

2 March 2020

Secretary
NSW Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sir

**Submission to Draft Western Sydney Aerotropolis Plan (WSAP), Draft SEPP & Draft DCP -
[REDACTED]
[REDACTED] Kelvin Park Drive, Bringelly**

Metroplanning Services has been engaged by Mr Paul Comin, who is the owner of [REDACTED] Kelvin Park Drive, Bringelly, to prepare a submission in regard to the Draft Western Sydney Aerotropolis Plan (Draft WSAP), Draft State Environmental Planning Policy and Draft Western Sydney Aerotropolis Development Control Plan-Phase 1 which have recently been placed on exhibition for public comment.

Introduction

We have reviewed the supporting mapping and documentation associated with the Western Sydney Airport and note that the Draft Western Sydney Aerotropolis Plan (WSAP) presents the vision and planning framework for the Aerotropolis. The Draft WSAP includes, planning objectives and principles for the Aerotropolis, different land uses identified for each of the precincts, infrastructure to support the Aerotropolis, the sequence that precincts will be developed, with reference given to 'initial precincts' and 'non-initial precincts', reflecting the program to undertake precinct planning.

The Draft Western Sydney Aerotropolis State Environmental Planning Policy provides the planning legislation to support the draft Aerotropolis plan. The Draft SEPP will also ensure State legislation supports the implementation of the WSAP. The SEPP establishes precinct boundaries, applies land use zones to the initial precincts and provides requirements for developing near the Western Sydney International Airport.

The Draft Western Sydney Aerotropolis Development Control Plan Phase 1 aims to promote design excellence in the Aerotropolis' precinct plans and masterplans. The draft DCP will be developed over two phases. The DCP Phase 1 (draft now on exhibition) provides the vision and objectives for each of the initial precincts, objectives and performance outcomes for development across all initial precincts.

Site Details

In reviewing the draft planning instruments, we have considered the locational and physical characteristics of our client's property which is currently rural residential in nature and contains a single dwelling with associated out buildings and a swimming pool. A photograph of the site taken from the street frontage is provided below. The site is rectangular in shape and has a moderate fall towards Kelvin Park Drive. An aerial depiction of the site is contained in Figure 2. The site is currently zoned [REDACTED]

[REDACTED] under the provisions of Liverpool Local Environmental Plan 2008.

