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WESTERN SYDNEY

PLANNING PARTNERSHIP

MR A. JACKSON, Chair

AEROTROPOLIS LISTENING PANEL

BRINGELLY

WEDNESDAY, 26 FEBRUARY 2020

RECORDING RESUMED

[10.31 am]

- 5 MR JACKSON: So thanks for coming along. Thanks for giving up your time today to come and present. As we had this – or as kind of promoted, this is an opportunity for you to come along and to present to us, and for us to hear. The people around the table will introduce ourselves in a moment – are all parts of either agencies or
- 10 councils that will have a role in looking at the submissions that come in, and making recommendations to government. So I think it would be – I think it's a really good opportunity to hear directly from yourselves, as well as obviously seeing the

submission that you've put in. Just following through on last night, the community liaison group. I'm waiting to hear back from the Minister's office around the official extension for two weeks. That – hopefully that will happen. And as soon as we get confirmation of that – I shouldn't have eaten a mint before I started talking - - -

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MR: That happens.

MR JACKSON: It does happen. As soon as we get confirmation of that, we'll let you know. And we're also waiting to hear back for the opportunity to meet with the Minister's office, so once that happens. So this is all about you. We'll just introduce ourselves quickly so you know who you're talking to. So we'll just flick around the table.

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MS NORRIS: Nancy-Leigh Norris from Liverpool Council Strategic Planning Team.

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MS BORGIA: Hello. Natasha. You know who I am, and I'm glad to see you hear, representing Penrith.

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MR ORTEGA: Fernando Ortega, Sydney Water.

MS GEE: Julie Gee from Transport for New South Wales.

25

MS BLACKWELL: Sarah Blackwell from Infrastructure New South Wales.

MS GRZELAK: Patrice, Department of Planning, Industry and Environment.

MR McNAMARA: David McNamara, Director, Aerotropolis.

30

MR:

MR JACKSON: So, look, we're in your hands – if you'd like to walk us through this. And then if there's any questions that come from the panel towards the end, we'll ask those. We are keeping to a quite – quite a tight timeframe, so I will a wave when you nearly need to wind it up, but it's about 15 minutes, or so, to go through.

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MR W. WILLMINGTON: Yes.

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MR JACKSON: Cheers. Thanks.

MR WILLMINGTON: Okay. Well, both Patrick and myself are from the Luddenham Progress. We're both long-term residents of Luddenham, and we want Luddenham Village to survive with the Aerotropolis and, of course, the airport. Yes. So that's what we're here, to just give you a few bits and pieces. So Luddenham was one of the first settlements around – actually 1813. It was subdivided and auctioned in 1859. We've had churches that were built in 1855. The Luddenham Primary

