property can be utilised for a greater purpose . The location of the property, has no flooding and is situated within walking distance of the proposed transport infrastructure (railway and bus interchange). It would be more beneficial that my property, contribute to a long term value of the aerotropolis.
- As your draft plan shows there is an immense amount of land set aside for enterprise already, however we believe that there is insufficient residential development to support those plans.
- NSW is facing a housing shortage in general and allowing our land to house people would help reduce alleviate the housing shortage as well as giving people extra flexibility to this high employment hub. And being able to living close to their new workplace would help lower overall emissions each person would generate.
- By limiting the amount of residential living so close to this wonderful city of lifestyle and enterprise employment will increase road infrastructure costs, transport related **pollution** and noise, a decrease in living standards as people will have to travel further to their place of **employment**.

There needs to be timeframe for the completion of the investigational parkland.

Should it be determined that our land be required for parkland.

- Planning partnership to issue compulsory acquisition notices to property owners

- This should be done in a timely manner to ensure optimal transition of acquisition, allowing family members to relocate to another property.
- In Reference to conversations with Andrew Jackson he has referenced to having hoped to have the regional parkland investigational finished in the middle of the year.
- Andrew also acknowledges that green areas should be acquired by the government as being the general consensus. As of meeting 26<sup>th</sup> Feb 2020

We hope the Planning Partnership reconsiders this decision and looks forward to a thriving community

With Regards,

A solid black rectangular box used to redact a signature.

## **SUBMISSION TO THE DRAFT WESTERN SYDNEY AEROTROPOLIS PLAN**

### **PREPARED ON BEHALF OF THE DERWENT ROAD & BADGERYS CREEK ROAD LANDOWNER GROUP**

This submission to the NSW Government's Draft Western Sydney Aerotropolis Plan (the Plan) has been prepared by APP Corporation Pty Limited on behalf of the Derwent Road and Badgerys Creek Road Landowner Group (the LOG).

The LOG comprises 21 landowners controlling 48ha of land between Badgerys Creek Road and Derwent Road. The site is positioned immediately to the north of The Northern Road and 1.6km south of the Western Sydney Airport (WSA). The lands are zoned RU4 Primary Production - Small Lots under Liverpool Local Environmental Plan 2008.

The lands are in the Aerotropolis Core Precinct under the Plan. The LOG understands the implications of the Plan on the future use of their properties and their key objectives are to:

1. Advocate for a greater level of flexibility in the application of the mixed-use zoning within the Aerotropolis Core;
2. Work collaboratively to plan for their landholding as a strategically important site for future master planning; and
3. Advocate for greater certainty around the timing of rezoning, precinct planning and delivery of infrastructure.

The LOG firstly wants to commend the Department of Planning, Industry and Environment (DPIE), the Planning Partnership (PP), and Western Sydney Aerotropolis Authority (WCAA) for preparing the Plan for Sydney's newest economic hub. The Aerotropolis will be a nationally significant metropolitan centre providing greater productivity and jobs for the Western Parkland City as well as a diverse range of housing types, in a vibrant mixed-use community.

The LOG appreciates that fragmented smaller land holdings can be a significant impediment to effective rezoning, sales and coordinated infrastructure delivery in the Aerotropolis. It is understood that consolidation enables master planned outcomes which are imperative to the success of the Aerotropolis. Accordingly, the Derwent Road and Badgerys Creek Road LOG have organised themselves as a collective under a Memorandum of Understanding (MOU). The LOG is looking forward to working collaboratively with Government into the future to deliver the shared objectives of orderly economic, liveable and sustainable outcomes for the Aerotropolis Core.

The purpose of this submission is to identify the changes in the zoning for the LOG lands between the Stage 1 Land Use Infrastructure and Implementation Plan (LUIIP) and the Aerotropolis Plan and recommend that flexibility should be incorporated in the final Plan and the Aerotropolis SEPP to allow for site specific mixed use proposals beyond the ANEF 20-25 contour, and particularly on the subject lands.

The NSW Government's 'precautionary approach' to aircraft noise exposure and location of mixed-use lands are understood for safeguarding the future operations of the WSA. However, the current relationship between aircraft noise and land-use planning should be reconsidered in the context of achieving the key objectives of the Aerotropolis Core.

The coordination of land-use and infrastructure planning is integral to the success of the Aerotropolis. Greater flexibility in land-use planning will allow development to respond to future opportunities and constraints.

### **The Aerotropolis Core Precinct**

The Aerotropolis Core Precinct is 1,382ha of land in Bringelly set to provide 50-60,000 new jobs and accommodate 20-24,000 new residents centred around a new Sydney Metro Station with retail, creative industries, civil and cultural facilities and world class public open spaces. The key objectives of the Precinct are, inter alia:

- *To create a major metropolitan 24-hour vibrant, global centre and robust local economy built around professional services, high technology advanced manufacturing, research training, education and creative industries.*
- *Provide high frequency public transport and efficient movement corridors to other centres in Greater Sydney.*
- *Provide and entertainment quarter with opportunities to interface with the Wianamatta-South Creek Corridor.*
- *Create opportunities for tourism and conference uses and facilities.*
- *Protect transport corridors early to minimise possible land use conflicts and allow the orderly and timely provision of infrastructure.*
- *Create public spaces with civic, community and cultural facilities, public art, pop-up installations and creative placemaking.*
- *Activate the station precincts and respond to and leverage the high frequency public connections (including Sydney Metro) to the Airport and other centres in Greater Sydney.*

The creation of a vibrant 24-hour major metropolitan centre is an exciting prospect for Western Sydney. As a predominantly enterprise and mixed-use precinct, establishing a sustainable and economically viable centre will be key and depends on planning with people and place at the forefront. Flexible governance that recognises the need to facilitate commercial investment is vital to the success of the Aerotropolis Core. Amongst other things, this requires establishing a strong resident population and implementing planning controls that incentivise medium and higher density residential development in order to attract the population that will support job growth.

As stated in the Plan, the key considerations for planning in the Aerotropolis Core Precinct are:

- Aircraft noise and its impact on land-uses.
- Safeguarding Airport operations.
- Gradual residential development to support the vibrancy, social cohesion and night time economy of the centre.
- Transition from initial development types to higher order commercial development.
- Early activation.
- Innovative and adaptable housing stock.
- Integrated land use and transport planning, as well as movement and place outcomes that activate the ground plane.

Where residential uses can be adequately attenuated from noise generated by Aircraft, these should be supported irrespective of which ANEC/ANEF contour they are located in. This approach would be in line with the following implementation strategies for the Aerotropolis Core:

- Use of flexible zoning to maximise diversity and attract investment; and
- Investigate best practice housing stock suitable for innovation and commercial districts.

In accordance with the Plan residential uses within the Aerotropolis Core will be located well outside of the ANEC/ANEF 20+ noise contours. This is a stricter interpretation of Australian Standard 2021 than that which has prevailed since the 1970's.

Residential development in the Precinct is also intended to be 'within 800m or a 10-minute walk of the future Metro Station', promoting Transit Oriented Development and establishing a key node within the Aerotropolis Core. The LOG lands are likely positioned within 800m of a future metro station in the Aerotropolis Core and will have excellent direct access to future public transport in the form of bus networks along The Northern Road, Badgerys Creek Road and the future Eastern Ring Road.

Innovative housing stock will allow development solutions to respond to opportunities and environmental constraints that exist, to ensure that a high amenity-built environment is established. As is the case across many residential areas in Greater Sydney already affected by aircraft noise, construction standards, considered design approaches and other attenuation measures can be incorporated to preserve residential amenity in the Aerotropolis Core.

### Comparisons between the Stage 1 & Stage 2 Plan

Under the Western Sydney Aerotropolis Stage 1 Initial Precinct Land Use and Infrastructure Implementation Plan (LUIIP), the LOG lands were identified as 'Mixed Flexible Employment and Urban Land' (see Figure 1).

