



27 February 2020

Western Sydney Partnership
PO Box 257
Parramatta NSW 2124

Sent by Email

Dear Sir/Madam,

**SUBMISSION ON THE DRAFT WESTERN SYDNEY AEROTROPOLIS PLAN AND
WESTERN SYDNEY AEROTROPOLIS DISCUSSION PAPER ON PROPOSED STATE
ENVIRONMENTAL PLANNING POLICY**

On behalf of the landowner, EG has prepared this submission in relation to both the *Draft Western Sydney Aerotropolis Plan* and the Discussion Paper regarding the accompanying *State Environmental Planning Policy (SEPP)* as it impacts land at [REDACTED] Badgerys Creek Road, Badgerys Creek (the Site). We object to the Site's proposed new Enterprise zoning under the *SEPP* and seek that the zoning of the Site revert to the original Mixed Flexible Employment and Urban Land designation as shown in the *Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan*.

The Site should be zoned Mixed-Use as there are strong strategic and planning reasons why this should occur. By simply moving the proposed North-South road by approximately 200 m further to the north onto Commonwealth Land, the fragmentation of land would be avoided to create a more functional precinct; residential uses would allow the revitalization of this area in and around the new core Train Station; and provide for much greater 24 hour/7 days per week patronage of the new rail line. It will also provide a considerable infrastructure cost saving to Government of some \$15 million by not having to compulsorily acquire private land. These reasons are explained further in our Submission.

The Site has an area of 2.02 hectares and is located within the Aerotropolis Core Precinct of the *Draft Western Sydney Aerotropolis Structure Plan* (refer to **Figure 1** overleaf for Location Plan). The Site was previously located in the heart of the “Mixed Flexible Employment and Urban Land” area in the *Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan*.

The Site is now located on the southern boundary of the Enterprise Zone as per the *SEPP*, adjacent to the proposed North-South road which connects to the Eastern Ring Road and separates the boundary between zones. Refer to **Figure 2** and **Figure 3** to show the Site’s location between Structure Plans.