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- School opened, and was one of the first schools in the whole district – 1860. Our hall was built in 1886. Luddenham had the first – Luddenham’s first show was in 1891, and described as the best first show in the colony of New South Wales. It’s – had our own light horse squadron, and we’ve got several heritage-listed buildings in Luddenham. And Luddenham – the fabric of Luddenham has been around for a long time, so. Of course, we have no sewer, and sewer has been promised. It was actually when Wallacia got sewer, there was rumour to have sewer pumped down to Wallacia, to fall down, because Luddenham is very high.
- And, of course then, with all the talk of the airport, they put a hold on that. But we were told as a progress, that there was capability and room for the sewer to go down to Wallacia. Town water is not in all areas. We do have town water in the village, but the outlying areas don’t. Since 1964, there’s been like a stop on development when a lot of the – you know, the talk about the airport, we’ve been left in the dark, I suppose, as far as a lot of – a lot of development. 150 homes have lost the airport. Now, everybody talks about Badgerys Creek Airport. Stage 1 of the airport is 90 per cent in Luddenham. It’s not actually in Badgerys Creek. So we’ve lost 150 homes - - -
- MR JACKSON: That’s out of how many – just for the group. About how many homes are there in Luddenham?
- MR WILLMINGTON: Now there’s probably about – the village and the outlying areas, there’s probably about 400 homes that are in that – in the Luddenham – in the Luddenham area. One of the effects that’s had is like a domino effect, where the schools – our schools are down by one-third because a lot of those people have moved away and we’ve lost residents. The churches, business, everything has been affected by less people. Of course, that is a lovely plan that we’ve all – we all know – well, that one – we do have Luddenham as an orange blot, not as a little dot because that was a bit of a sad thing to us, but that shows – and you guys, well you know all about that, so - - -
- MR JACKSON: Okay.
- MR WILLMINGTON: But that’s the location – I suppose shows the location of
- MR P. DARLEY-JONES: The important part of this is both the runways are plotted on here as they’re – as they’re designed to go into the airport, so - - -
- MR WILLMINGTON: And you can see that Luddenham is very much to the side. Yes. The Aerotropolis core adjacent to the south-east runway number 2 is shown as an employment, yet north-west of Luddenham, it’s just all agri-business. And, of course, you know, we’re looking at the same distance, where Luddenham can have agri-business, and to the south we’ll do the other. There are no barriers about moving the outer Sydney orbital further west, to open up further agri-business precinct because there’s talk that the agri-business is not enough. Well, it’s – you

know, it could actually be moved further south, and we'd actually submitted that in an earlier submission, so - - -

MR JACKSON: Sorry. Are you saying further west of the orbital?

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MR WILLMINGTON: Further west, so that the orbital could go sort of west - - -

MR JACKSON: Yes.

10 MR WILLMINGTON: A bit further west. There's, of course, an overlay that you – that we've actually put the overlay – it's got the new – the new Northern Road, and actually shows the noise related to development, and the part of Luddenham that is in that – the 20 ANEC. So Luddenham and north surrounding area is outside in the ANEF 20 zone. Close to Luddenham lies in the 20 to 25. Domestic – domestic
15 development is conditionally acceptable, and underneath that, from the actual EIS – and the EIS, as we all know, is the Bible. That's what the government approved the airport on. The EIS was why the government actually stamped it, so – as you can see, the houses and units and all that are acceptable in the 20 to 25 to ANEF, as per the – for that. So Luddenham can have some development. It's the only township
20 adjacent to Western Sydney Airport, the only township in the centre of the agri-business precinct. Land available for house – available for house growing the airport – the Aerotropolis workforce – people have got to work somewhere.

Essential services are already in place to support a lot of the new residents. There's
25 spaces, opportunity to add more commercial enterprises. And Luddenham has a long history with agriculture. Now, Luddenham has always been a farming town. My family moved to Luddenham in 1850. My family are one of the original landowners in Luddenham, and all the time there's been farming involved, even right up until the '80s – the 1980s and 1990s. Luddenham was described as Sydney's salad bowl. All
30 – if you had tomatoes anywhere in Sydney, they came from Luddenham virtually. On lettuce – and Luddenham was Sydney's salad bowl. And Luddenham people have learnt to work with agriculture, and agri-business is just – it's the next step up. So we're conditioned to work with agriculture. We understand it.

35 MR DARLEY-JONES: One thing, what we wanted – but I'm – but one thing I think is worth emphasising is Luddenham as it is – and what we're proposing, right, actually becomes an attraction to getting people to come in to work in the airport and the agri-business. So we will be – have somewhere for them to live. There are schools for their children, churches for them to go to. All three faiths are represented
40 – or three of the major faiths are represented, and you know, there's a shopping centre, a medical centre already. So it will be a good selling point. You're not coming to a green field site. You're coming to civilisation.

MR WILLMINGTON: We cannot let this historic township die, which is a concern
45 to lots of residents. And people are sort of saying, you know – and I think some of the information that's coming back, where people say, you know, "Luddenham will get bulldozed and, you know, it's going to go". So we're very – very passionate

about that. We'd like to maintain the village status and feel, or the fabric of a village. We don't want to become a city, but we want to remain a village. We want to keep that village vibe about it. There's no need to replace the population – there is a need – there is a need to replace the population loss through land resumptions.