By contrast, the Plan now identifies the LOG lands as 'Flexible Employment'. This corresponds under the State Environmental Planning Policy (SEPP) Discussion Paper, as an 'Enterprise' zone *"where enterprises are supported while mitigating impacts of airport operations."* Residential development is not permitted, however a range of other sensitive land uses including childcare centres, educational establishments, health services facilities and serviced apartments are permissible with consent. The objectives of the Enterprise zone are:

- *To ensure a range of uses that enable successful aerospace and defence industries.*
- *To manage the transition of land from non-urban uses to employment uses.*
- *To support the development of well-planned and serviced new urban communities in accordance with the Precinct Indicative Layout Plan.*
- *To safeguard land uses for non-urban purposes from development that could prejudice the use of the land for future commercial land use purposes.*
- *To encourage a precinct built around professional services, high technology, food production and processing, health and education and creative industries.*
- *To ensure that land which has the potential to impact environmental conservation areas is developed appropriately and enhance biodiversity outcomes for the Precinct.*
- *To protect the operations of the Airport, including 24-hour operations and provide appropriate protections for the community.*
- *Ensure there are no sensitive land uses (such as residential aged care, early education and child care, educational establishments and hospital amongst other uses) located within the ANEC 20 and above contours.*
- *Ensure that land uses up to the ANEC 20 contour are subject to appropriate design and construction standards to reduce any potential for airport noise impacts.*
- *Prevent potential conflicts between airport operations and land use/development outcomes.*

The future land uses in the Enterprise zone as listed in the SEPP Discussion Paper are:

*Animal boarding or training establishment, building identification sign, car park, centre based child care facility, commercial premises, community facility, depot, educational establishment, electricity generating*

works, emergency services facilities, entertainment facility, environmental protection works, flood mitigation works, freight transport facility, function centre, funeral home, garden centre, general industry, hardware and building supplies, hazardous industries, health services facility, hotel or motel accommodation, industrial retail outlet, industrial training facility, information and education facility, landscape material supplies, light industry, liquid fuel depot, neighbourhood shop, passenger transport facility, places of public worship, public administration building, pubs, recreation area, recreation facility (indoor), recreation facility (major), registered club, research station, restricted premises, road, service station, serviced apartment, sex services premises, signage, storage premises, telecommunications facility, transport depot, truck depot, vehicle body repair station/workshop, vehicle sales or hire premises, veterinary hospital, warehouse or distribution centre, waste or resource management facility, water supply system, water treatment facility, wholesale supplies.

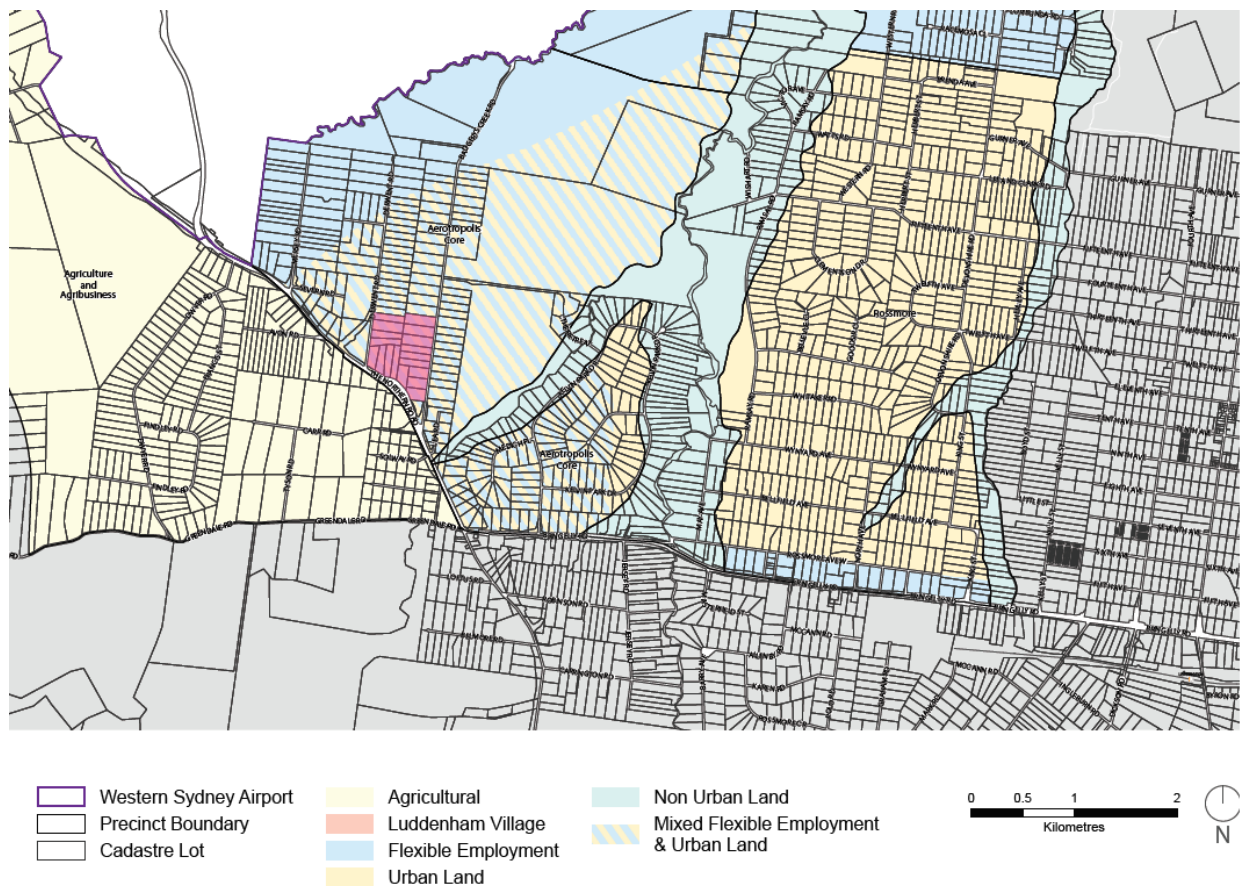


Figure 1 – Aerotropolis Stage 1 Structure Plan (DRLOG lands shown in pink)



