



13 March 2020

Mr Andrew Jackson Director, Planning Partnership
Western Sydney Planning Partnership
PO Box 257,
Parramatta NSW 2124

Via DPIE Planning Portal

Dear Andrew

Luddenham Property Group submission on the Western Sydney Aerotropolis Planning Package

This submission has been prepared by Elton Consulting on behalf of the Luddenham Property Group (LPG). LPG are the registered owners of circa [REDACTED] hectares of land approximately [REDACTED] to the site of the new Western Sydney Airport (see **Figure 1**)

Elton Consulting was established over 30 years ago and is a WSP company – a publicly listed services group with over 49,000 employees globally. Elton Consulting has been working closely with Silky and AustCorp on its diverse property portfolio and has specialist experience in strategic planning and statutory planning particularly in Western Sydney.

LPG welcomes the opportunity to provide input into the next stage of the Western Sydney Aerotropolis Plan (WSAP). A collaborative and participatory approach is beneficial to the outcomes that will be realised for the precinct and the greater region.

We have previously made submissions in respect to this site on the Stage 1 Land Use Infrastructure Implementation Plan (LUIIP), Greater Sydney Commission's District Plan, M12 alignment and access with the RMS. We have also engaged with TfNSW in relation to the upgrade of Elizabeth Drive [REDACTED].

More recently we have been in discussions with a number of our adjoining neighbours to the west, including land parcels that would provide a more effective access arrangement.

SEPP Discussion Paper

It is understood that the proposed SEPP will provide the primary development controls for the Aerotropolis, zoning land for urban, environmental, recreational and infrastructure purposes, establishing appropriate development controls, permitting compatible land uses next to an airport, and requiring the protection of native vegetation and natural areas.

The SEPP covers an area of approximately 11,200 ha and will:

- » implement the WSAP;
- » set the boundary for the Aerotropolis and the area to which the proposed SEPP applies;
- » define precincts within the Aerotropolis;



- » apply land use zones throughout the Aerotropolis, with the Airport site remaining subject to the Airports Act 1996 (Cth);
- » set strategic objectives for future planning within the area;
- » outline planning controls, using mapping for some of those proposed controls;
- » identify transport corridors and utility sites required to service the Aerotropolis; and
- » outline approval pathways.

The SEPP will provide the zoning for the land and be finalised mid-2020. Following rezoning, precinct planning will provide greater land use guidance for development to occur within the Aerotropolis Core, Northern Gateway, Badgerys Creek and Agribusiness Precincts. Detailed master planning for specific sites within a precinct planning may be permitted to commence ahead of completion of broader precinct planning.