5 And, of course, not only that, we've lost to a lot of the roads as well, where all the widening of the roads, you know, all the acquisitions, a lot of houses and infrastructure that's lost more residents to us.

We need to see land being made available for additional local commercial services.
10 We need to have the sewerage plant published and commenced immediately. And, of course, I think the whole thing for – and I spoke to Fernando about this. As many people in Sydney Water – and we all know that Luddenham is getting a sewer, so yes. So Luddenham – a vision. How and where? So local preferred development zone is bounded by existing roads. Some larger blocks to attract business executives,
15 more larger blocks for tradies and larger vehicles. What we're – what we are proposing, or what the residents of Luddenham have talked about, we'd like to see the area of the village extended, and that's down to Adams Road, follows the new Northern Road along, back to Elizabeth Drive, and then down to Campbell Street, where you've got that – that village centre.

20 So what we're saying is we'd like some more houses, and not like we have at Glenmore Park or Oran Park, but we want to see maybe some 1-acre blocks. And if they've – in that – in that – the noise area there. Well, of course, the EOE said they can build – it's allowed, but they'd have to build to the – to the things. And, you
25 know, it would make the village centre – it makes sense there with the Northern Road and the road structure around it. It's – yes, I think it would be – it would work, and – do you want to say something – well, it's - - -

MR DARLEY-JONES: No. It's – that's the most appropriate place. It's – it's
30 adjacent to the existing village. It's to the north-east. There are blocks there. It's readily accessible from both the old – the current Northern Road, Adams Road, and actually from the village, and it makes sense to group things there, and plan for it, I guess.

MR WILLMINGTON: And I think like the 1-acre – you know, having like 1-acre
35 and, you know, like there's so many people – like, there's tradies or guys that have got like a bobcat. You know nowadays there's nowhere being – there's nowhere where that's – you know, to find a 1-acre block, it's pretty hard in the Sydney Basin. So it offers that. And then some of the other area – because Luddenham, of course,
40 is very high. It's one of the – it's also – it's the same height as Lapstone on the Blue Mountains, so it's a very high spot. And you know – and maybe we – you know, there's a lot of talk about, you know, affordable housing and, you know, maybe even a few townhouses or something, like in the core, where – you know, once again, built to the – to, you know, the standards that are required, and it would just give
45 Luddenham that – that village thing.

MR JACKSON: Just for the panel. So in that red outline, the bottom left where it's kind of quite fragmented, that's the kind of the current footprint of the Luddenham Village at the moment, and what you're suggesting is that's the expansion?

5 MR WILLMINGTON: That's it, yes. So - - -

MR JACKSON: Yes.

10 MR WILLMINGTON: Yes. So - - -

MR JACKSON: Yes.

MR DARLEY-JONES: That's the Village Centre - - -

15 MR WILLMINGTON: That's all the Village that's there at the moment - - -

MR DARLEY-JONES: And this is there – we're saying would be good for development, return the population, but also be used to attract, you know, more people into the Village, to work locally.

20 MR WILLMINGTON: And one of the things about the noise – and I'm not sure how much work has actually been done with the noise Because Luddenham – and when the airport goes in – and to those that have been to the Experience Centre at the airport, you'll know, it's the highest part of the airport. And then that – it's –
25 all the excavation from there will be down, so along that ridge, on the back of Adams Road there, there's a – it's hills on the back of that, so all that area there is actually protected by a natural hill. So the sound – like, for the sound, it's actually going to – right along - - -

30 MR DARLEY-JONES: Yes. There's a ridge runs along there, and it's still there, yes.

MR JACKSON: Yes.

35 MR WILLMINGTON: Yes. And that won't be affected. And that's why they built the Experience Centre there, because it is the highest spot of the airport.

MR JACKSON: Yes. Okay.