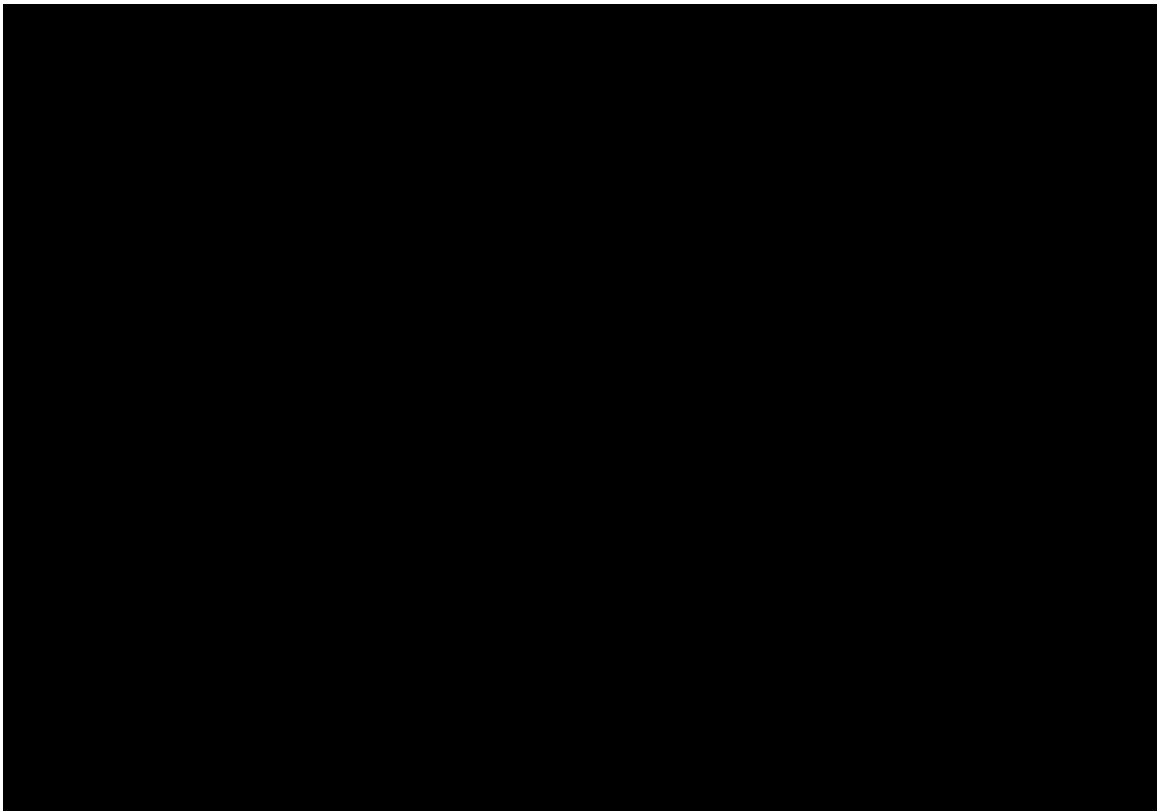


Figure 1- Site Location Map (Aerial View). Source Google Maps.

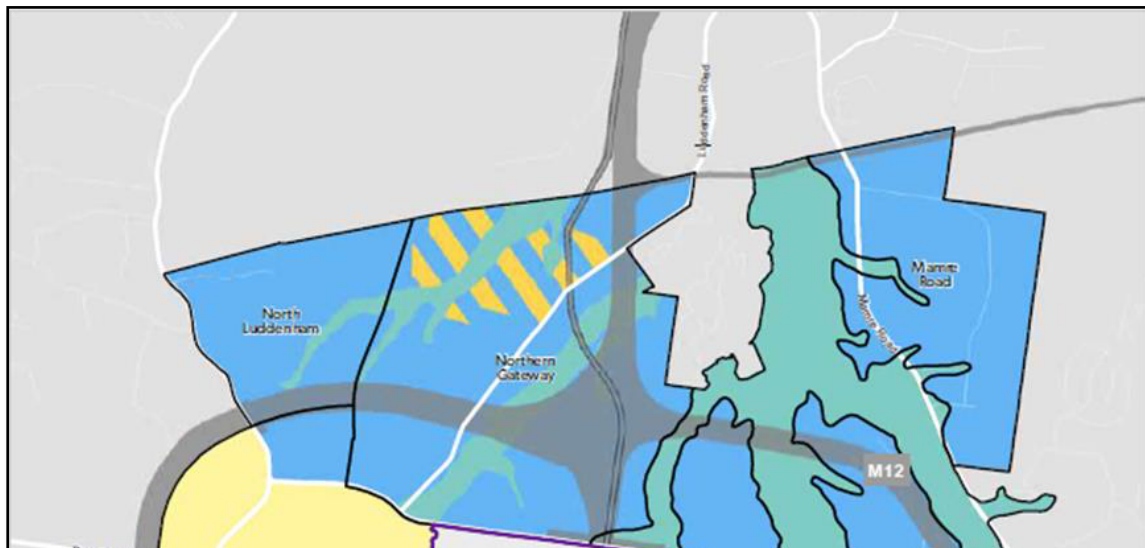


Figure 2 Site Location in the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan (August 2018) (Previous Structure Plan), showing that the Site is located within the heart of the Flexible Employment Land/Urban Land area.

