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28<sup>th</sup> February 2020

Western Sydney Planning Partnership,  
PO Box 257,  
Parramatta NSW 2124

To Whom It May Concern.

Thank you for giving me the opportunity to make this submission.

First of all I would like to introduce myself.

I am Wayne Willmington and our family has been part of Luddenham since 1850.

I have lived my 60 years in Luddenham and have been involved with most local Community Groups.

I am also the local historian and have written a book on Luddenham's History.

Luddenham was a land Grant to John Blaxland in 1813 and since that time Luddenham has been a unique Village.

It is one of the few towns that owns its own Showground and Hall as well as 3 Churches (most Halls & Showgrounds are owned by either Councils or Lands Department, but in Luddenham they are owned by the People).

**With the amount of development proposed around Luddenham in the Aerotropolis and the Western Sydney Airport, it is Very important that the Luddenham Community can survive and keep the social fabric of our community united, allowing that community spirit that is so evident within Luddenham to grow and flourish.**

Now that the sewer is coming to Luddenham, Luddenham needs more people with the loss of over 150 homes in our town to the Airport. We need more residents so that the Schools (School numbers down by a third), Churches, Progress Association, Show Committee and other Community Groups can survive, they have all been effected.

Agriculture has always been a big part of Luddenham, John Blaxland built a flour mill which operated from the 1830s, in the late 1800's Luddenham had its own dairy factory that would process milk from local dairies, also beef cattle, market gardens and orchards to name a few. In the 1970's to 1990's Luddenham was known as Sydney's Salad Bowl because of all the market gardens.

Making the Luddenham village an integral part of the Agribusiness Precinct will enable the Luddenham village to grow, prosper and continue Luddenham's agricultural heritage into the future and beyond.

In my Submission I am proposing we need more people and homes in Luddenham, with the Stage 1 of the Airport most of Luddenham will have a less than 20 ANEC noise exposure (See Attachment 1). I understand that the planning now is for the future and we must allow for the final plan. The Luddenham Village I am proposing takes into consideration acceptable noise exposure as per Australian Standard 2021.

Luddenham Village should be bounded by the new Northern Road, the Old Northern Road Park Road, Roots Ave and Campbell Street (Attachment 2). With the type of development I am Planning Luddenham can survive and flourish.

When the Airport was given the go ahead we were told the EIS was the document that everyone would use and it was the document used by the Federal Government when it announced construction, it would control what happened in the Airport and in the area on the outside was governed by what is in the EIS. Attachment 3 shows that Luddenham Village can grow with the Airport, The EIS states Houses, Home Units and Flats are unacceptable in a Greater than 25 ANEF, Conditionally Acceptable in a 20 to 25 ANEF and Acceptable in Less than 20 ANEF. Bearing in mind Stage I of the Airport will see most of Luddenham in the less than 20 ANEF and when the Airport reaches capacity in around 40 years Luddenham Village will be either less than 20 ANEF or between 20 to 25 ANEF that has Conditionally Acceptable Housing.

Attachment 4 shows my plan for Luddenham in detail and Attachment 5 shows the size of the Luddenham Village and the remaining Agribusiness Precinct, if more land was required for Agribusiness it could be moved a little further North into the North Luddenham Precinct.

My Submission is that Luddenham Village be extended to the New Northern Road. The current rural land in between the old Northern Road, New Northern Road and Adams Road be rezoned to allow a one acre lots. There is a shortage of large house blocks in Western Sydney, these would be suitable for residents who require extra land either to build a shed, park a truck or a truck and machine etc. Some of the area is in the 20 to 25 ANEF that has Conditionally Acceptable Housing when stage 2 of the Airport opens, these homes would have to build to the Conditionally Acceptable Standard. This area is in orange on attachment 4.