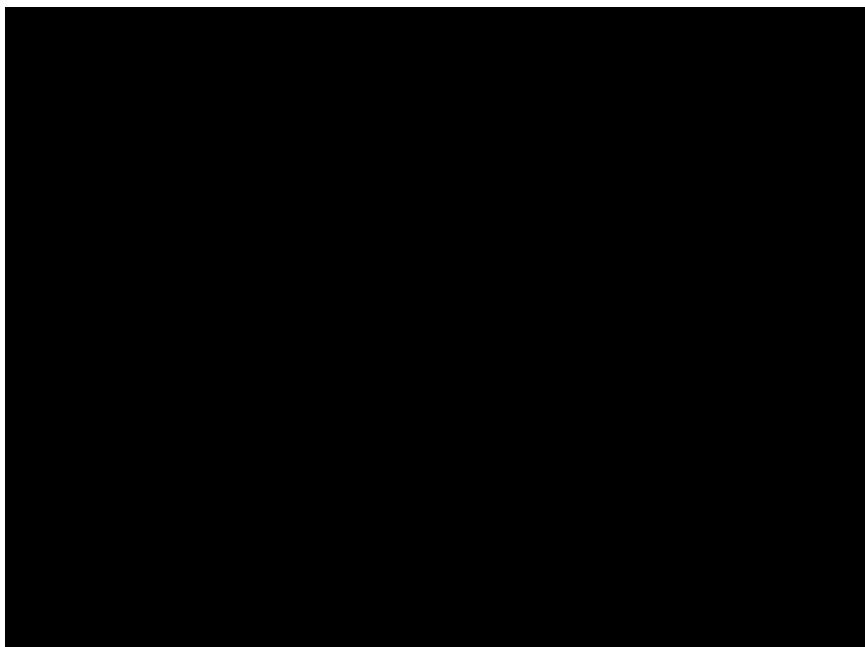


Photo 1-View of site from Kelvin Park Drive

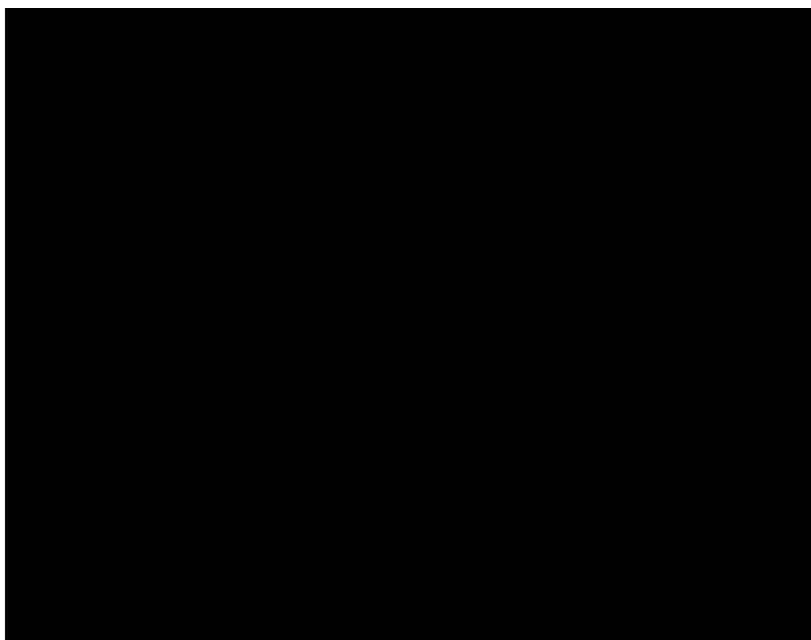


Figure 1-Site locality plan

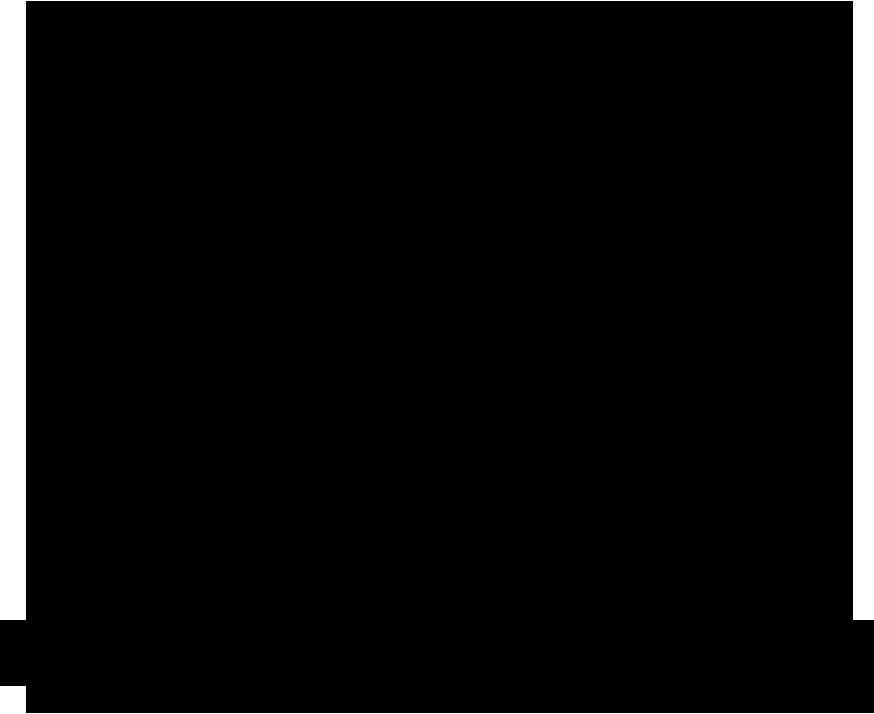
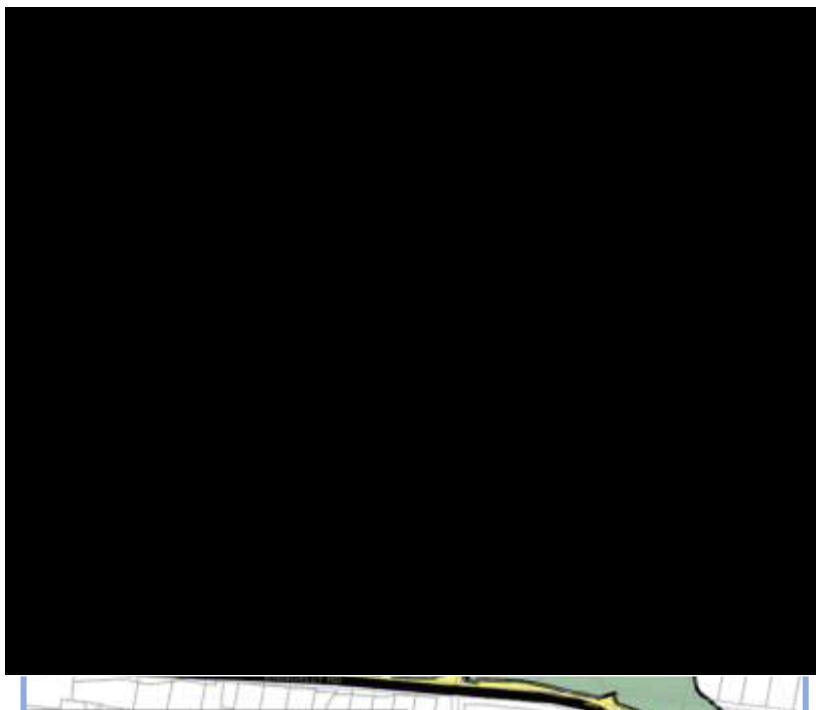