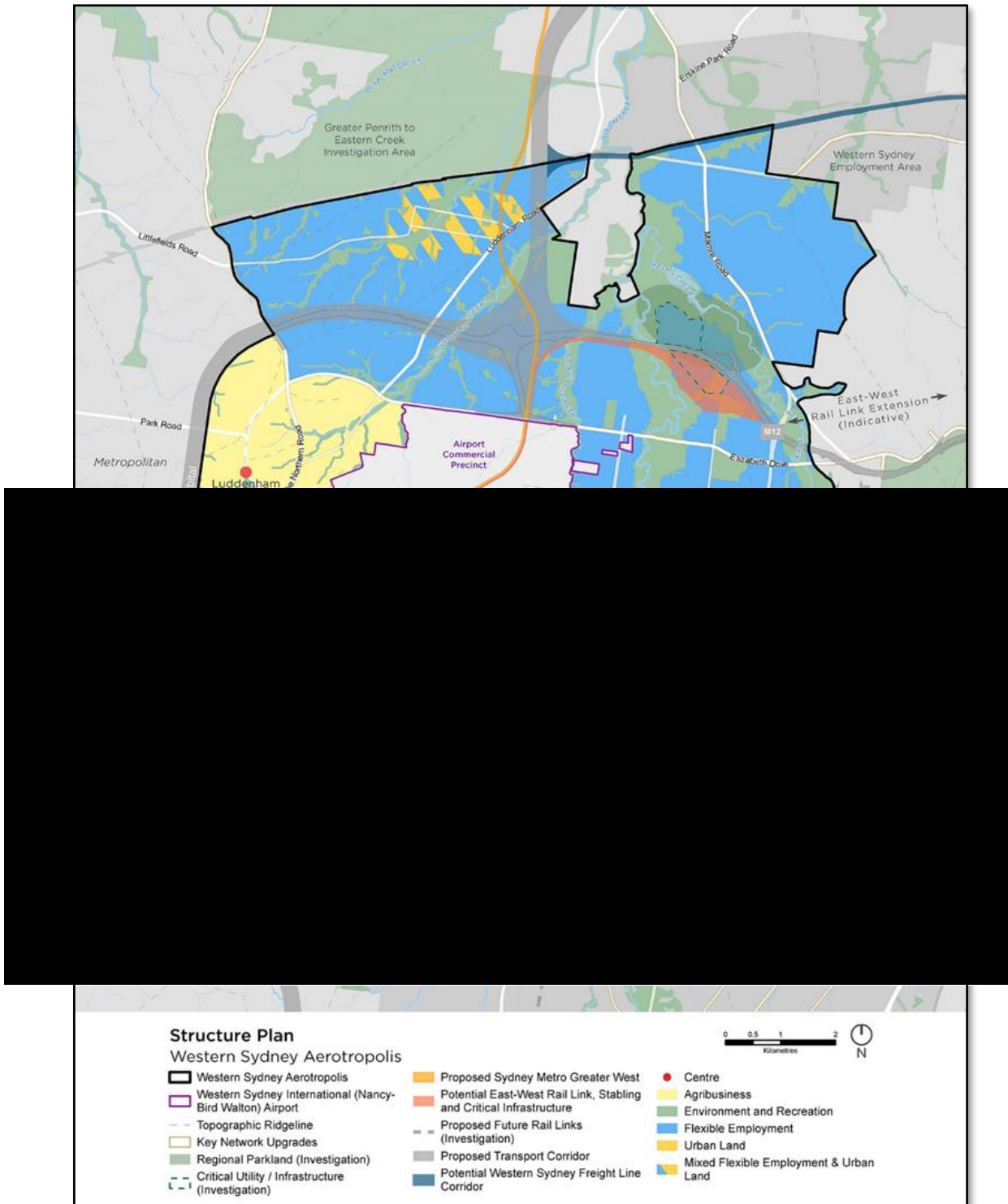


Figure 3 Site Location in the Western Sydney Aerotropolis Plan (December 2019) (Current Structure Plan), showing that the Site is located within the Flexible Employment Zone, which equates to the Enterprise Zone in the SEPP.

