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### TRANSCRIPT OF PROCEEDINGS

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O/N H-1154774

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**WESTERN SYDNEY**

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**PLANNING PARTNERSHIP**

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**MR A. JACKSON, Chair**

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**AEROTROPOLIS LISTENING PANEL**

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**BRINGELLY**

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**WEDNESDAY, 26 FEBRUARY 2020**

## RECORDING RESUMED

[11.18 am]

5

MR JACKSON: So, look, thanks for coming along today. The purpose of these sessions was to give residents an opportunity to basically present on what your thinking is, what the submissions will be to the – to the package of information that's out there at the moment, so it's very much about hearing from you. And if we've got any questions at the end, then – if we got any questions, we'll ask you. Just to give you, I suppose, a heads-up about some things. So the exhibition period closes at the end of this week. The Minister has agreed this morning to extend that for another two weeks, to give people a little bit more time. We literally found that out 20 minutes ago, so you're one of the first to hear. We'll communicate that to people.

15

And that's in response to the community liaison group that we set up. They requested that of the Minister last night, so he's made that decision. Just before we start, we'll introduce ourselves. The people around the table here are all involved in either agencies or councils that will have a role in terms of reviewing submissions, so it's good for them to hear firsthand what your views are, and as a group and with others, will be making recommendations to the Minister, on how to – how to proceed. So I'll just introduce everyone.

20

MS NORRIS: Nancy-Leigh Norris from Liverpool City Council's Strategic Planning Package.

25

MS BORGIA: Hi. I'm Natasha Borgia. I'm the City Planning Manager from Penrith City Council.

MR ORTEGA: I'm Fernando from Sydney Water.

30

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

MR JACKSON: I'm Andrew Jackson. So I head up the planning partnership responsible for the planning around the airport.

35

MS BLACKWELL: Sarah Blackwell from Infrastructure New South Wales.

MS GRZELAK: Patrice. Department of Planning.

40

MR McNAMARA: David McNamara, Director, Aerotropolis of the Department of Planning.

MR JACKSON: Sure. So that's kind of it from us, so it's over to you. As you can see, there's microphones, so as we said, we'll take it – if you're comfortable, we're taking an official transcript of today's meeting. We'll leave it to you to make sure you're comfortable with it, and that will form part of the – as part of the formal submission onto the – into the package, so over to yourselves.

45

MR S. DEREVNIN: So I just want to confirm. You guys want me to speak from the microphone. Is that right?

5 MR JACKSON: No, no, no. You can get up and walk around. I think it picks it up, yes.

MR DEREVNIN: It picked it up. Okay.

10 MR JACKSON: Yes, yes.

MR DEREVNIN: No worries. No worries.

MR JACKSON: So for about 15 minutes, or so - - -

15 MR M. RONICH: Okay. By way of introductions - - -

MR JACKSON: Yes.

MR RONICH: - - - my name is Monchello Ronich. I'm from ..... Planning – Transport ..... Planning. I'm ..... consultant. And beside me is Simon Derevnin who  
5 represents – also the landowner at the property at ■■■ Badgerys Creek Road, Bringelly. In terms of the site context, as you will see up on the slide we had presented – I think it's a ..... where we are in relation to this scheme, and as you can see, that little red outlined rectangle is the land in question we are talking about. It's not a large parcel of land ..... if I can say, but it is quite large in terms of how the site  
10 is going to be redeveloped and the current plans you have for this particular lot. So more importantly, that's the context. We're about 1.2 kilometres from the northern side – northern side of the Northern Road, so there you go, 1.1 kilometres. That's the site in question.

15 And immediately, as part of this process, we found that that land is going to be ..... by some form of major road. And as you can see, the road is going to actually take out 90 per cent of that block on the land in question. And the final ..... we're concerned about, how do we come up with this – obviously this new loop road, this better road, looking at it, it's going to be the scale of an arterial road. The final  
20 details, it's going to ..... the carriageway, the design ..... And the first concern we had is one – that block of land there, that ..... that you can see, and we've projected where we believe the block of land fits in relation to that scheme. It's really disappointing that those blocks have not been identified ..... so we managed to work off the contours which are available, to try and find where we fit in relation to that  
25 scheme. .... it is what it is, so perhaps ..... people who obviously ..... they don't understand fully the consequences of where ..... are.