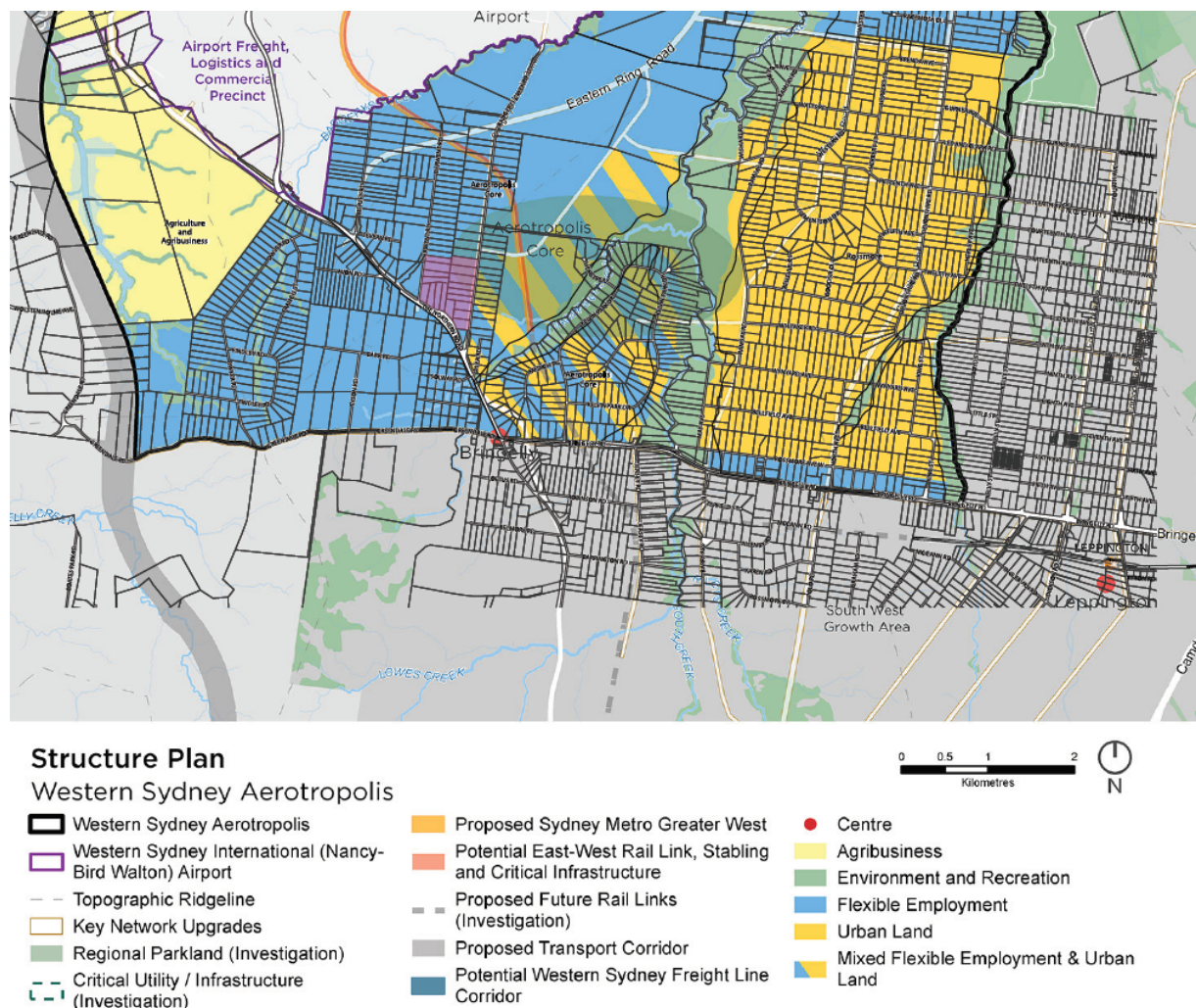


Figure 2 – Aerotropolis Stage 2 Structure Plan (DRLOG lands shown in pink)

### Planning for Aircraft Noise

The ANEC/ANEF calculations are a means of portraying aircraft noise exposure on land. Development decisions around noise affectations have applied AS2021 *Acoustics—Aircraft noise intrusion— Building siting and construction* since the 1970's. The ANEC/ANEF rating considers:

- the intensity, duration, tonal content and spectrum of audible frequencies of the noise of aircraft take-offs, landings and reverse thrust after landing (the noise generated on the airport from ground running of aircraft engines or taxiing movements is not included for practical reasons).
- the forecast frequency of aircraft types and movements on the various flightpaths.
- the average daily distribution of aircraft take-offs and landing movements.
- the topography of the area surrounding the airport.

Since it was first derived in the 1970's, AS2021 has been used nationally as a broadly accepted noise tool, with much success. It is apparent that the Federal and State Governments' approaches to planning for aircraft has been a key factor in the change to the Structure Plan since the Stage 1 Aerotropolis LUIIP (August 2018). The new Aerotropolis Plan states:

*Due to the 'greenfield nature' of the Aerotropolis, a precautionary approach is being applied to land use planning for noise sensitive uses which includes limiting new residential development to areas outside the 20ANEC/ANEF noise contour. This is stricter than what is conditionally acceptable within the ANEF 25-30*



*contour within Australian Standard AS2021-2015 Acoustics Aircraft Noise Intrusion Building Siting and Construction.*

The NSW Government was an active participant in the formation of the latest version of AS2021 developed between 2012 and 2015 and should be fully aware of its content, use and acceptance. The current maps associated with the airport have been derived as a “proof of concept” to ascertain if airspace surrounding Badgerys Creek could support an airport without interfering with the existing Kingsford Smith and Bankstown Airports. The final flight paths and real long-term forecasts (ANEF) showing the extent of the affectation won’t be available until 2024. At this time all stakeholders will have adequate information to make informed decisions about land use. Until then, important land-use planning decisions should provide development flexibility in planning frameworks, such as zoning under the SEPP until all the facts about Aircraft noise are fully determined.

### **Safeguarding the 24-hour Airport**

It is understood that the approach to aircraft noise being applied under the Plan is in response to the principles of the National Airports Safeguarding Framework (NASF) - a national approach to ensure an appropriate balance is maintained between the social, economic and environmental needs of the community and the effective use of airports. The principal aims of the NASF are to:

- Improve amenity by minimising aircraft noise-sensitive development near airports; and
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on safety-related issues.

Besides aircraft noise, the NASF includes measures to protect against wildlife strike, wind shear and turbulence, public safety areas, lighting and reflectivity, wind turbines and helicopter landing sites. The NASF will be implemented via the Aerotropolis SEPP, DCP, Section 9.1 Direction 3.5, precinct planning and master planning processes. It is acknowledged that the full extent of the NASF has not been adopted in the Aerotropolis Plan. The NASF includes new noise contours (N70) which have not been adopted in the Plan.

Safeguarding the operations of the WSA is important, and the principles of the NASF are supported, however, the implementation of blanket limitations this early in planning is potentially detrimental to achieving the objectives of the Aerotropolis Core, including the creation of a vibrant mixed-use precinct.

It is entirely possible that future development proposals on the LOG lands could successfully demonstrate consistency with the aims of the NASF. This more granular level of detailed investigation will be done as part of site constraints and opportunities investigations and detailed reporting at the precinct / master planning and Development Application (DA) phase and are likely to include:

- Site / development specific noise impact assessments;
- Nomination of construction materials, standards and approaches to mitigate impacts of aircraft noise to enable good levels of residential amenity;
- Wind impact assessments;
- Reflectivity and light spill impact assessments;
- Consideration of the OLS and any height obstructions to aircraft operations;
- A more detailed assessment and nomination of public safety areas;
- Wind shear impact assessments; and
- Consolidation environmental impact assessment.

It is important that industrial cities embrace opportunities for mixed use development where possible to create vibrancy and contribute to the 24-hour economy. As such, it is the basis of this submission that greater flexibility be applied at this stage in planning (i.e. within the final Plan) to ensure that zoning best responds to the known conditions of the lands and future development proposals. This will also reduce the need for future rezoning proposals for mixed use over additional lands outside of the current zoning that are later identified as being suitable for such outcomes.

### **Local Case Studies**

The Plan is inconsistent with the approach to land use planning around airports in three other known case studies nearby in Western Sydney. Liverpool and Fairfield Council's current approach to residential development is consistent with the commonly accepted interpretations of AS2021 and are explained below:

#### **Liverpool Local Environmental Plan 2008 (Clause 7.18)**

The Liverpool LEP includes provisions for residential development in areas subject to potential airport noise from Bankstown and Badgerys Creek Airports. The objectives of this clause are that development:

- *has regard to the use or potential future use of each site as an airport, and*
- *does not hinder or have any other adverse impact on the development or operation of the airports on those sites.*

In accordance with commonly accepted interpretations of the Australian Standards, residential accommodation on land where the ANEF exceeds 20, and commercial premises (business, office, retail and tourist/visitor accommodation) on land that exceeds ANEF 25 is prohibited unless it meets the requirements of AS2021-2000 Acoustics-Aircraft noise instruction-building siting and construction.

That is to say, the LEP recognises the ability for development to be sited within the ANEF 20 noise contour if it can demonstrate suitable design solutions and the achievement of good amenity outcomes. There are multiple examples across Liverpool where residential development has been supported in recent times where developments have been able to demonstrate sufficient attenuation measures as part of the DA stage.