Figure 2-Aerial view of site

We note that our client's site is located in the Aerotropolis Core Precinct and is identified to be zoned Mixed Use under the Draft SEPP landuse zoning mapping contained in Figure 3. The Aerotropolis Core Precinct is intended to be a diverse, dynamic and sustainable global airport city. It will be a new employment-focused metropolitan centre with an industry focus on advanced manufacturing, research and development and industry led educational facilities. The Aerotropolis Core will also take advantage of its proximity to the airside and facilitate development of a cutting-edge aerospace and defence industries. The Precinct will be centred around a new Sydney Metro station and be supported by retail, creative industries, civil and cultural facilities.



- Agribusiness
- Enterprise
- Environment and Recreation
- Mixed Use
- Infrastructure
- Special Activities

Figure 3-Draft Western Sydney Airport SEPP mapping

We note that the site is also identified as 'Mixed Flexible Employment & Urban Land' on the Aerotropolis Core Structure Plan contained in Figure 4.

To understand the significance of the regional parkland [REDACTED], we consulted with a representative of the Department, [REDACTED] and were advised that the regional park is at a very preliminary and conceptual stage and will be further developed at the next precinct planning stage that is currently scheduled for midway through 2020. We were advised that the regional park is unlikely to be the scale as illustrated on the draft structure plan mapping for the Aerotropolis core precinct which shows an oval shaped parkland affectation area.