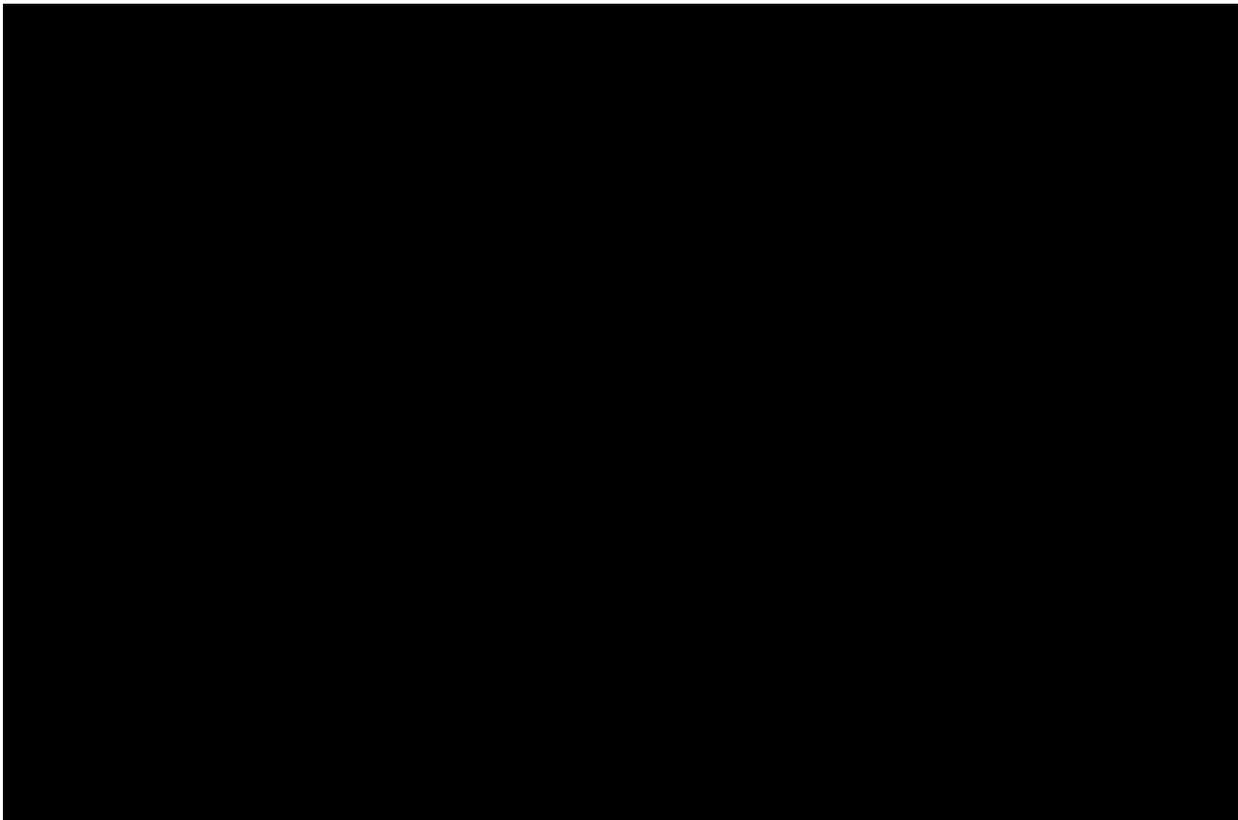
We also understand that the SEPP will provide a framework for precinct plans, these plans will include a Precinct Structure Plan and that development cannot occur until these plan have been incorporated into the SEEP. However, a master plan process will be available, under limited circumstances, for site areas in excess of 100ha and be undertaken concurrently with precinct planning.

Given the location and opportunity the Site and adjoining land provides, we anticipate pursuing this option for the delivery of development on the site and the earliest possible opportunity.

Site Context

Luddenham Property Group have a parcel of land [REDACTED] at Luddenham, [REDACTED] within the Northern Gateway Precinct. The site is identified in **Figure 1**. As noted above we are in discussion with adjoining landowners immediately west of the LPG site. We recognise that a larger development area will provide improved opportunities for access and the efficient development of the wider precinct.

Figure 1 Site Context





[REDACTED]

In terms of the Planning Package, our greatest concern is that the mapping provided appears to favour an environment and recreation zone for land [REDACTED]. This is the area in Figure 1 marked as the chain of farm dams and is better illustrated in **Figure 2** below.

This is a highly modified drainage corridor that has been subjected to many years of intensive farming. While we recognise the need to manage drainage across the precinct, we are concerned that the proposed zone boundary has been created at a scale that does not reflect the actual historical development. The area has been subject to intensive agricultural uses that have been largely unregulated and undocumented resulting in a highly modified landscape.

The zone, in relation to the site, is shown in **Figure 3**.