#### **Horsley Park – Fairfield City Council**

In 2019, the Structure Plan for Horsley Park resolved issues pertaining to certain lands within the precinct being affected by the ANEC 20-25 contours associated with Western Sydney Airport. The draft preferred Structure Plan by Council and the community is to support development of low density residential, agribusiness and estate homes (1 acre) within the affected area. The solution acknowledges the fact that there are possible design solutions to mitigate the impacts of aircraft noise, to allow residential development within this area.

The Structure Plan has been endorsed by Council and is currently under consideration by the Greater Sydney Commission. It is understood that the issue of potential impacts from aircraft noise on the new residential areas is still a matter for consideration.

#### **Bankstown Local Environmental Plan 2015 (Clause 6.6)**

The Bankstown LEP includes provisions for residential development in areas subject to aircraft noise from the Bankstown Airport. The following provisions highlight how aircraft noise impacts are managed for new residential developments in areas around the airport including Georges Hall and Milperra:

(2) Development consent may be granted to development that is the erection of a dwelling (other than a dwelling house) on land in the vicinity of the Bankstown Airport where the ANEF contour is between 20 and 25 only if the dwelling meets the standards specified in AS 2021—2000.

(3) Development consent may be granted to development that is the erection of a dwelling house or seniors housing on land in the vicinity of the Bankstown Airport where the ANEF contour exceeds 25 only if the consent authority is satisfied that the nature of occupation or internal noise attenuation measures enable reasonable amenity for the occupants.

The LOG lands have been identified as being located 600m to the east of the outer extent of the 20-25 ANEF contour (see Figure 3 below). It is not clearly understood, given the above examples, as to why the subject lands have been excluded from the mixed-use zone area on the basis of aircraft noise considerations.

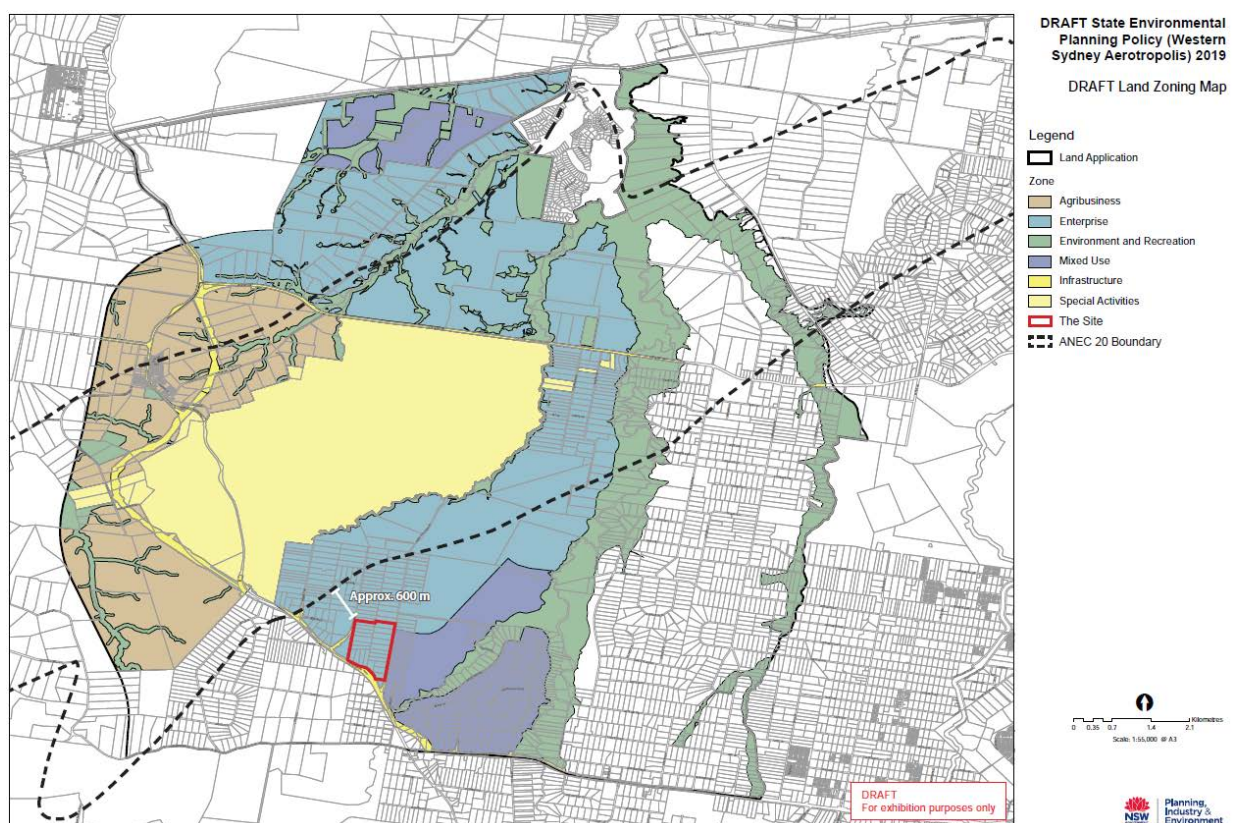


Figure 3 – Aerotropolis SEPP Draft Zoning Map and ANEC 20 Overlay

### A Flexible Approach for the Aerotropolis Plan

The PP have acknowledged the need to develop a framework around land use and development outcomes without limiting ‘flexible approaches’, particularly when precinct planning is still some time away. Discussion about zoning needs to include flexibility in order to let the market dictate levels of interest and utilise precinct approaches to deliver place-based planning outcomes.

In adopting the 20 ANEC restriction to all forms of residential development, the Government is not considering the radical technological advancement driving growth in Aviation - Noise reduction capabilities, advanced avionics and improved operating efficiency will change the way we think about airports. Elon Musk’s idea for the electric (VTOL supersonic jet) plane – the vertical take-off and landing

supersonic jet in itself would completely change land-use planning around the Western Sydney Airport if it was to come to fruition.

Much like the *Future Transport Strategy 2056*, the Aerotropolis Plan needs to consider the implications of rapid technological advancement and ensure that the planning framework does not restrict our ability to harness its full potential. Whether technological advancements result in reduced noise impacts or increased flight capacities, incorporating flexibility into planning decisions will allow these changes as and when they occur.

Constant innovation is changing the way people and business do things and the 'precautionary approach' adopted in the Plan is not the solution. Planning for the Aerotropolis must be fundamentally centred around flexibility, allowing detailed planning to be addressed through the future precinct / master planning and DA processes. The DRLOG understand the general reasoning behind the implementation of the new approach to aircraft noise and safeguarding, but these issues should be resolved at the detailed planning stage, especially where a proposal can suitably justify that other more sensitive uses such as shop top housing can be appropriately managed so as to not impact on amenity or the operations of the airport.

**Recommendations:**

In light of the above, the following consideration and updates to the Aerotropolis Plan and Aerotropolis SEPP are provided:

- The subject lands, and any other lands beyond the outer extent of the ANEC 20-25 contour shown in the plan should be reconsidered for mixed use.
- If the extent of the zone boundaries is fixed at this stage, wording should be included in the Plan and provisions inserted into the SEPP to allow for additional lands in the Aerotropolis Core Precinct to be considered for mixed use development at the precinct / master planning phase where site specific technical reporting is able to demonstrate successful mitigation of all aircraft acoustic impacts to residential and other sensitive uses.
- Incorporate wording into the Plan which allows for greater flexibility in the application of mixed use in response to site specific conditions of the land, development proposals and distance from the final ANEC 20-25 contour. Commensurate provision(s) should be included in the SEPP to avoid the need for future rezoning.
- Incorporate mapping which shows lands beyond the current calculated extent of the 20-25 ANEC contour as a fuzzy area which could be utilised for future mixed-use subject to detailed site investigations and reporting at the DA stage. This map should also form part of the SEPP to provide clarity and statutory consideration for future DAs.