40 MR WILLMINGTON: How do we go for time?

MR JACKSON: You did – no, you did plenty well - - -

45 MS NORRIS: No, that's great.

MR JACKSON: You did plenty well for time.

MR WILLMINGTON: We could have put – we culled so much stuff out, so - - -

MR JACKSON: The – okay. Well, thanks – thank you very much for that. Do people have any questions?

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MR DARLEY-JONES: Well, one – one last slide - - -

MR JACKSON: Yes, yes. I'm sorry.

10 MR DARLEY-JONES: I might actually just talk to the last slide seeing it's from a previous submission, and it was put in by the Western Sydney Agri-Business Landowners Group some months ago. They contend the same, that the current path for the – the blue line for the Sydney Orbital is a nonsense path, quite frankly. Much better would be to – up here. That follows the pipeline – the pipeline goes under the
15 Northern Road there, so it would be smart then – and then to bring it back round to join at the bottom. It gets rid of all the hassle, all the problems that are currently experienced, particularly down in this Camden area and Cobbity. There's major objections to there. The other thing that is of benefit – the other thing that makes the blue line a bit of a nonsense is right here. Now, the M5 – or the M12 does not quite
20 follow that path, but where they have this junction. I don't know if you know Luddenham Road, but there are two major hills there, okay.

Are you going to clear the hills away to put the road through? Are you going to go between the hills where you have – already got a working olive farm, and you've
25 now got a speedway and – or a racetrack. So it would make sense – M12 is fine. It would make sense – but – as the Orbital moves west, and that gives up more land for the agri-business.

MR JACKSON: Any questions from people?

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MR WILLMINGTON: And that's it.

MR DARLEY-JONES Questions please?

35 MR JACKSON: In – so a village kind of right next to an international airport. Have you looked at examples around the world of where there might be similar-type things that have worked?

40 MR WILLMINGTON: Yes, there is, and I'm – the name escapes me. We were actually chatting to some Federal Members of Parliament about – you know, lots of different stuff, and they actually mentioned some names where, you know, a village-type arrangement could – could still, you know, still work and

MR JACKSON: Was it – is it the Amsterdam one? Is it Schiphol Airport?

45

MR WILLMINGTON: That is. That's exactly where it is.

MR JACKSON: Yes. Okay.

MS GEE: Yes.

5 MR WILLMINGTON: Yes.

MR JACKSON: Because I think it's fair to say in terms of the document – like, in terms of the document that went out – and understand the comment you made before, about going from a defined area to a blob. The language in the document is very
10 clear, that you know, “We think Luddenham is special in the agri-business precinct”, and that's to be – I'll be quite frank. It's one of the areas in the Aerotropolis that we think we need to do kind of the most work on, and understanding that village concept, and how that aligns with things in Schiphol, and other things, is something that we absolutely do want to explore because it's unique, and we - - -

15 MR DARLEY-JONES: And Schiphol, of course, shows the Netherlands agricultural precinct.

MS GEE: Yes.

20 MR JACKSON: No, no, no - - -

MR DARLEY-JONES: concepts - - -

25 MR JACKSON: No, no. Absolutely.

MR DARLEY-JONES:

MR McNAMARA: I might just make as much a comment role given
30 need to do it exactly opportunities it's exactly what the precinct and that work needs to happen so you're making a submission and I think, you know, the partnership will be working closely with come up with some solutions
.....

35 MR WILLMINGTON: Yes. Just one of the other things. Luddenham is very unique because all the – the churches, the hall, the showground, Luddenham is one of the – I think three showgrounds in New South Wales where the people own – the showground is owned by the locals. The hall. This is a beautiful hall – by Liverpool Council. Our hall in Luddenham is owned by us, it's owned by the community.
40 We're an incorporated association, as the Show Society, and the locals built it all, paid for it all, so it's – you know, it's like a bit of a - - -

MR JACKSON: Yes. Okay.