We are of the strong view that the Site should be zoned Mixed-Use and would help better facilitate the objectives of the *Draft Western Sydney Aerotropolis Plan* for the following reasons:

1. The Site is located likely within 200 m walking distance of a new Core Station as part of the Sydney Metro Greater West. Even though the exact location of the Station has not been finalised, the *North-South Rail Line and South-West Rail Link Extension Corridors Draft Strategic Environmental Assessment* prepared by Transport for NSW (31 January 2018) shows that a station will be located in close proximity to the Site. Refer to **Figure 4** below.
2. Land within 800 m of the station should maximise the amount of residential, business and leisure space within walking distance of public transport in order to fulfill the objectives of Transit-Oriented Development. The *Draft Western Sydney Aerotropolis Structure Plan* also specifies that residential development will be limited to being within walking distance of public transport” (800 m) in order to create a compact, walkable and vibrant centre achieving the vision set out for the Western Parkland City by the Greater Sydney Commission. Refer to Page 44 of the *Draft Western Sydney Aerotropolis Plan*.
3. The Mixed-Use zone component is much smaller in proportion to the overall commercial use provided in the Structure Plan. There are logical, commercial and planning reasons why there should be more Mixed-Use within 400 m of a new train station. Pure commercial uses near a rail mode would only allow 9am to 5pm/ Monday to Friday commuters to use the rail line. Residential uses would provide for much greater patronage of the new rail line.
4. The proposed new north-south road would result in a need for the Government to compulsorily acquire existing private land at [REDACTED] Badgerys Creek Road and/or [REDACTED] Badgerys Creek Road, Bringelly. A more logical alternative would be for the North-South road to shift approximately 200 m north to be located on Commonwealth Land, as this would result in considerable cost savings from not requiring to compulsorily acquire private landowner’s land. This would result in cost savings of up to \$15 million for the Government. Refer to **Figure 5 and Figure 6**. Shifting the proposed north-south road would also allow a more logical zoning pattern to occur.
5. As a result of the current Structure Plan layout, the Site [REDACTED] 2 [REDACTED] properties ([REDACTED] Badgerys Creek Road, Bringelly) which will have a fragmentation issue. To the north of the Site, there are 115 hectares of land respectively owned by the Commonwealth of Australia and 308 hectares of land owned by Citiwest Developments Pty Ltd. The proposed North-South road in its current location would create a site isolation issue to the south of the site and accordingly the proposed north-south road should shift by approximately 200 m north to be located on the Commonwealth Land in order to rectify the issue. This would result in the land owned by the Commonwealth of Australia to neighbor the land owned by Citiwest Developments Pty Ltd. In addition, this would enable

the properties at [REDACTED] Badgerys Creek Road to combine with the neighbouring land to the south at [REDACTED] Badgerys Creek Road, Bringelly.