Should you wish to discuss any of the matters contained in this submission, please contact the undersigned on 0428 819 780 or [josh.owen@app.com.au](mailto:josh.owen@app.com.au).

Yours sincerely



**Josh Owen**  
**SENIOR ASSOCIATE PLANNER**  
**APP CORPORATION PTY LIMITED**







27 February 2020

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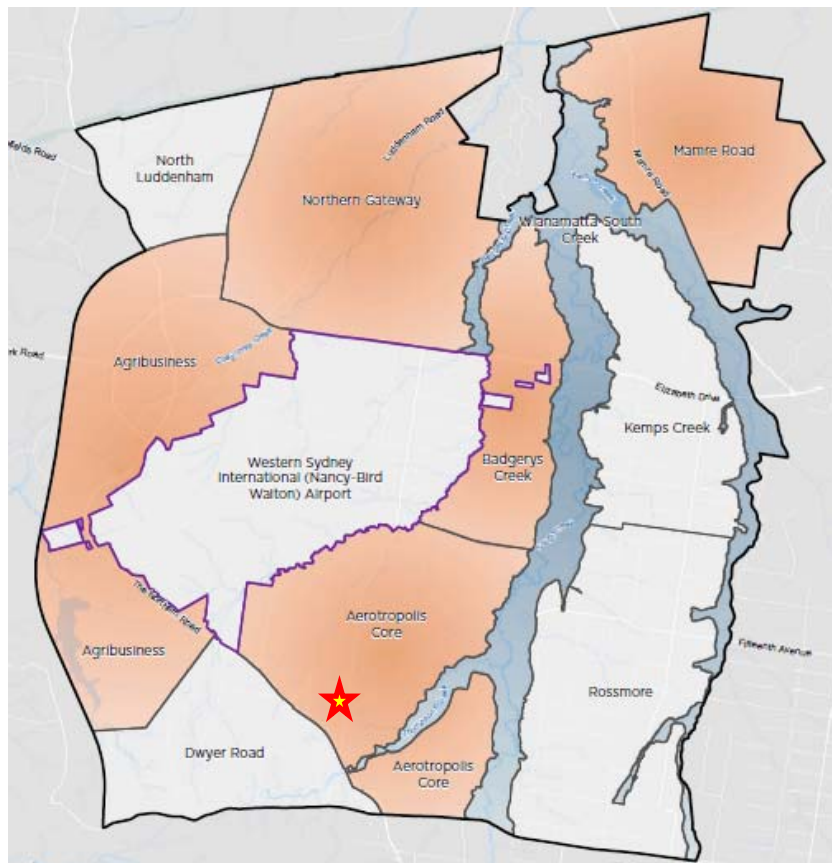
**SUBMISSION IN RELATION TO WESTERN SYDNEY AEROTROPOLIS PLANNING PACKAGE  
ON BEHALF OF PROPERTIES ON BADGERYS CREEK ROAD, BRINGELLY**

**1. INTRODUCTION**

We act as town planning consultants and represent a group of landowners who own properties on Badgerys Creek Road, Bringelly, within the proposed “Aerotropolis Core” of the Western Sydney Aerotropolis. The properties are located at:

- 72-80 Badgerys Creek Road;
- 82-90 Badgerys Creek Road;
- 100 Badgerys Creek Road;
- 102-110 Badgerys Creek Road;
- 120 Badgerys Creek Road;
- 130 Badgerys Creek Road; and
- 140 Badgerys Creek Road.

The approximate location of these properties within the Western Sydney Aerotropolis is shown in Figure 1.



**Figure 1** Approximate location within the Aerotropolis of properties on behalf of which this submission is made (shown by star)



PLANNING INGENUITY

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Wollongong NSW 2500  
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The site, which includes seven (7) properties (as identified above), is a significant landholding of approximately 20.5ha in size with street frontage of approximately 670m, located on the western side of Badgerys Creek Road, as shown in Figure 2.



**Figure 2** Location of properties on behalf of which this submission is made (outlined red)

We have been instructed to make a submission in relation to the draft planning documents for the Western Sydney Aerotropolis which are on public exhibition until 28 February 2020 – namely, the *Draft Western Sydney Aerotropolis Plan*, the *Western Sydney Aerotropolis Discussion Paper on the proposed State Environmental Planning Policy*, and the *Draft Western Sydney Aerotropolis Development Control Plan Phase 1*.

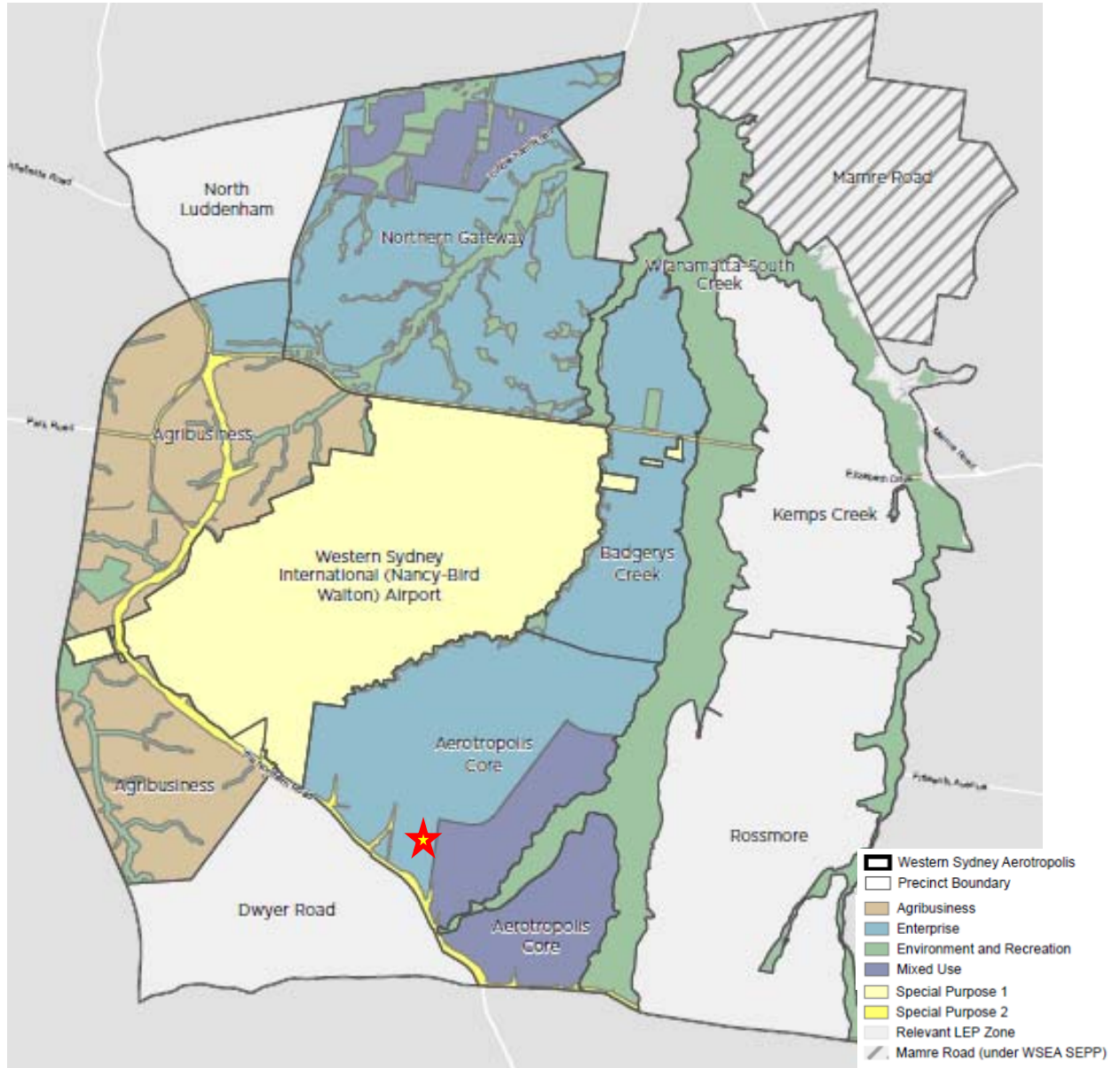
Specifically, the landowners wish to address the Regional Parkland Investigation Area that is shown to affect their land.