45 MR WILLMINGTON: You know, a - - -

MR JACKSON: I didn't appreciate that.

MR WILLMINGTON: Yes. A unique thing. And the same with the churches. Local families actually all built the churches with their own money, and all that. I've actually got a couple of – there's a book on the history of Luddenham - - -

5 MR JACKSON: Yes.

MR WILLMINGTON: I'm going – we're going to leave a few copies of those for anybody that's interested, so you can read about how unique Luddenham really is.

10 MR JACKSON: Cool.

MR WILLMINGTON: I've also got a – some printouts that we'll leave. And as well, we have the USB which has - - -

15 MR DARLEY-JONES: The USB is yours.

MR WILLMINGTON: The USB is yours to keep a copy - - -

20 MR JACKSON: Okay. Thank you. So you're happy for us to take – have this as an appendix to any submission that you make?

MR WILLMINGTON: Yes. Well, I understand that this is our submission - - -

25 MR JACKSON: No, that can be your – absolutely. Yes, that's fine.

MR WILLMINGTON: Or we can do another one, but I'm - - -

MR JACKSON: No, no.

30 MS GEE: That's

MR McNAMARA: The transcript of today, we can put that with the presentation You're welcome to make – if you want to make additional submission, but that can be

35 MR JACKSON: Yes, that's fine.

MR McNAMARA:

40 MR WILLMINGTON: Okay. All right.

MR JACKSON: Look, thanks for your time, gentlemen. Thanks for coming in.

MS GEE: Thank you.

45 MR JACKSON: We really appreciate it. That was good, yes.

RECORDING SUSPENDED

[10.49 am]