But we have ..... to that, and we are not happy with the plan, showing the way that we nominated. And we had prepared a very detailed submission about .....

30 MR JACKSON: Yes.

MR RONICH: And more importantly, that broken dotted line you see in purple - - -

35 MR JACKSON: Yes.

MR RONICH: We're thinking it makes a lot more sense to have that road move to the northern part of the site. The other thing is the sharpness of that bend in terms of – I do apologise for that. The sharpness of that road – that curve ..... and that's what  
40 we believe ..... safety ..... projection of that curve, but nonetheless, where that broken purple line is shown, that's the actual current entry into the land - - -

MR JACKSON: Excellent.

45 MR RONICH: ..... which is zoned by the Commonwealth. And it makes a lot more sense to us ..... that we utilise that existing arrangement rather than moving the road further south. However, given that we don't have the property details ..... the actual



lots themselves – dimensions, could be a drafting error, where – that projection in white should be in that direct location. So ..... would deny that. We don't have the proper details. We're trying to make ..... as best we can - - -

5 MR JACKSON: Yes.

MR RONICH: And there could be something further there. I don't know.

10 MR JACKSON: Yes. And I might just say to that – jump in if you want - - -  
MS GEE: Sure.

15 MR JACKSON: The – as you've touched on, some of these road alignments have been shown for the first time, and it's fair to say that with this road and the ring road and some others, the alignments as shown here at the moment, they are indicative - - -

MS GEE: Yes.

20 MR JACKSON: And that further detailed technical work needs to happen to lock in the alignment of those. And as part of that work, I would envisage that there may be some refinement to the alignments that are actually shown here.

25 MS GEE: Yes. I would – I would confer with that, yes.

MR RONICH: No. Absolutely. So ..... as I've said to you - - -

MR JACKSON: Yes.

30 MR RONICH: ..... you would find with a lot of people ..... as part of the consultation process, we've received their notes .....

MR JACKSON: Yes.

35 MR RONICH: ..... and something like that. So we want ..... that as being one of the major contentions ..... of this particular block of land. The land is ..... and it's going to be used for agricultural purposes, so it's going to ..... business ..... use that land for agricultural purposes.

40 MR JACKSON: Yes.

45 MR RONICH: That's one issue. Once again, we do have a detailed submission prepared which outlines some of the reasons. I know we have constraints in relation to time, so I will just - - -

MR DEREVNIN: I'd just like to mention that from the landowners' perspective, we believe that it would be more fairer, more equitable that that road is aligned further

north. Given that the Department of Defence site has that ability to take up that burden, as opposed to private ownership – mums and dad investors, we think it's a fairer outcome. And in addition to that, it allows the government to take into consideration, maybe we don't need to acquire that road in future, or that transport corridor. We could have future developers dedicate – construct and dedicate, and that way you guys – the government, to save money and use it somewhere else for more critical infrastructure, to ..... the precedence.

MR RONICH: Well, some ..... the point because ..... current alignment, in terms of ..... area, you're trying to ..... and essentially looking at that, you're really limiting yourself, and in terms of road construction, ..... 50/50 ..... so it's hard for road construction ..... and if it was ..... it would make sense to have it as a 50/50 split rather than as separate ..... So .....

MR DEREVNIN: Yes. That's fine.

MR RONICH: So in terms of talking about, I guess, anything decent ..... area, that it would make sense ..... have that ..... once again, it may be a projection of that ..... correct alignment – that would be a problem, but I guess ..... it also needs to investigate ..... but looking at it ..... it would make sense having that broken purple line in that current configuration of the entrance into the Commonwealth land, and that way all that land that you see there in the broken orange line, ..... absorbed into that core zoned area. It would make a lot more sense ..... small regular, the geometry of ..... obviously is a lot better. And the worst thing about ..... roads is the clearance from ..... points. Essentially, all of that paddock ..... so large, you won't be able to ..... So that is where we are coming from ..... just trying to make the geometry more regular, not so irregular, and trying to minimise that curve because it's ..... ongoing problems.

MR DEREVNIN: So with ..... so the proposal to extend into ..... these properties ..... as shown. So because that road is a good opportunity delineate the two zones from – the mixed use and the enterprise zone, so that way we – you know, in the future, down the track, ..... potential conflict .....