## 2. THE SITE WITHIN THE DRAFT PLANS

The *Draft Western Sydney Aerotropolis Plan* identifies 10 precincts based on opportunities and constraints, as well as likely future character and connectivity. The subject properties are within the “Aerotropolis Core” precinct which is intended to be a high order employment-focused metropolitan centre. The Aerotropolis Core will greatly contribute to the Western Sydney Economic Corridor and forms part of the Metropolitan Cluster as identified in the Western City District Plan. The “Aerotropolis Core” precinct is one of the six (6) initial precincts to be planned and delivered.

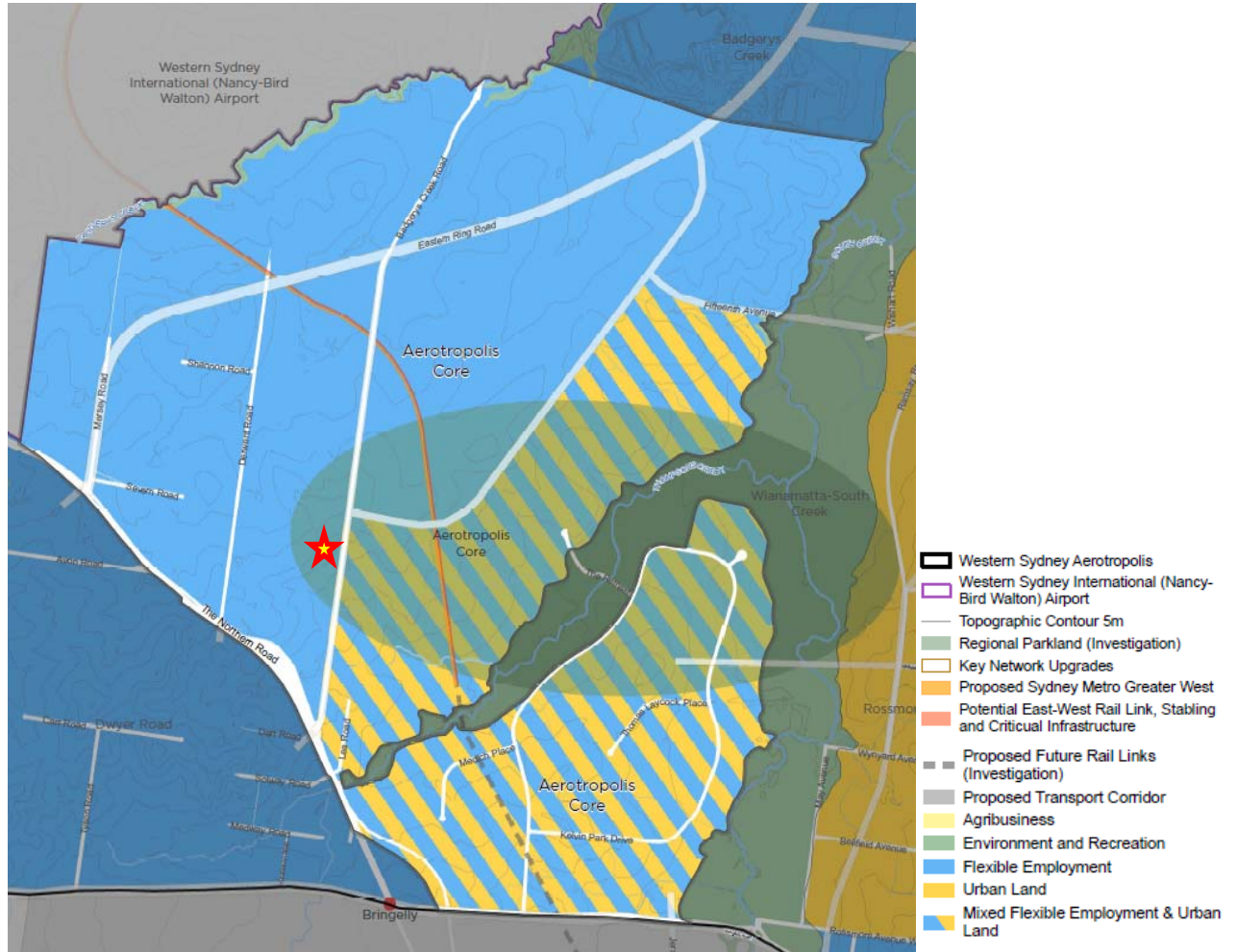
The proposed zoning for our clients’ properties is “Enterprise” as illustrated in Figure 3. The *Western Sydney Aerotropolis Discussion Paper on the proposed State Environmental Planning Policy* outlines that the intent of the Enterprise zone is to permit land uses complementing the functions of the city and the Airport as a 24 hour transport hub. The zone will enable uses typically associated with employment lands, supporting a range of commercial and industrial sectors that have synergies with the Airport. Residential accommodation will not be permissible within the Enterprise zone.





**Figure 3** Proposed zoning across the Aerotropolis, submitters properties within an “Enterprise” zone (site shown by star)

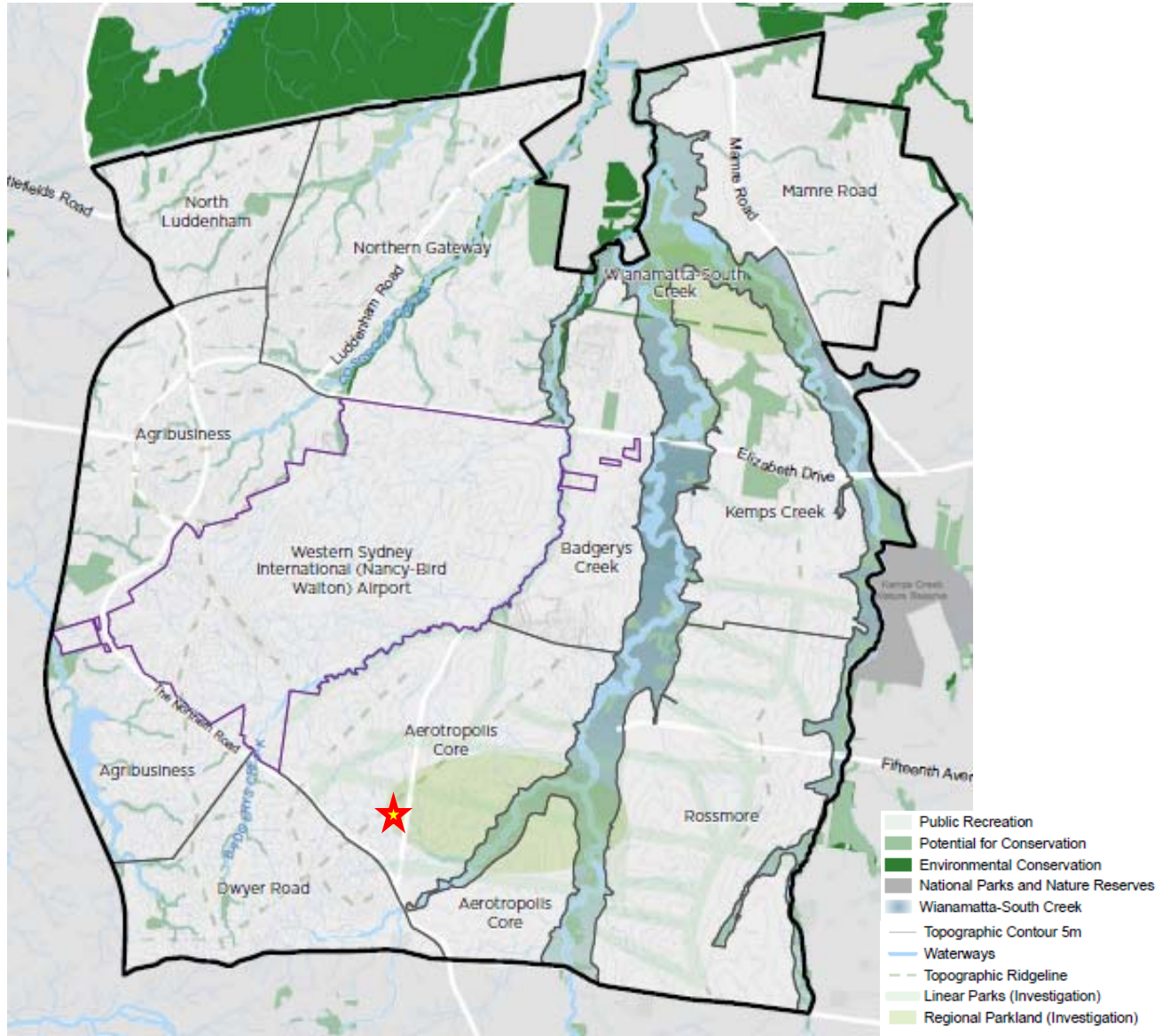
The Aerotropolis Core Structure Plan identifies our clients’ properties as within a “Flexible Employment” area, as shown in Figure 4. The Structure Plan also highlights a broad area for investigation as Regional Parkland, which encompasses our clients’ properties.