Luddenham Progress Association

Luddenham Village's place in the Western Sydney Aerotropolis

Presentation to PPO Listening Panel
Wednesday 24th February 2020

by
Wayne Willmington & Patrick Darley-Jones

Historic Luddenham

one of Australia's oldest townships

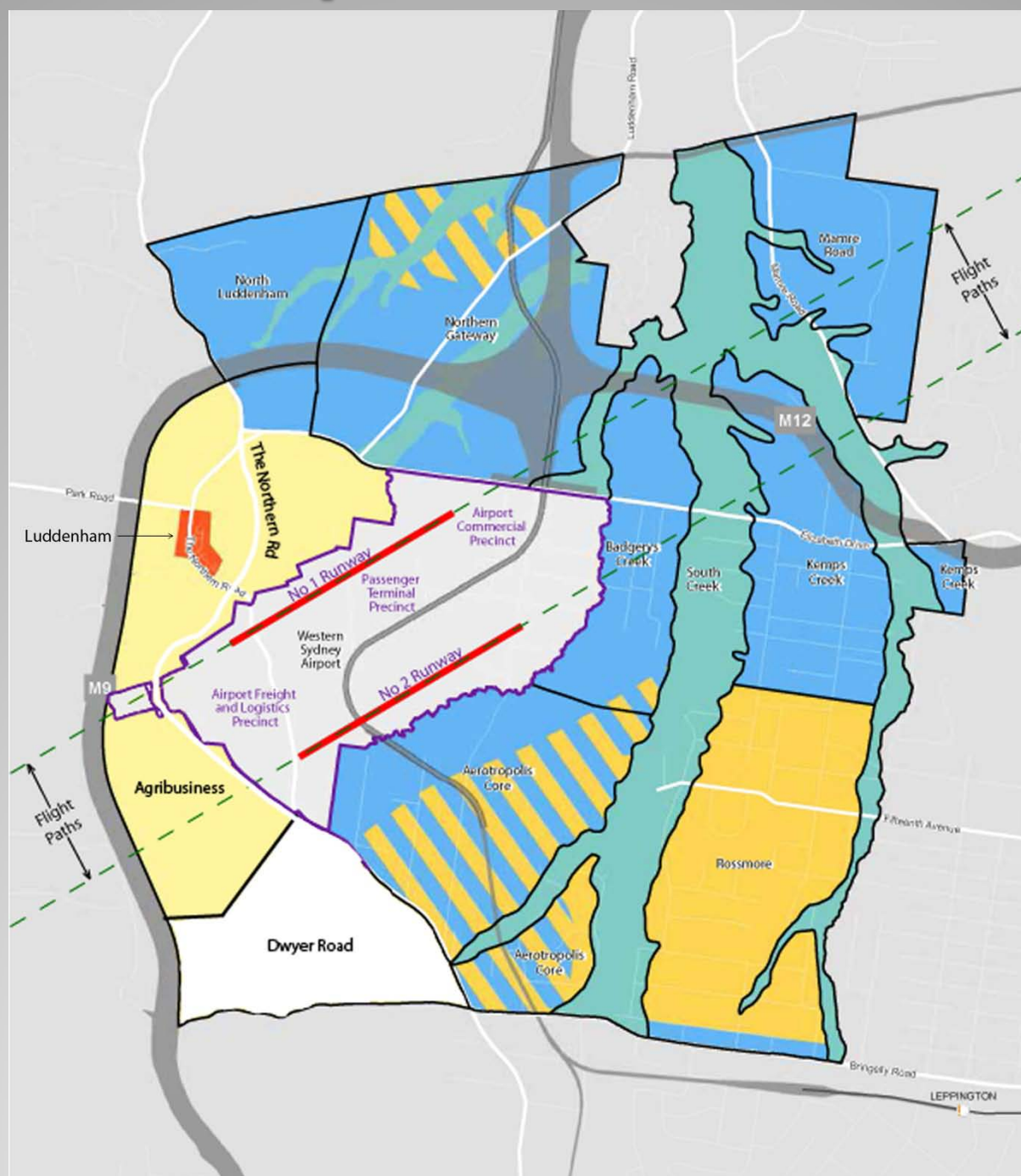
- Luddenham created by a land grant to John Blaxland in 1813
- Luddenham subdivided and auctioned to private owners in 1859
- Luddenham Methodist church & cemetery opened in 1855
- Luddenham primary school opened in 1860
- Luddenham community hall opened in 1886
- First Luddenham agricultural show took place in 1891, best show of its day
- Luddenham formed its own Light Horse Squadron in 1911 – one of only a few villages to do so
- Luddenham is home to several Heritage listed buildings

Patient Luddenham

Price paid for establishment support

- Still without a sewage system in the now 21st. Century
- Town water not available to agricultural areas of the village
- In 1964 State Planning Authority placed a moratorium on development to allow for future option of an airport
- For more than 50 years little development has been approved
- Some 150 homes have been lost since WSA announced in 2014 due to land resumed for airport and roads
- Schools are struggling with lower enrolments
- Churches report lower attendances
- Businesses report lower sales and revenue.