MR JACKSON: Yes, absolutely. And, I mean, as you could guess, we use the road alignment, if you like, to delineate that difference at the moment, so - - -

MR DEREVNIN: That's correct. So if you guys decide to do remove – remove – realign ..... north, that's probably a good idea to also move the zoning – ..... zone further north, with – that – to realign with the road. So with this slide here, so our intent here, as you can see, we've got like a few major landholders, as you can see, so one is the – the Leppington Pastoral Company, as you can see. There's ..... that one in red. So we understand that economic studies have been done – there are certain aims and objectives that the department needs to achieve, and there is only so much mixed use zones that you guys will want to zone, to achieve certain objectives, ensuring that there's enough employment ..... the employment, more industrial uses in the other areas. We understand this is some of the objectives, but for us, when we

reviewed this zone, we've noticed that – what we understand is that a future mass transit – public transport service will be located more likely along these areas.

5 So when you have mixed use areas extending further beyond this public transport service – particularly that's mass transit and that – that's capable of accommodating, you know, 40,000 people an hour, these people here – well, there's residents – potential future residents here, are not – are within walking distances of these transport services, or they would have to rely on other modes of transport to attend the main public transport. So with that in mind – so if the zone is – remains as it is, 10 there would be further ..... other additional public transport or private car ownership, which would lead to greater emissions, and doesn't necessarily achieve the objectives to have a well-connected – the city.

15 So what we have suggested, that may – perhaps you guys can review this area – I'm not saying remove it completely, but review and determine maybe from this area can reduce, so that you offset into this area which – which would be closer to future public transport. This – this – so this presentation here, so it shows the noise, aircraft noise mapping. As you can see, the property itself and areas around the proposed mixed use area that we're suggesting are not affected by aircraft noise, so there is no 20 reason why it can't be utilised for residential purposes as well.

In this presentation, this shows the wildlife buffer. This is the 3 k wildlife buffer, so anything within this is 3 ks within the airport. So as you know, this is a controversial one. There's certain controls regarding retaining certain bushland ..... , natural 25 reserves, wetlands in this area, so ..... either avoidance or mitigation measures. So what we are suggesting here is that there is – we'd be ..... there is a map that I showed previously, that show an investigation of ..... park. And this is ..... concern amongst many of the owners, when I speak to around some of the owners. They just don't want the ..... in the area, but not – in addition to that, a park would not be 30 suitable because it would conflict with aircraft safety controls and regulations, to require certain vegetation, certain types of areas, controlled in such a manner, to not attract wildlife attraction.

35 So – and again, so this is one of the reasons why we want it to stay – we object to the idea of having a regional parkland, of our property or even within 3 ks of the airport, for safety reasons.

MR RONICH: ..... based on that particular issue. In terms of ..... I just don't understand how that makes planning sense ..... is all about increased tree canopies ..... 40

MR JACKSON: Yes.

MR RONICH: Well, if you get back to the basics ..... town planning, rule 101 is to be mindful of ..... 45

MS GEE: Yes.

MR RONICH: So I want to make this submission about ..... I just don't see how that's going to work. That green line you see there is a ..... buffer zone ..... at this point in time, we are having a lot of problems with bats and birds ..... some birds which are ..... pests. And there's a real possibility ..... introducing this ..... don't get me wrong. I'm all for ..... obviously people .....

MR JACKSON: Yes.

MR RONICH: And the biggest concern I have is about bird and bat strikes ..... and we've seen that happening ..... actually get into .....

MR JACKSON: Yes.

MR RONICH: So that is probably the main issue that's ..... State Government is pushing along. And I just don't see how that ..... understanding where this parkland goes .....

MR JACKSON: Look, without doubt, the conflict between a 24-hour operational airport and a parkland city vision is one of the biggest challenges that we have, in terms of what we need to plan for. There's a few absolutes, but there's also opportunities for risk mitigation, and we're working – I don't have the answer for it at the moment, but that is something that we're working through.

MR RONICH: Because when you say that, I was recently at Adelaide Airport, and there's not a tree as far as the eye can see. .... with a shotgun taking down bats as we were flying in. And so ..... look, there's a man walking right ..... shotgun ..... because of bats .....

MR JACKSON: Yes.