Figure 2 Subject Site

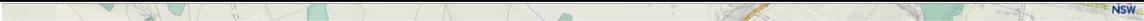
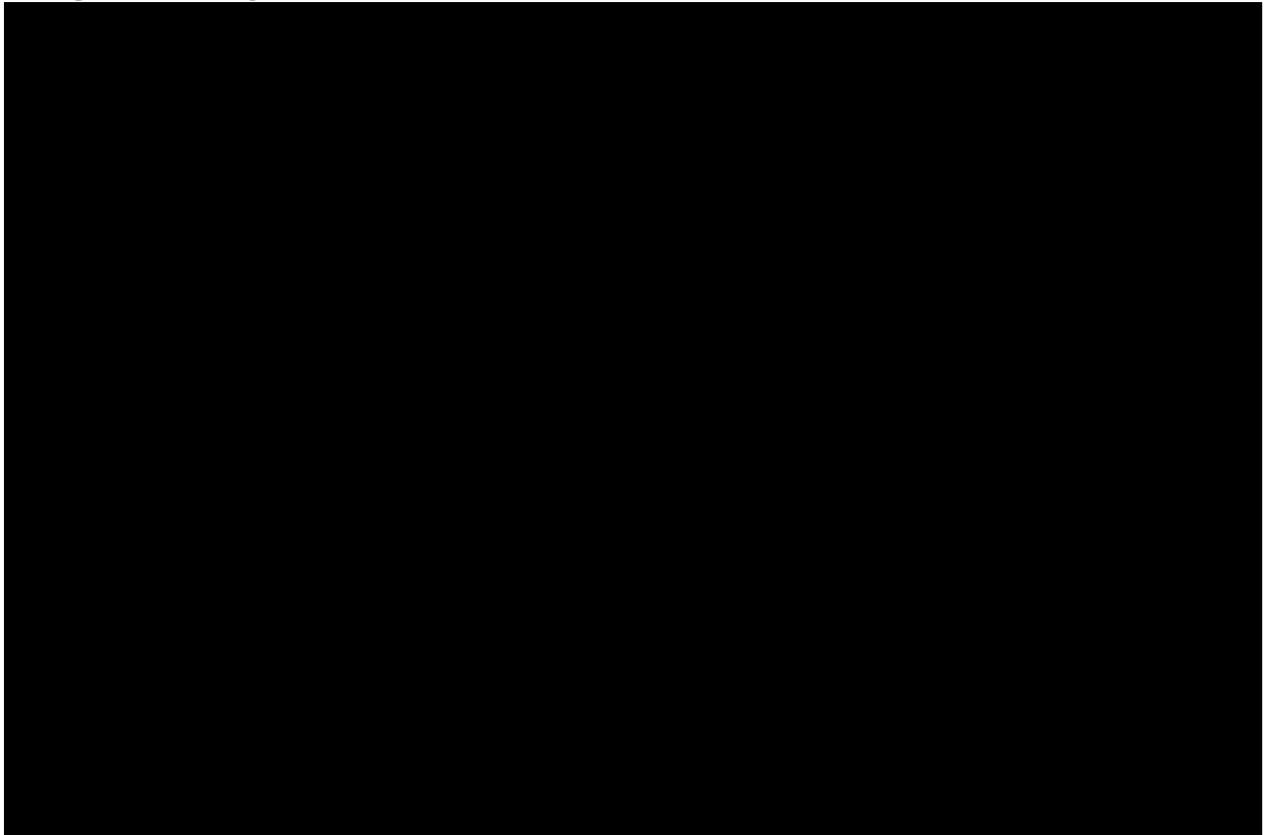
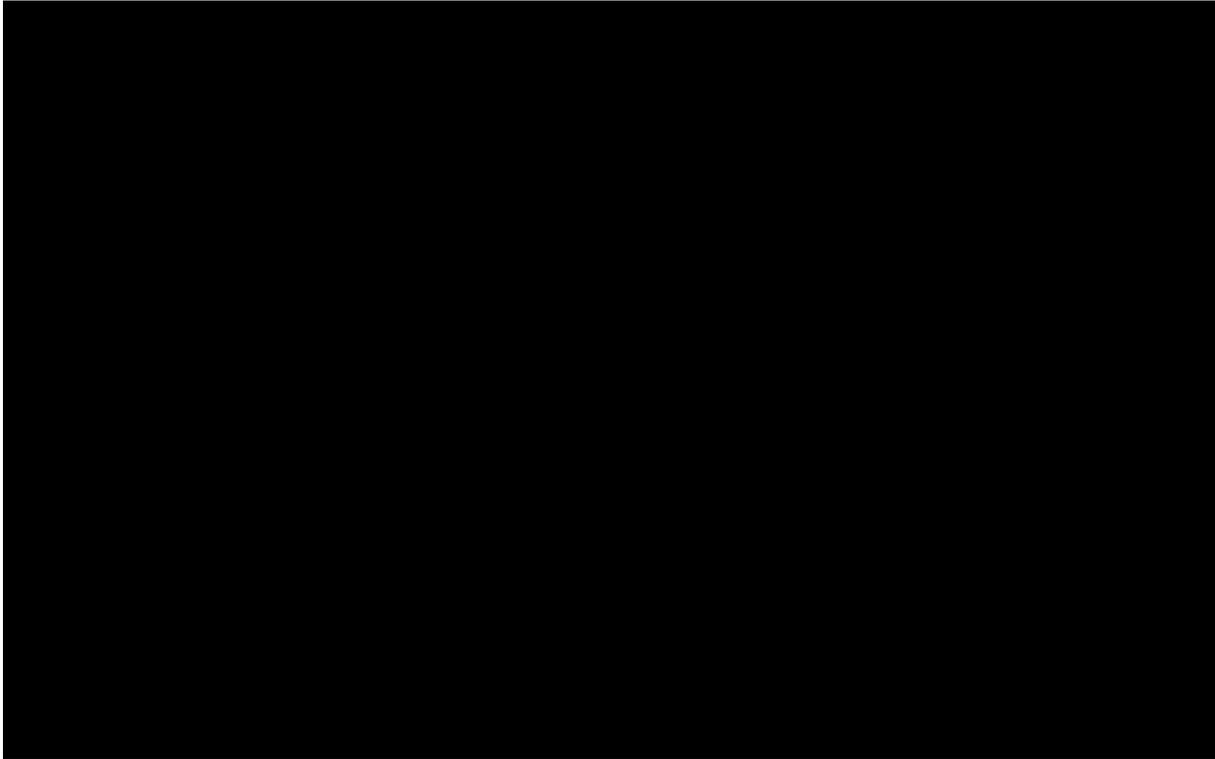