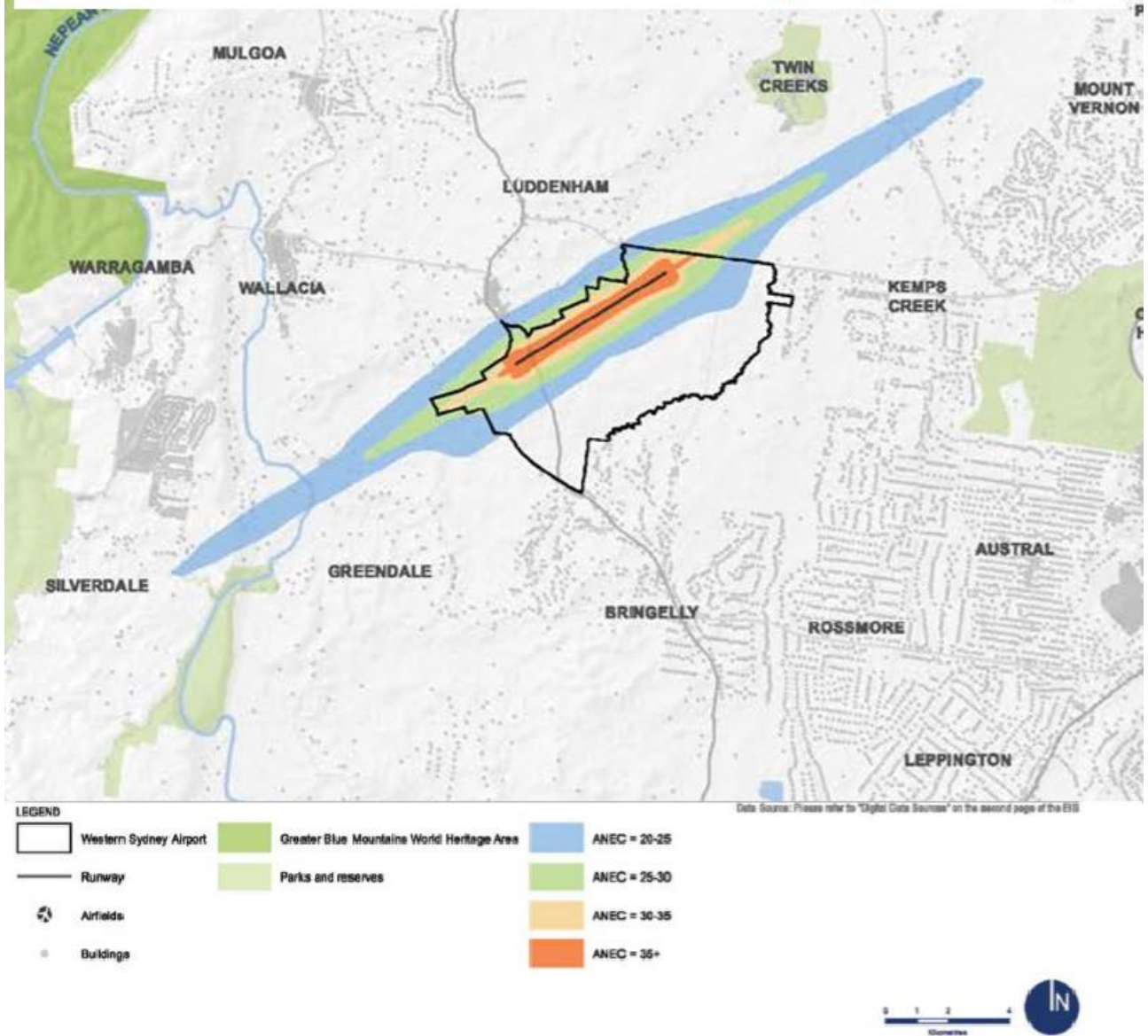
The area on the Southern side of Adams Road in between the two Northern Roads would be perfect for Commercial or Bulky Goods development. This area is in the 25 to 30 ANEC Zone when stage 2 of the Airport opens. Also some other Commercial or Bulky Goods in the Northern Section of the Campbell Street, Old Northern Road and Park Road. This is the light purple area on Attachment 4