MR RONICH: ..... said absolutely ..... problem.

MR JACKSON: Yes.

MR RONICH: And so ..... termites ..... I just don't know how that's going to work ..... available ..... 13 kilometres. And, look, I expect ..... comments about mitigation services, but having a man ..... with a shotgun is not – especially where we've got bad planning now ..... and perhaps we need to ..... promote this vision ..... still in this area, not immediately around the airport ..... bearing in mind 10 – 30-kilometre distance ..... In some cases it was .....

MR JACKSON: Yes. I appreciate that.

MR DEREVNIN: And so in terms of mitigation, like we understand there are mitigation measures in place to try and alleviate some of these concerns about wildlife strikes, but we believe we can ..... is probably the better options, achievable options. Having been engaged in ..... onboard education amongst the community,

what you can and can't do ..... compliance issues, and that's with ..... government to ensure these matters. And it would be costly – more ..... outcome at the end of the day, to have mitigation, where you can avoid – resolve it at this stage.

5 MR JACKSON: Okay.

MR DEREVNIN: Yes. As we said, we like parklands - - -

MR JACKSON: Yes.

10

MR DEREVNIN: We've got West Sydney Parkland which is probably ..... parklands in the world ..... and we – I believe we should improve on the West Sydney Parkland ..... major attraction for the area ..... and looking to add onto the parkland, so that - - -

15

MR JACKSON: Yes. Okay.

MR DEREVNIN: - - - it's bigger and better.

20 MR JACKSON: Cool.

MR RONICH: And the final thing I want to ..... we talk about this agri-business ..... and so ..... a little bit more information about what type of agri-business are we talking about? ..... this country, is not ..... in the traditional sense ..... agri-business, one of the ..... my experience ..... once again ..... and essentially, ducks, bats ..... further strikes for aircraft - - -

25

MR JACKSON: Yes.

30 MR RONICH: And so once again, we have that to ..... and bad planning, and minimising ..... conflict. I believe that agri-business needs to be looked at ..... moving away from the traditional ..... pretty much automated ..... and perhaps given that we had a drought – and we're still in the drought - - -

35 MR JACKSON: Yes.

MR RONICH: ..... moving away from the traditional ..... agri-business - - -

MR JACKSON: Yes.

40

MR RONICH: .....

MR JACKSON: Well, look, I think it's fair to say that the vision for the agric-business precinct is not business as usual, and I think the land use as identified in a discussion part would really point to that.

45

MR DEREVNIN: The point is, the agri-business ..... is not one of the ..... rural agricultural ..... That that's the key message, that it's not going to be like the traditional agricultural uses. So I think that's the .....

5 MR JACKSON: But, no, your point is fair. Yes.

MR DEREVNIN: So to those points you raise ..... Well, there's an opportunity perhaps ..... State Governments ..... initiative and actually prove that agri-business can be sustained ..... and perhaps the current agri-businesses that I've seen in the area  
10 are still ..... in the traditional sense ..... down that pathway ..... and maybe that support from the government will assist in actually having that ..... some money behind it ..... traditional sense .....

MR JACKSON: Yes. So just - - -  
15

MR DEREVNIN: So I had a chance to review some of the previous submissions that was part of the ..... process. This is a submission that was received by the Planning Department of Environment ..... and was ..... I'm just trying to get an idea where that concept of having that ..... road came from, and I'm thinking maybe  
20 perhaps it was from this submission. As you can see with this submission that was previously submitted, the road that comes down here – sorry, the road that comes down here – and is ..... again. It – they're suggesting that again it was ..... to go where the ..... Department of Defence land is. I think perhaps a lot of people have that same sort of view, and ..... around the area. Everyone has the same idea that that  
25 road should be moved, and I – I think you guys will receive other submissions that will have the same recommendation of moving that road ..... a bit further north. So I just wanted to point that out ..... they're either being some inconsistencies and ..... recommendations made by others - - -

30 MR JACKSON: Yes.

MR DEREVNIN: And I hope that the department can consider those and take that into effect.