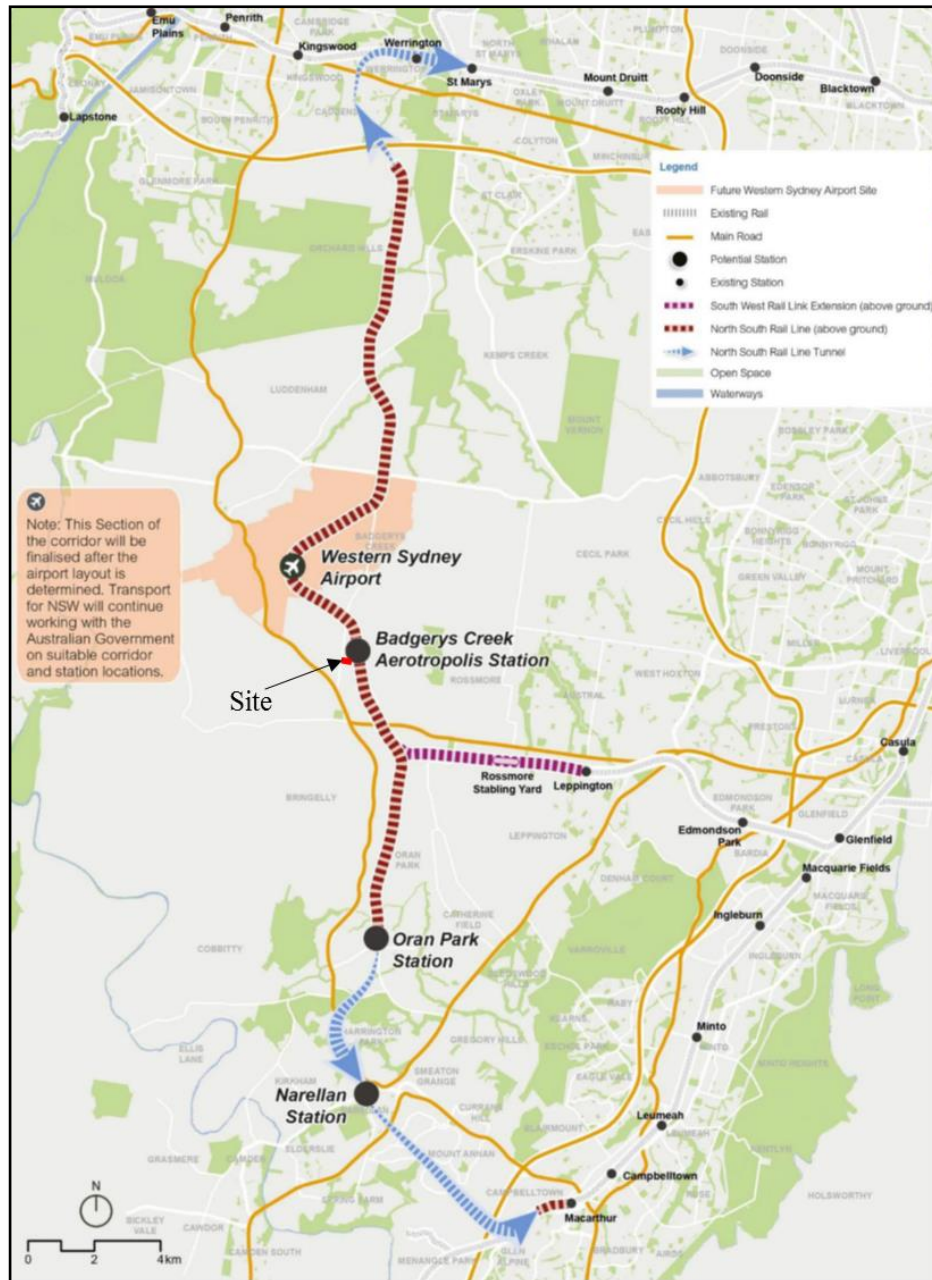


Figure 4 Site Location in context of the North-South Rail Line and South-West Rail Link Extension Corridors Draft Strategic Environmental Assessment, Transport for NSW (31 January 2018).

As shown in **Figure 4**, Badgerys Creek Aerotropolis Station is located within the immediate vicinity of the Subject Site.