**Figure 4** Approximate location of properties in relation to the Aerotropolis Core Structure Plan (shown by star)

The *Draft Western Sydney Aerotropolis Plan* sets out a “Blue-Green Grid” i.e. the network of blue and green spaces including waterways, riparian areas, bushland, parks and open spaces, tree canopy and private gardens. Two regional park investigation areas are identified in the north and south of the Aerotropolis along the Wianamatta-South Creek corridor. The subject properties are within the broad area identified for investigation for the southern regional park, which is described as follows:

*“The southern regional park will connect the environmental setting of the Wianamatta–South Creek corridor to urban areas in the Aerotropolis Core.”*



**Figure 5** Approximate location of properties in relation to the Blue Green Infrastructure plan (shown by star)

### 3. SUBMISSION OF ISSUE(S)

In general, our clients are in support of the scheme for the Aerotropolis and in particular the planning for the Aerotropolis Core precinct in which their properties are located, subject to the more detailed precinct plan which are anticipated to be on exhibition by mid-2020.

However, our clients have concerns regarding the location of their properties within the Regional Parkland (Investigation) area of the Aerotropolis Core, which they consider would be better located elsewhere within the Precinct, as outlined below.

#### 3.1. Regional Parkland (Investigation) Area

The approach of the *Western Sydney Aerotropolis Plan* (WSAP) to follow a ‘landscape-led’ planning approach is supported. As outlined in the WSAP, the Wianamatta-South Creek green spine is the focus of the “blue-green network” and the intention of the southern regional park is to connect the Creek to urban areas in the Aerotropolis Core. Our

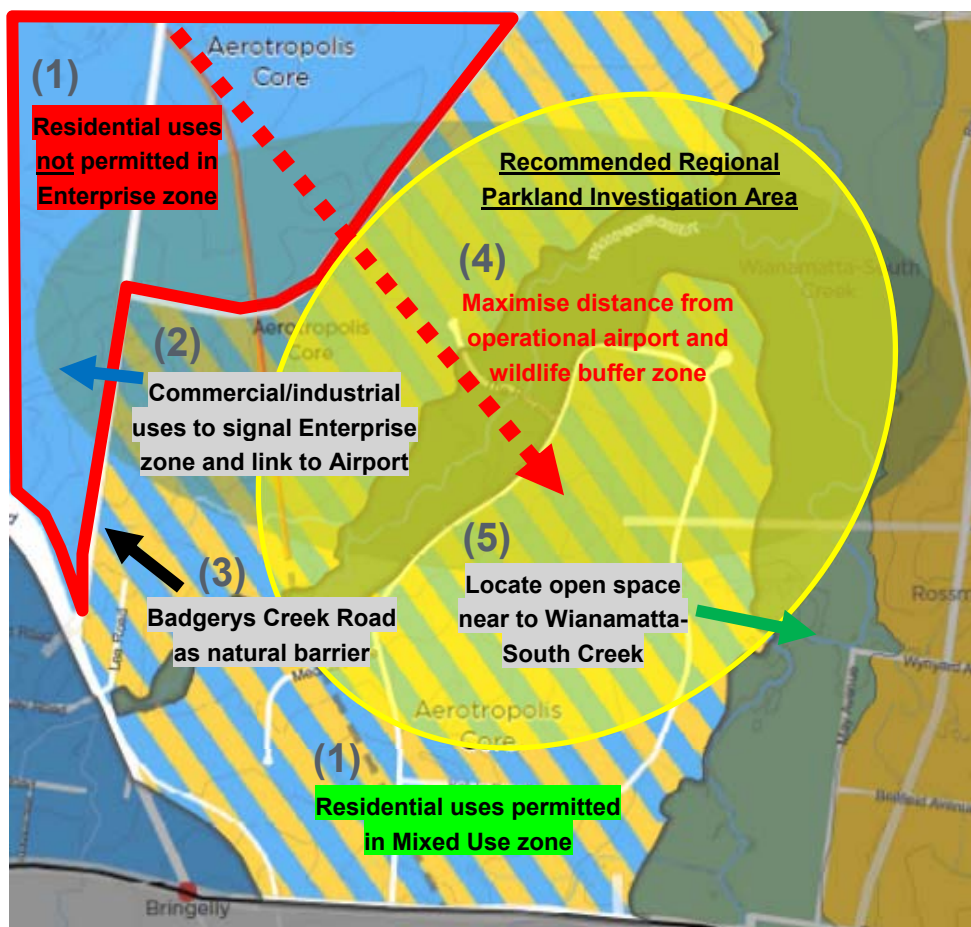


clients agree that the Creek is an important resource which should be preserved, enhanced and made accessible particularly to future residents of the area.

Our client's properties are located within the area identified for investigation for a southern regional park. It is noted at this stage of planning that the investigation area is very broad, and that the potential and/or location of the parkland elements will be determined during future detailed precinct planning.

On behalf of our clients, we submit that the southern regional park is best located in the east/south-east of the Aerotropolis Core precinct, and should be confined within the area zoned as "Mixed Use" rather than in the area of land to the west of Badgerys Creek Road. The primary reasons for this position are as follows (illustrated in Figure 6 and elaborated on in detail below):

- Residential uses are not permitted in the Enterprise zone to the west of Badgerys Creek Road, and the park should be in proximity to residential uses (Point (1) in Figure 6);
- Badgerys Creek Road provides a link into the operational airport and signals the zone boundary between Mixed Use to the east and Enterprise to the right and is appropriate for commercial/industrial development with synergies to the Airport (as per the intent of the Enterprise zone) (Point (2) in Figure 6);
- Badgerys Creek Road is a natural existing barrier, with the Park appropriately confined to the east of the road (Point (3) in Figure 6);
- The park should be as far from the operational airport to the north-west and away from the 3km wildlife buffer zone (Point (4) in Figure 6); and
- The park should be in proximity to Wianamatta-South Creek in the east of the Precinct (Point (5) in Figure 6).



**Figure 6** Recommendation for Regional Parkland Investigation Area to be located in east / south-east of the Precinct





### Proximity to Residential Development

Key open space areas should be in proximity to residential development to provide improved amenity and liveability outcomes. The “common implementation strategies” of the WSAP (Section 7.1.2) include to plan for an increase in the proportion of homes within a 10-minute walk of quality public green and open space.