35 MR JACKSON: Yes. Look, and in terms of origin, I think the reality is 15th Avenue is a really important road on that map, and in terms of western Sydney, providing that connectivity to Liverpool CBD, and the concept of it going both north into the airport and south to the metro station, I think that's the origins of having both a north/south, and it just so happens that, you know, the Ingham picture has a similar  
40 alignment. So that's – I think that's the origin of it. I think what you're saying, you know, makes sense on face value, in terms of the alignment, for those reasons that you've raised, so – and as I said, it's not a road that is locked in at this point, so no. Thank you.

45 MR DEREVNIN: Well, the last point is biodiversity certification. So we request, as you know – there's many small landholders out there who don't have the ability to engage in ..... ecologist, time to take those special studies, to meet Federal and State

environmental requirements. So we request that the department undertake those studies effectively as soon as possible so that certification can be done to the areas that's intended to be developed. So this way ..... delay ..... down the track, and future operations of the airport. We believe that without bio diversification, or a similar  
5 scheme, without removal of sufficient vegetation around the area, it may, in fact, impact the operation of the airport itself.

MR JACKSON: Yes. Okay. Just a comment on that – and I might be wrong, but I thought that some of the Aerotropolis, including this area, was actually picked up by  
10 the biodiversity certification that applies to the South West Growth Centre because the Growth Centre actually went up to Elizabeth Drive and came down kind of around the airport. I'd have to – is that ..... correct?

MS NORRIS: It does stop. I don't know - - -  
15

MR JACKSON: Yes.

MS NORRIS: - - - how – that might be just a bit further on, yes.

20 MR JACKSON: Yes.

MR DEREVNIN: So is this ..... was part of the South West Growth Centre - - -

MR JACKSON: Yes.  
25

MR DEREVNIN: - - - the ..... but since then, obviously it's – it kind of moved away – it's not a ..... zone ..... thing, and they've got the new .....

MR JACKSON: Yes.  
30

MR DEREVNIN: Controls coming in, so at this point in time we just don't really know exactly what plans is going to happen ..... the new Commonwealth Conservation Scheme - - -

35 MR JACKSON: Yes.

MR DEREVNIN: - - - or whether you're going to have the traditional idea of previously the growth centres, where we issue biodiversity certification for those properties - - -  
40

MR JACKSON: Yes.

MR DEREVNIN: - - - to entitle them to .....

45 MR JACKSON: I don't – I don't think there's an intention to move away from that biodiversity certification, given how hard the New South Wales Government had to work for it, and how – well, it streamlines things. If that's wrong, I'll come back to

you, but my – my understanding is that that – if the – if this area is biodiversity certified, then that certification will continue. The exact interface with the Cumberland Plain, I can't talk to that, but if it's certified, the intent is that it remains certified.

5

MR RONICH: It makes a lot of sense ..... plan ..... if all those .....

MR JACKSON: Yes.

10 MR RONICH: ..... in terms of .....

MR JACKSON: Yes, yes.

MR RONICH: .....

15

MR McNAMARA: The discussion paper makes the point that the South-West Growth Centre certification ..... or whether it applies to that exact site ..... that is the intention ..... do not replace all the effort that both Federal and State Government ..... that certification ..... it makes it really difficult ..... landowners to progress their documents, so ..... certification .....

20

MR RONICH: It makes sense ..... in terms of ..... offsets .....

MR JACKSON: Yes.

25

MR RONICH: ..... and I guess the message we would ..... put forward once again is ..... by showing that we are going to ..... it's best now ..... conservation process ..... that we grab the bull by the horns .....

30 MR JACKSON: Yes.

MR RONICH: - - - and address it now ..... problem, given that ..... employment, transport ..... well, things need to be .....

35 MR JACKSON: Okay.

MR RONICH: ..... anything else?

MR DEREVNIN: Yes. Also with the regional park ..... investigation area .....  
40 When speaking to a lot of the neighbours, a lot of concern was raised. They want that – including ourselves, we want that oval shape to be removed ..... any future ..... plans or plans that get adopted because what's happening now, the developers or the future investors ..... wary about that oval shape, and if the government doesn't resolve or make a final decision on where that park is going to go, and that – that  
45 oval still remain, is going to cause concerns amongst ..... investors. So we request that that oval be completely be removed ..... all that issue about parkland be resolved prior to the rezoning process.



MR JACKSON: Yes.