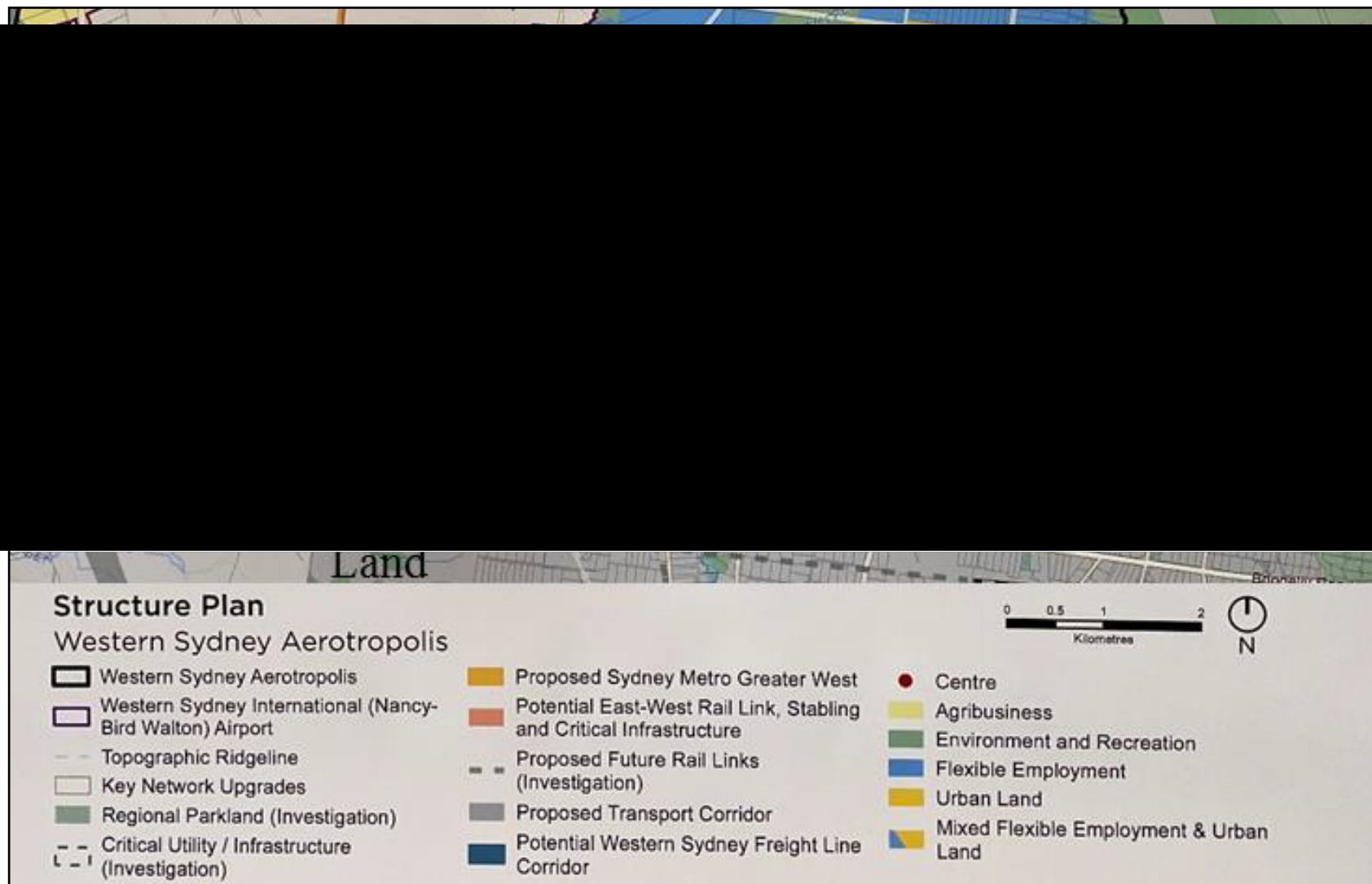


Figure 5 Plan showing the suggested location of the new road on Commonwealth Land in relation to the Site.