Residential development will not be permitted in the Enterprise zone, and is rather to be allowed for in the Mixed Use zone in the south-east of the precinct. One reason for this is to allow for residential use on land not affected by the ANEC/ANEF 20 and above contours associated with the operational airport located north-west of the precinct, and to focus residential communities within 800 metres or a 10-minute walk of the Metro station.

With the potential to accommodate 20,000 - 24,000 residents in the Aerotropolis Core, ensuring ease of access to open space is of prime importance in considering the appropriate location of the southern regional park.

With residential development not permitted in the Enterprise zone, it is not logical to provide a key area of open space within this zone. Therefore, the southern regional park should be confined within the Mixed Use zone where residential development is to be permitted.

It is noted that linear parks are proposed to be incorporated throughout the Precinct which will allow for open space to be accessible to workers in the Enterprise zone.

### Badgerys Creek Road

Given that Badgerys Creek Road will be a feeder road into the operational airport site and signals the zone boundary between Mixed Use to the east and Enterprise to the west, it would be appropriate for properties to the west of Badgerys Creek Road to signal the change in land use and provide for commercial/industrial development in accordance with the intent of the Enterprise zone which is to permit land uses complementing the functions of the city and the Airport as a 24 hour transport hub with uses that have synergies with the Airport.

The Aerotropolis Core precinct is envisaged to deliver 50,000 – 60,000 jobs, leveraging the positive economic impact of the adjacent airport and creating Greater Sydney’s next global gateway. As such, it is important that the Enterprise zone be enabled to deliver the necessary commercial/industrial development to support this vision. The land owned by our clients is in an appropriate position for such land uses.

Further, Badgerys Creek Road is an existing physical barrier or boundary which would logically restrict the extent of the regional park i.e. to contain the park within the area to the east of the road. It is also logical to restrict the regional park to the east of Badgerys Creek Road given the zoning to the east of Badgerys Creek Road is Mixed Use and to the west is Enterprise.

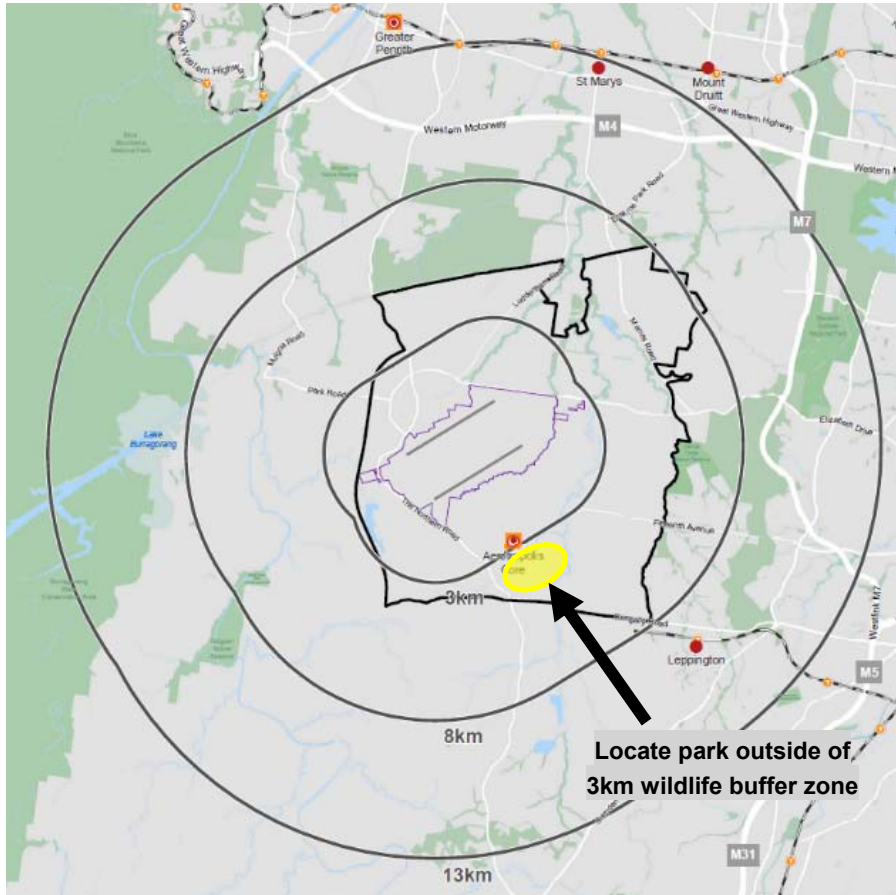
Further, given the size of the precinct at approximately 1,382ha there is a considerable area to the east of Badgerys Creek Road to accommodate a sizeable regional park without the need to extend over Badgerys Creek Road to the west.

### Wildlife Buffer Zone

Another reason to provide the southern regional park towards the east/south-east of the precinct is to reduce the potential for wildlife strike. As shown in Figure 7, the 3km wildlife buffer zone falls roughly in the middle of the Aerotropolis Core precinct. Locating the open space as far towards the south-east, away from the operational airport, would assist with minimising the potential for wildlife strike associated with the operational airport.

The WSAP recognises the benefits of a Blue-Green Grid to provide improved amenity and liveability outcomes, whilst also recognising the “need to limit wildlife attraction within the vicinity of the Airport” (Section 7.2.3 of the WSAP). The WSAP recognises that the potential for wildlife strike will influence the location of parks, and this will be addressed in precinct planning.





**Figure 7** Wildlife Buffer Zone map (Source: *Western Sydney Aerotropolis Plan*)

### Proximity to Wianamatta-South Creek

As outlined in the WSAP, the Wianamatta-South Creek green spine is the focus of the “blue-green network”. It is noted that the intention of the southern regional park is to connect the Creek to urban areas in the Aerotropolis Core, and that the overarching purpose of the southern regional park is to *“protect and improve the ecology of the northern regional park through the restoration of the creek and improved waterway health”*.

Therefore the location of the open space should be in proximity to the Wianamatta-South Creek, in the eastern portion of the Aerotropolis Core, rather than extending into the western portion of the Precinct. This will ensure that the Wianamatta-South Creek corridor is a “shaded, central lifestyle feature” as desired by the WSAP and will maximise the interface with the Wianamatta-South Creek and maintain access to the Creek to promote green open space and recreation uses as per the “common implementation strategies” in Section 7.1.2 of the WSAP.

## 4. CONCLUSION

This submission outlines the proposition that the southern regional park is best located in the east/south-east of the Aerotropolis Core precinct, and should be confined within the area zoned as Mixed Use rather than in the area of land to the west of Badgerys Creek Road, for the following primary reasons:

- Residential uses are not permitted in the Enterprise zone to the west of Badgerys Creek Road, and the open space should be in proximity to residential uses;
- Badgerys Creek Road provides a link into the operational airport and signals the zone boundary between Mixed Use to the east and Enterprise to the right and is appropriate for commercial/industrial development with synergies to the Airport (as per the intent of the Enterprise zone);

- Badgerys Creek Road is a natural existing barrier, with the Park appropriately confined to the east of the road;
- The park should be as far from the operational airport to the north-west and away from the 3km wildlife buffer zone; and
- The park should be in proximity to Wianamatta-South Creek in the east of the Precinct.

It is noted at this stage of planning that the investigation area for the southern regional park is very broad, and that the potential and/or location of the parkland elements will be determined during future detailed precinct planning. It is requested that the detailed precinct planning for the Aerotropolis Core precinct provide for the southern regional park to be within the Mixed Use zone to the east of Badgerys Creek Road.

We would appreciate the opportunity to discuss this submission further and/or should you require any further clarification, please do not hesitate to contact our office.

Yours faithfully,  
Planning Ingenuity Pty Ltd



Jeff Mead  
**MANAGING DIRECTOR**