MR DEREVNIN: Finally, the biodiversity certification. As you say, it might be .....  
at one stage. It would be nice if all the owners – owners of these properties get  
5 certain notification from the Office of Environment – whoever it is – department, to  
clarify, yes they are or no, they're not – have not been ..... certified.

MR JACKSON: Okay.

10 MR RONICH: ..... one of the plans .....

MR DEREVNIN: Yes. Yes.

MR RONICH: .....  
15

MR JACKSON: Yes. Okay. Right. Look, thank you for that really considered  
presentation. Is there any – it's pretty – I think you've explained it pretty well, what  
your position is.

20 MS GEE: Yes, there's compelling arguments, what you're proposing in relation to  
the road.

MR JACKSON: So – no, that's great. Well, thanks for your time. So, as I said,  
that will be recorded. Can we get a copy of the presentation?  
25

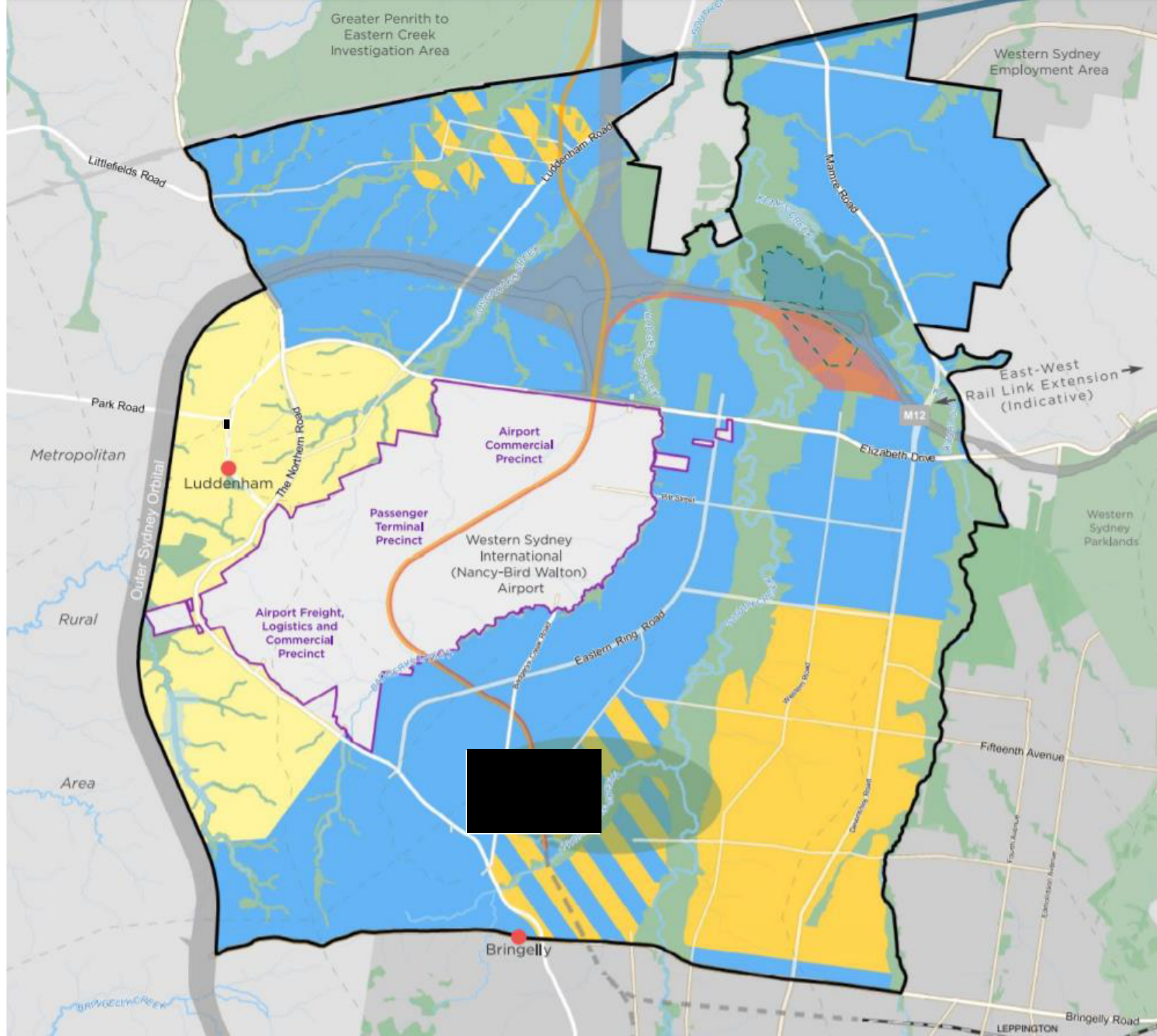
MR DEREVNIN: Yes.