Figure 3 Propose Zones



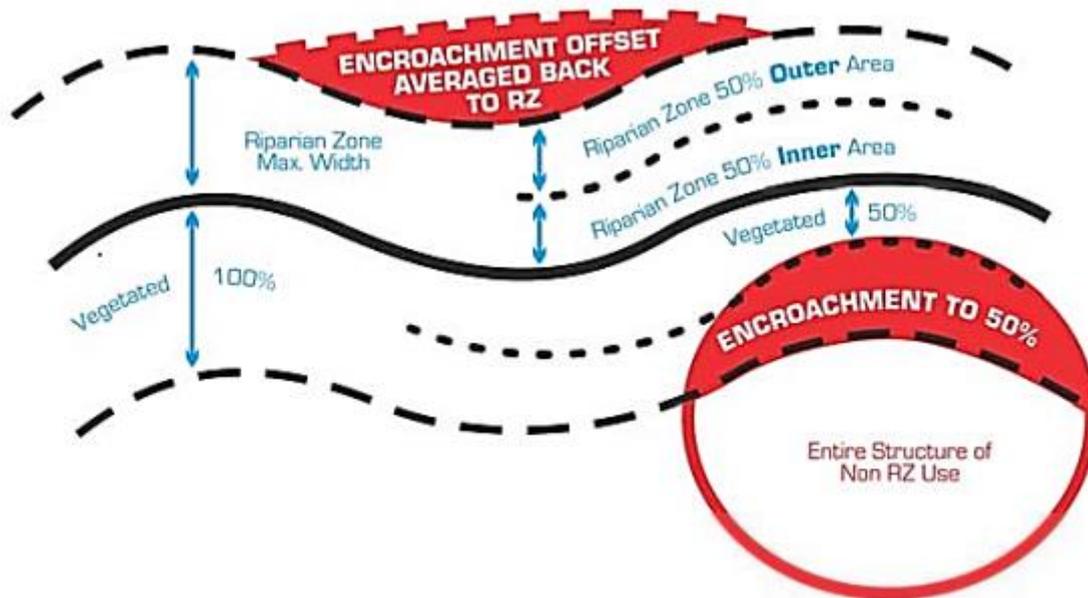
Blue Green Grid and Environment and Recreation Zone

We support the creation of the blue-green grid for the Western Parkland City. However, the creation of this grid should be via the *Water Management Act 2000* (The Act) with the creation of Riparian Corridors and not flooding extents.