Aerotropolis & Luddenham



Structure Plan
Western Sydney Aerotropolis

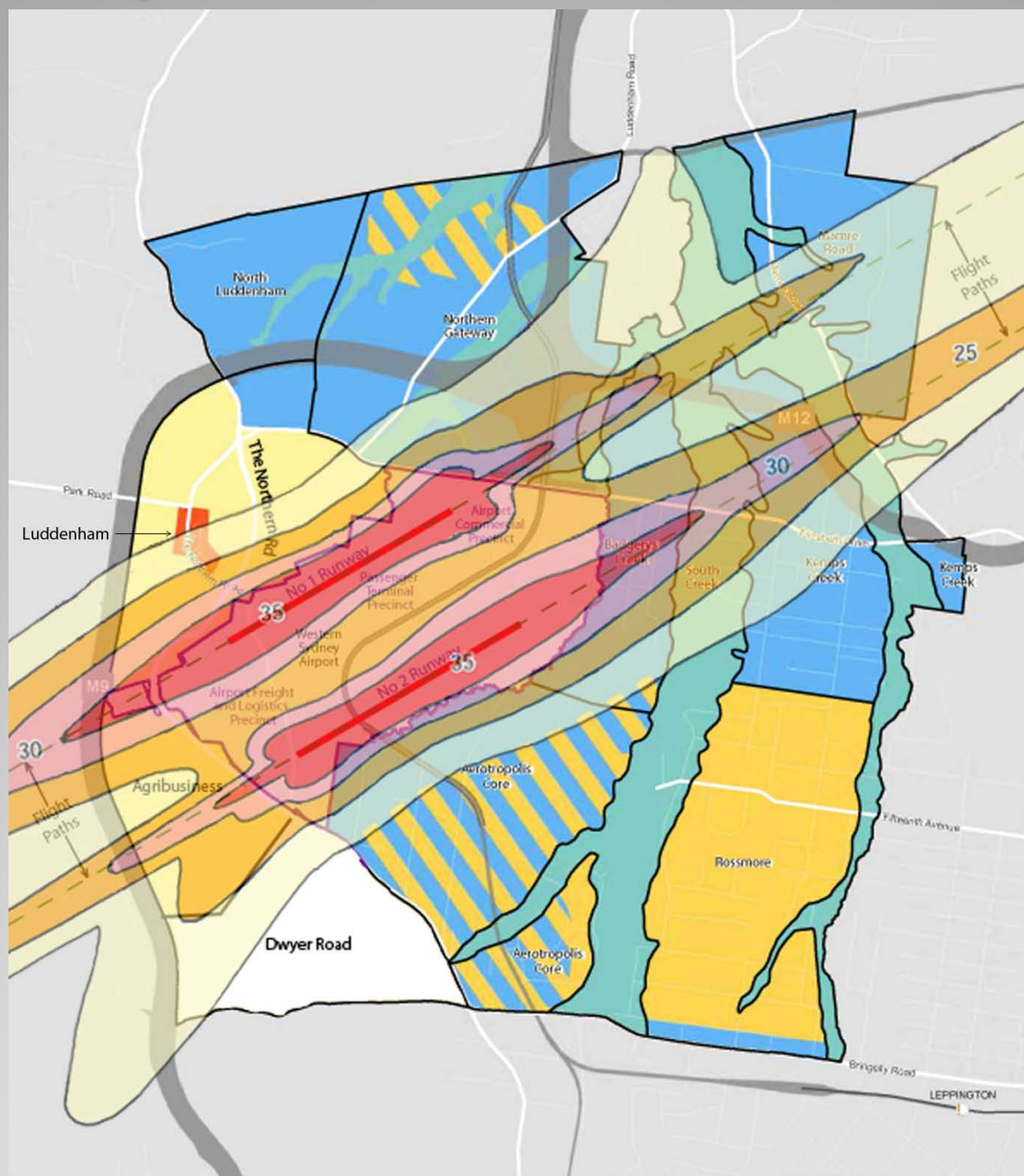
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|------------------------------|---------------------|--|
| Precinct Boundary | Agricultural | Non Urban Land |
| Western Sydney Airport | Luddenham Village | Mixed Flexible Employment & Urban Land |
| Proposed Transport Corridors | Flexible Employment | |
| | Urban Land | |



Aerotropolis & Luddenham

- Aerotropolis Core, adjacent to southeast of No. 2 runway is shown as Flexible employment use.
- Northwest Luddenham equidistant from northwest of No. 1 runway has no uses indicated. Why?
- There are no barriers to moving the Outer Sydney Orbital further west to fully open the agribusiness precinct. (as proposed in an original Aerotropolis submissions)

Airport Noise & Luddenham



Structure Plan
Western Sydney Aerotropolis

- | | | |
|------------------------------|---------------------|--|
| Precinct Boundary | Agricultural | Non Urban Land |
| Western Sydney Airport | Luddenham Village | Mixed Flexible Employment & Urban Land |
| Proposed Transport Corridors | Flexible Employment | Urban Land |