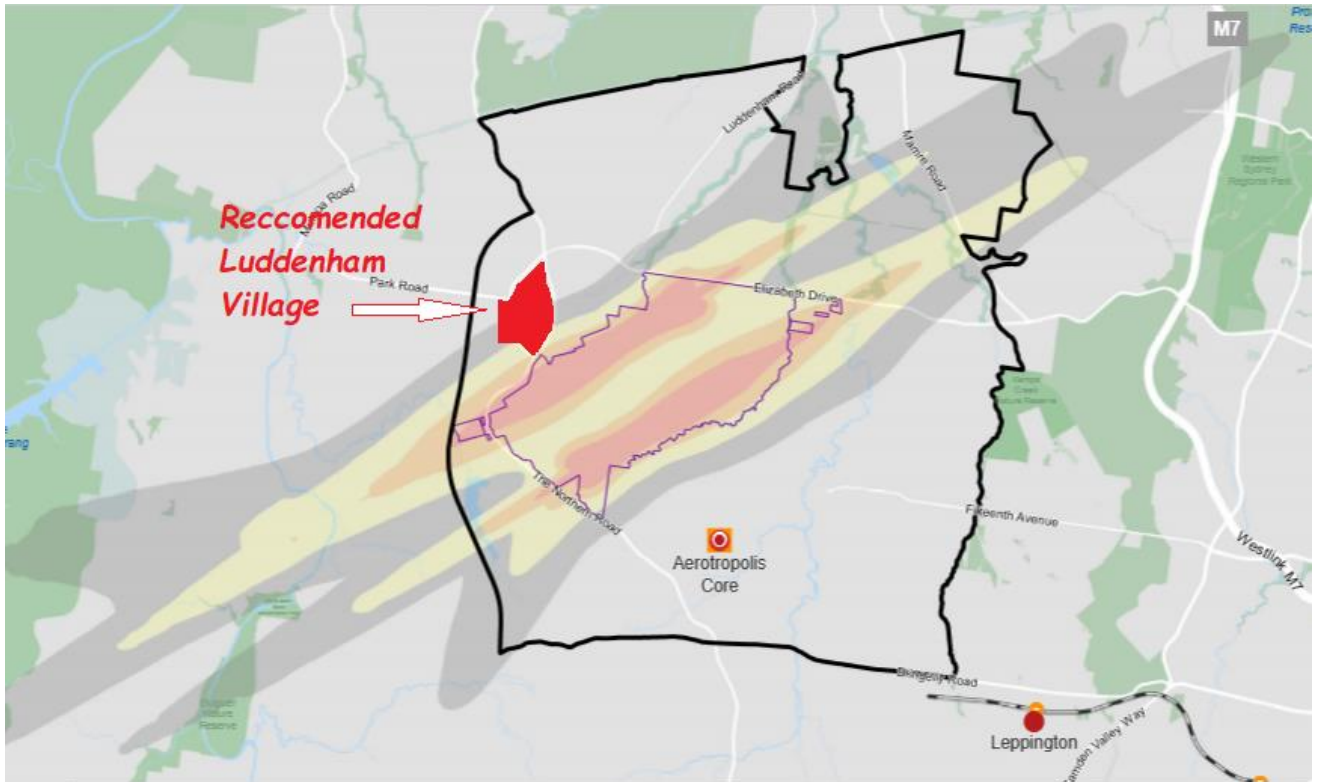
It's all about getting the mix right and I believe that the Southern area between old Northern Road, Roots Ave and Campbell Street could support some Townhouse type developments that could include some affordable housing and maybe even an over fifty five development. (a lot of the blocks are bigger in size and have amazing views as it is the highest part of Luddenham and close to everything). Some of this area is in the 20 to 25 ANEC Zone when stage 2 of the Airport opens, but once again this development is allowable with Conditionally Acceptable Buildings. This is the Brown area on Attachment 4.

Thanks for allowing me to submit my thoughts and Please help keep the Luddenham Village.

Wayne Willmington

Figure 14: Indicative ANEC for Prefer 05 and Prefer 23 operating modes - Stage 1





### ANEC Contours

#### Western Sydney Aerotropolis

- |  |              |                      |           |
|--|--------------|----------------------|-----------|
| Western Sydney Aerotropolis                              | ANEC = 20-25 | Metropolitan Cluster | Railway   |
| Western Sydney International (Nancy-Bird Walton) Airport | ANEC = 25-30 | Strategic Centre     | Waterways |
| Environmental Conservation                               | ANEC = 30-35 |                      |           |
| National Parks and Nature Reserves                       | ANEC = 35+   |                      |           |