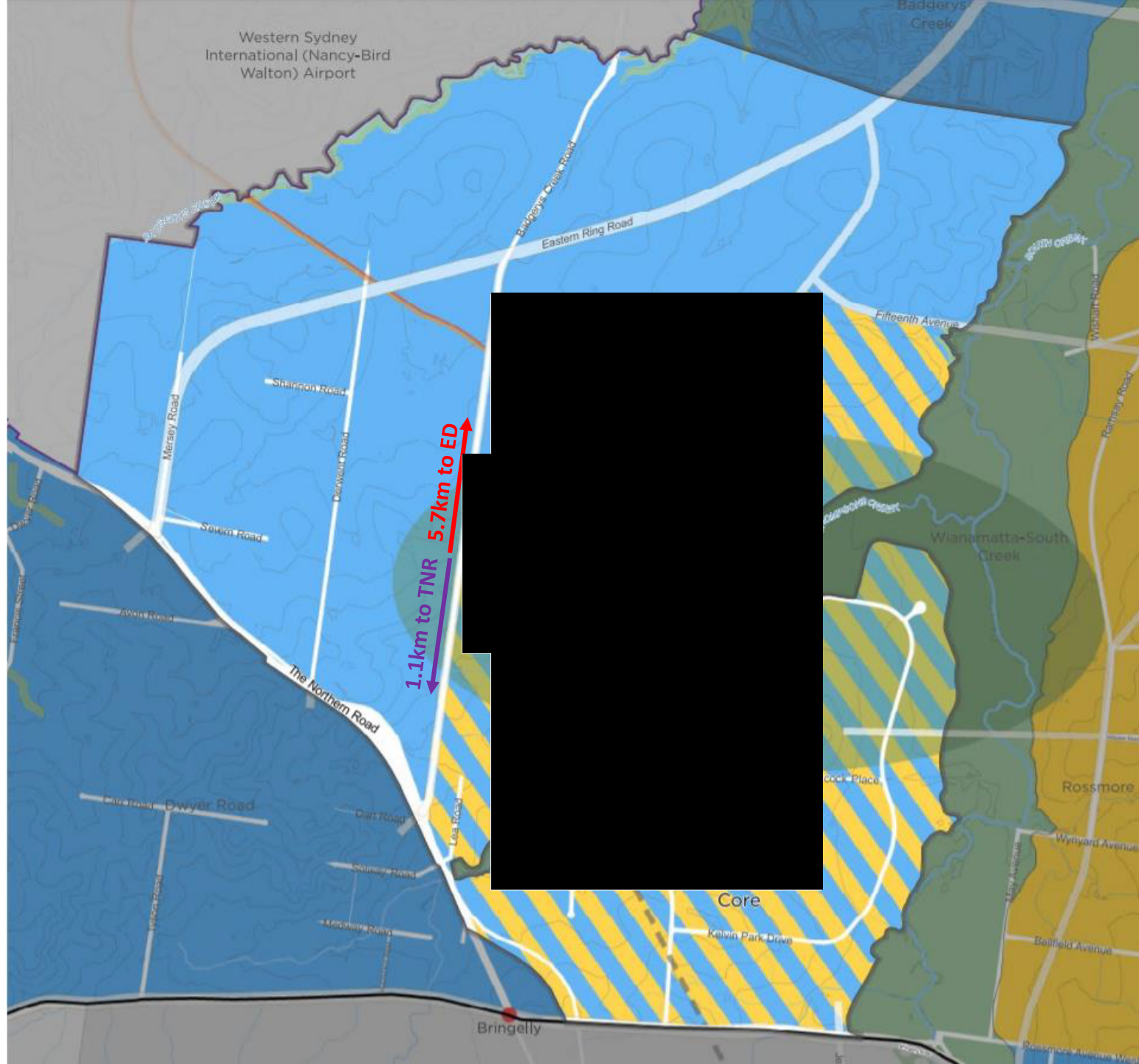
MR JACKSON: Are you comfortable with that?