Using the National Resources Access Regulator's (NRAR) *Guidelines for Controlled Activities on Waterfront Land - Riparian Corridors* (The Guidelines) provides flexibility using the "averaging rule" for development to encroach in the outer 50% of the riparian zone and provide additional riparian corridors in other areas to compensate. This provides efficient and logical development edges and allows roads to address the riparian zones, providing access to the passive open space and also acts as a fire setback. This shown below.



Figure 4 The Averaging Rule



In addition to this, any earthworks, rationalising of the flood extents, or stream realignment (undertaken in accordance with The Guidelines) which may be undertaken to suit a particular site constraint or development layout would require a rezoning. This will create unnecessary red tape and slow down the delivery of employment lands that will underpin the success of the Airport and Aerotropolis, particularly in the initial phases.

Using the existing controls of the *Water Management Act* and The Guidelines will provide the same outcomes, without all of the red tape and delays that the creation of the new Environment and Recreation Zone will have on minor creeks, flow paths and dams. We acknowledge that the case of the major South Creek Corridor may be the exception to this, but we believe that it is not appropriate for the relatively minor creek and dam situated on The Site.

The extent of the zone as proposed will significantly inhibit the development opportunity, access to the site and legitimate riparian and drainage management solutions. We believe that is would be a better panning outcome, more precise and efficient if the environmental engineering options for management of this corridor were dealt with at the precinct and master planning. Given the physical characteristics of the land as a result of historic development as noted above, we, with respect, consider that implementation of a restrictive zone of the proposed scale may be premature and inaccurate.

Our experience in the Growth Centres SEPP is that once zoned, development outside the zone boundary is both restrictive and prohibitive. Further, there is no detail in terms of the provisions that may be included in the SEPP that enable consent authorities or proponents through the precinct and master planning process to reconsider the alignment of zone boundaries and permissibility once site specific survey has been undertaken and actually site constraints are better understood.

We therefore request that the Planning Partnership reconsider the approach to zoning for environment and recreation along Elizabeth Drive.

Infrastructure & Development Contributions

We support the implementation of a Special Infrastructure Contributions (SIC) Plan to fund major infrastructure in the Aerotropolis, but this must be on a Net Developable Area (NDA) basis for the employment lands. This is the most equitable mechanism for funding infrastructure in employment lands without adversely affecting development feasibility.



In addition to this, The Site [REDACTED] is ready for immediate development to provide much needed employment land up front to support the initial success of the Aerotropolis. However, the funding for [REDACTED] is currently not committed. This must be included in the SIC to guarantee its function and prioritised first as it will be the key road corridor for the initial phase of the Airport.

We also recommend that the impact of all proposed local and state levies be considered to ensure that development remains feasible and attract development, activity and employment across the Aerotropolis.

Conclusion

The Site and adjoining parcels represent a significant proportion of the land in the Northern Gateway Precinct [REDACTED]

Luddenham Property Group would like to meet with the Planning Partnership to discuss the orderly delivery of development in this precinct and developing the Precinct Plan particular as it relates to that part of the Norther Gateway south of the M12 prior to the introduction of the SEPP. Should you have any questions in relation to this matter or to arrange a suitable time to meet, please contact me on [REDACTED]

Thank you again for the opportunity to comment on this important strategic document and we look forward to further collaboration to ensure the success of the planning and land use initiatives in the Aerotropolis.

Yours sincerely

[REDACTED]

Liz Densley
Associate Director | Urban and Regional Planning