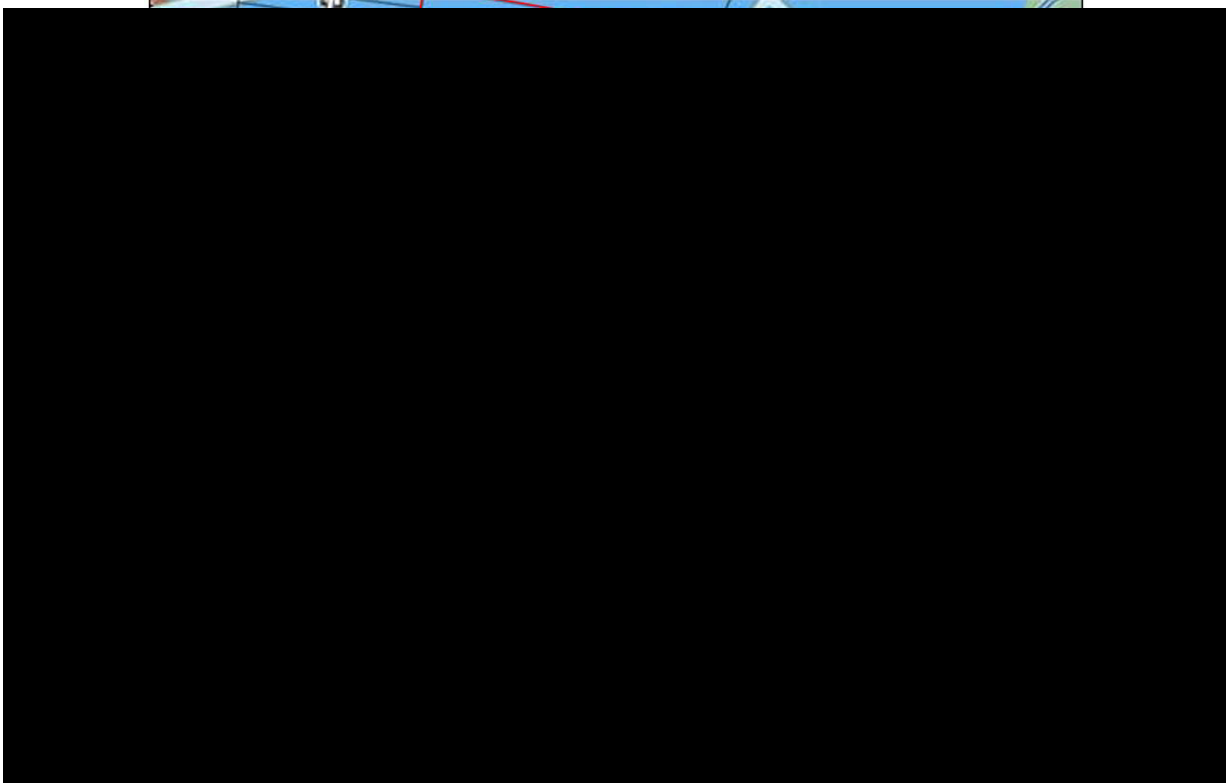


Figure 6 Plan showing the location of the Citiwest Developments Pty Ltd Site.

6. The site is also well suited to be used for Mixed-Uses including Residential Development and other sensitive uses as it is not affected by the Australian Noise Exposure Contour (ANEC). The Site is in fact located outside of the Australian Noise Exposure Concept (ANEC) 20 which is generally regarded as being acceptable for new residential development. Further, any residential development would not be subject to specified design and construction standards to reduce noise from the airport operations.

The potential use of the Site for residential development would therefore satisfy the objectives of the Mixed-Use Zone in relation to aircraft noise, which are as follows:

“To ensure there are no sensitive land uses (such as residential, aged care, early education and childcare, educational establishments and hospitals amongst other uses) located within the ANEC 20 and above contours”.

“To 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”.

(Refer to Page 17 of the Discussion Paper on the new SEPP).

In light of the reasons above and the Site's close proximity to the new Core train station, we reiterate that the Site would best be zoned Mixed- Use. There also appears to be no significant planning reasons to suggest mixed use would not be appropriate, especially as the Site is outside the Australian Noise Exposure Concept 20 and would not impact residential development. We would greatly appreciate if the above submission is considered to inform a final version of the *Draft Western Sydney Aerotropolis Structure Plan* and accompanying *SEPP*.

We look forward to your positive response and to meeting with you to discuss further.

Yours faithfully,



Diana Brajuha BTP (Hons), M Pro.Dev, MPIA

Head Planner