### Attachment 2

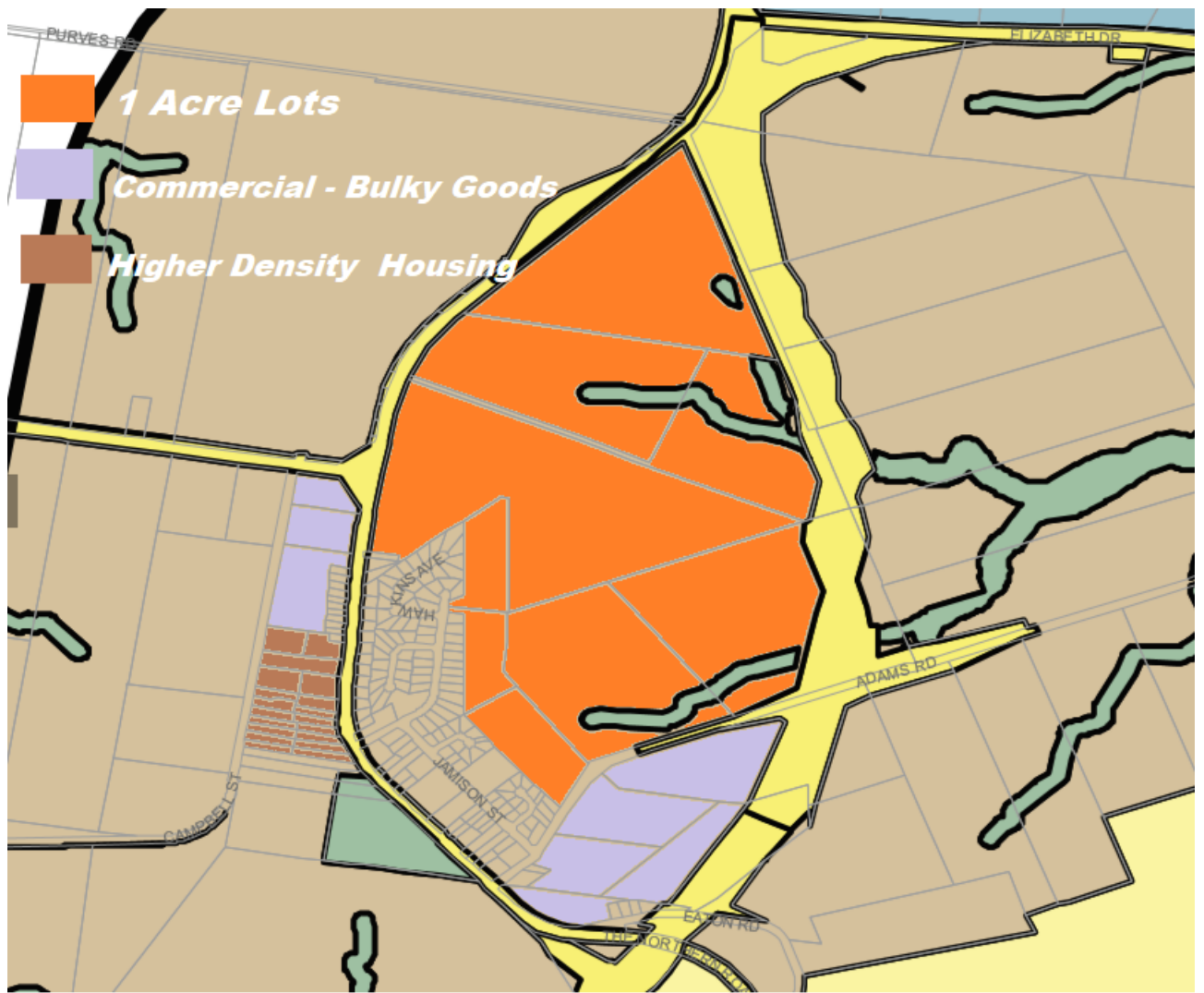
AS2021 contains advice on the acceptability of building sites based on ANEF zones. The acceptability criteria vary depending on the type of land use as shown in Table 10–3. An aircraft noise exposure level of less than 20 ANEF is considered acceptable for the building of new residential dwellings.