Airport Noise & Luddenham

- Luddenham north and surrounding area is outside ANEF 20 zone
- Close to 50% of Luddenham lies in the 20 -25 ANEF zone where domestic development is “conditionally acceptable”
- Only the shopping centre and service station are in the 25-30 ANEF zone which is “conditionally acceptable”

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		

Luddenham Benefits

Benefits to Airport & Aerotropolis

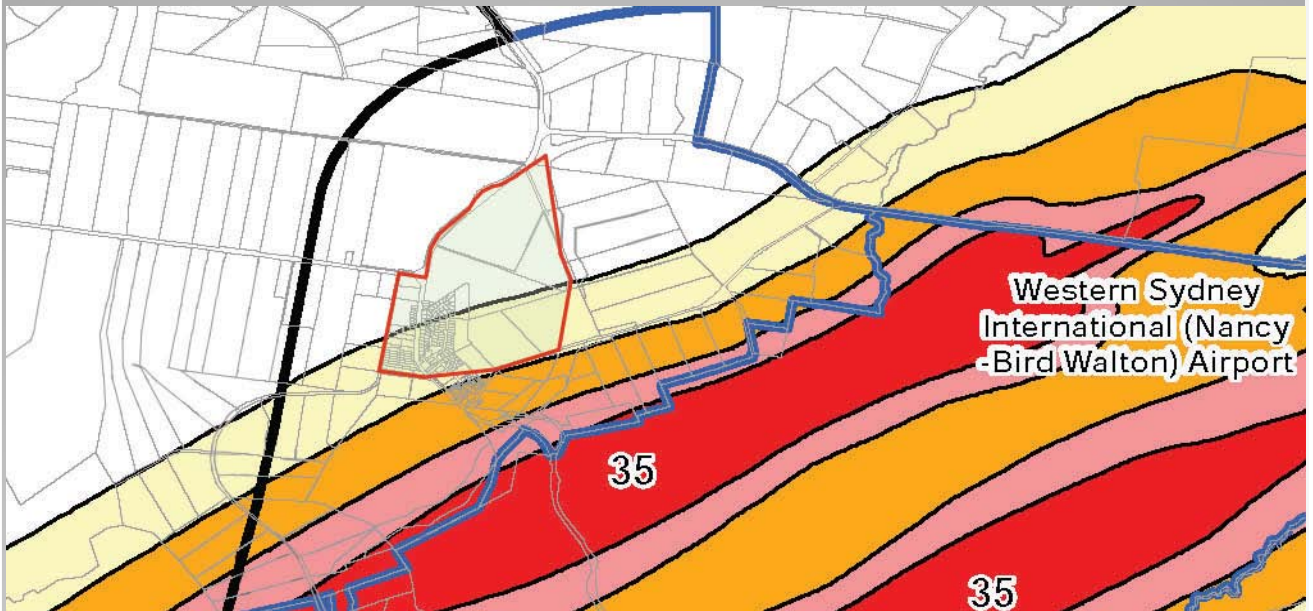
- The only township adjacent to Western Sydney Airport
- The only township in the centre of the Agribusiness Precinct
- Land available to house growing airport and aerotropolis workforce
- Essential services already in place to support existing and new residents
- Space and opportunity to add more commercial enterprises
- Luddenham has a long history in agriculture and will provide excellent Agribusiness support

Luddenham Vision

What we want for the future

- We cannot let this historic township die
- We'd like to maintain our "village" status and feel
- There is a need to replace the population lost through land resumptions
- Need to see a development mix of "prestige" and "affordable rental" homes for new residents
- Need to see land being made available for additional local commercial services
- Need to have the new sewerage plan published and commenced immediately

Luddenham Vision + The How and the Where



- Local preferred development zone bounded by existing roads
- Some larger blocks to attract business executives
- More larger blocks for Tradie's with larger vehicles
- Standard blocks for average workers along with some low cost options
- Additional option for the inclusion of some town houses

Move the Outer Orbital West (earlier submission)