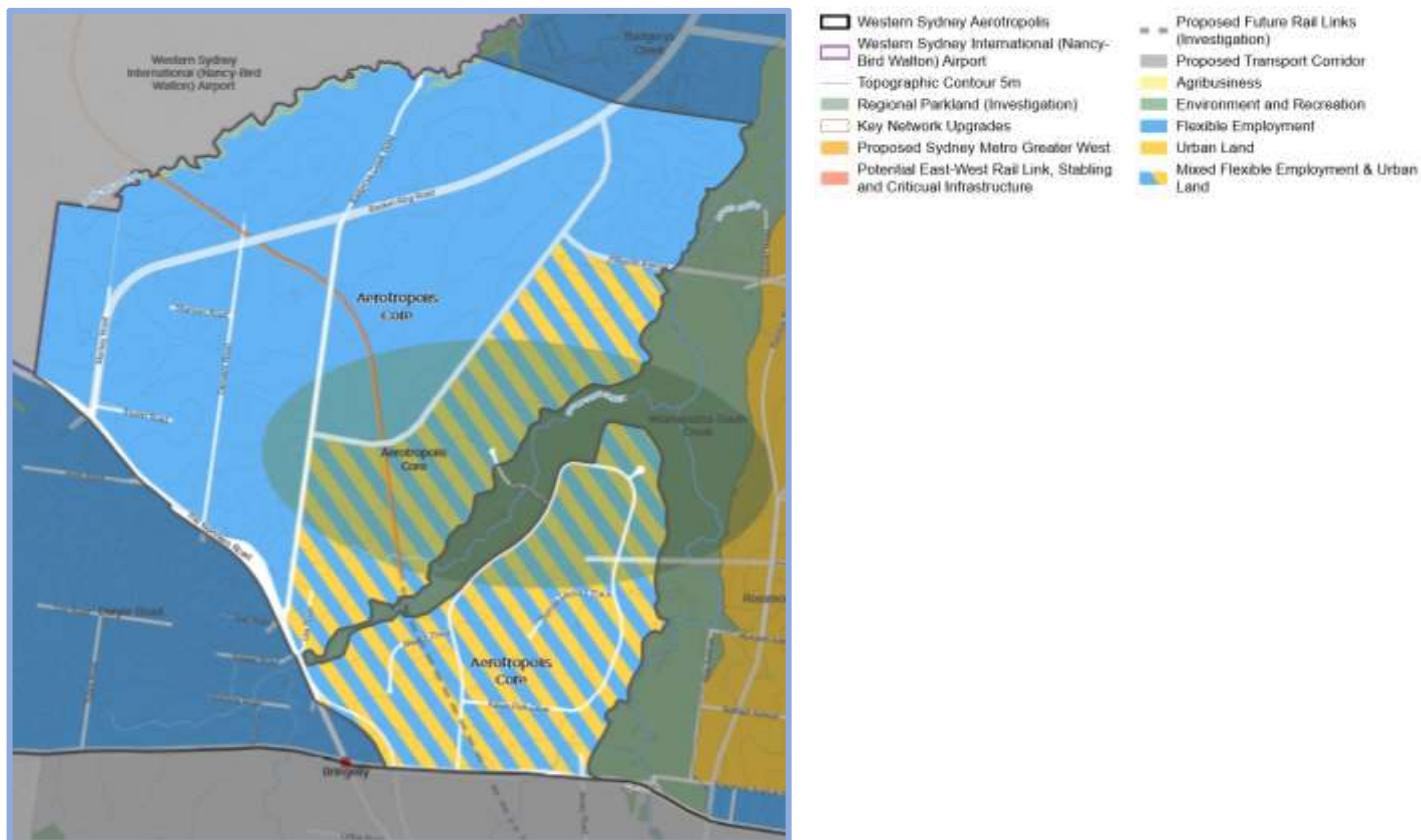


Figure 4-Aerotropolis structure plan mapping

For the purposes of clarification, our client does not object to the intended zoning of the site as Mixed Use under the Draft Aerotropolis SEPP which will permit a wide variety of commercial, industrial residential uses.

However, our client is opposed to the creation of a regional park on his property on the basis that we feel the site is strategically well sited in the core of the Aerotropolis precinct with excellent access to road networks which makes it an ideal location for mixed use opportunities as currently identified under the Draft SEPP landuse mapping. The site is also physically suitable for development in regard to topography and its cleared condition without any biodiversity constraints or natural watercourses. To zone our client's site as regional parkland would be compromising its locational and physical attributes.

In conclusion, we trust that the Department of Planning will give serious consideration to the issues raised in our submission. We can be contacted on [REDACTED] if the Department requires any clarification.

Yours Faithfully

[REDACTED]
John McKee
DIRECTOR