Table 10–3 Building site acceptability based on ANEF zone (AS 2021)

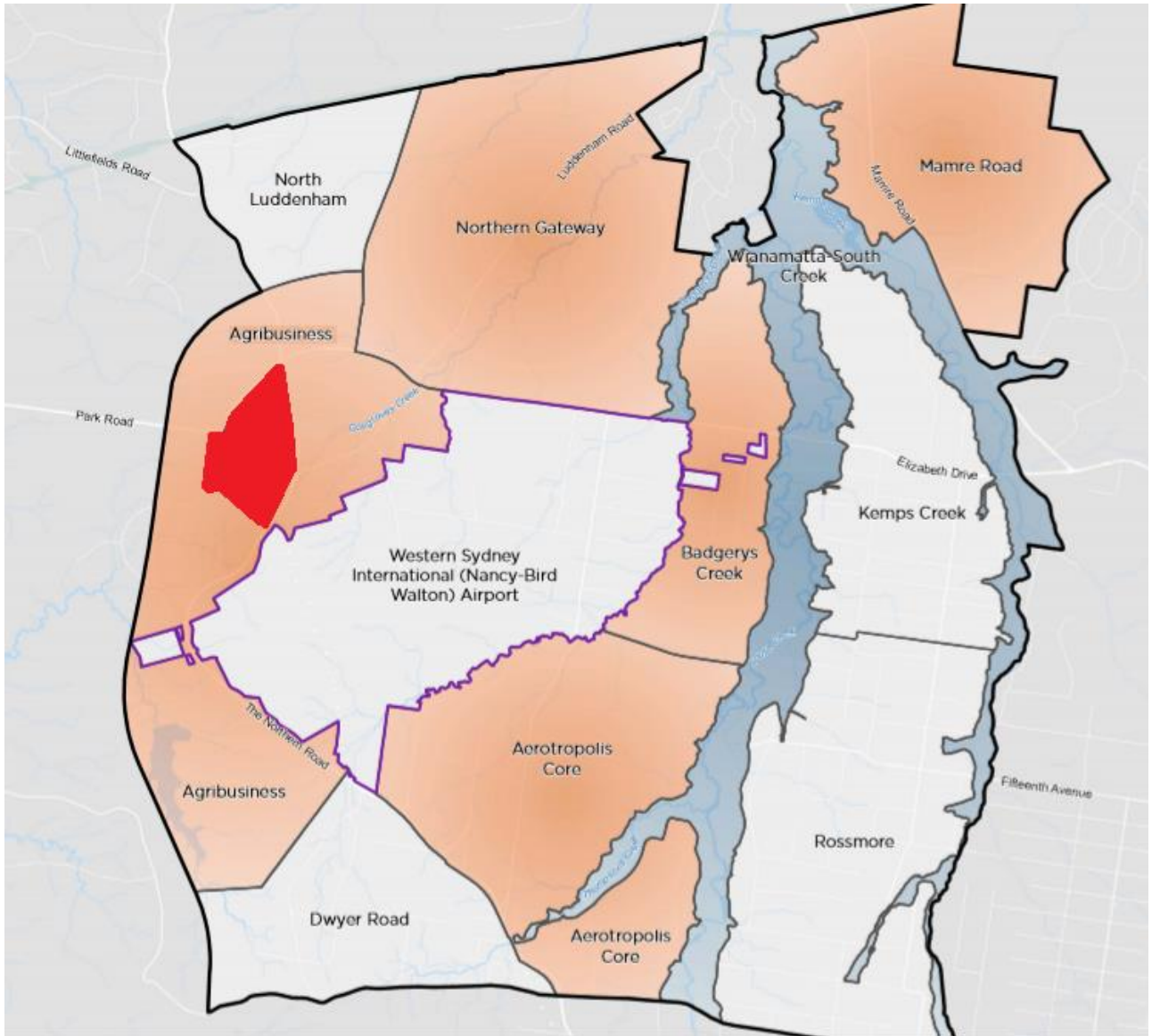
Building Type	ANEF zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
House, home unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

This EIS has calculated ANECs to describe specific elements of aircraft noise and to allow comparison with ANECs produced for previous environmental assessments for an airport at Badgerys Creek. It is important to note that areas within the 20 ANEF/ANEC contours do not represent the only areas in which aircraft noise may be experienced or that residents outside of these contours will not be annoyed by aircraft noise. Some individuals may be relatively unaffected by noise within the highest ANEF/ANEC contour zones, while others may be seriously affected by relatively low levels of noise in areas outside the lowest depicted contours.

### Attachment 3



**Attacment 4**



**Attachment 5**

**Luddenham Village**