30 MR DEREVNIN: Yes. ....

**RECORDING SUSPENDED**

**[11.48 am]**









## Legend



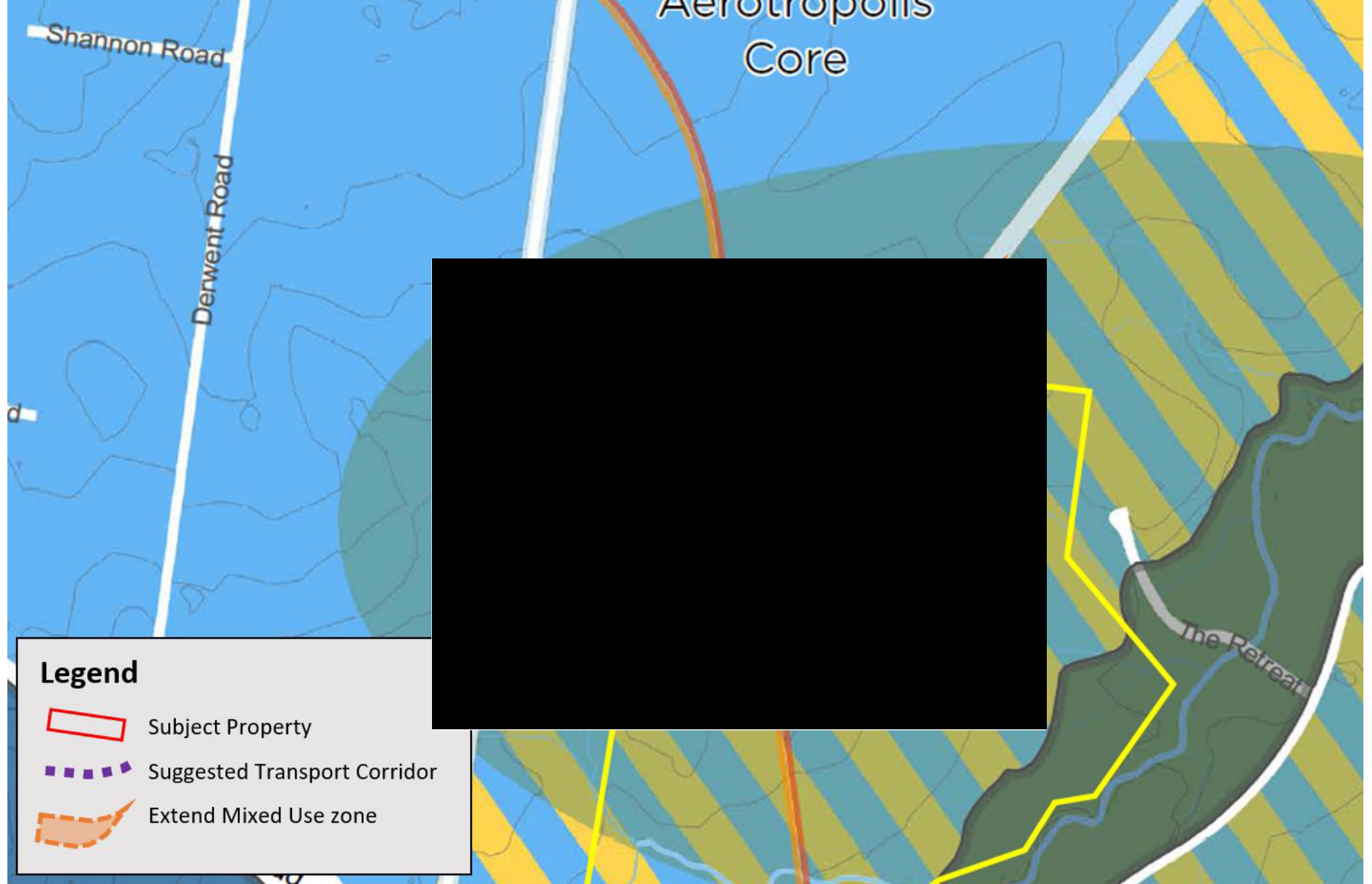
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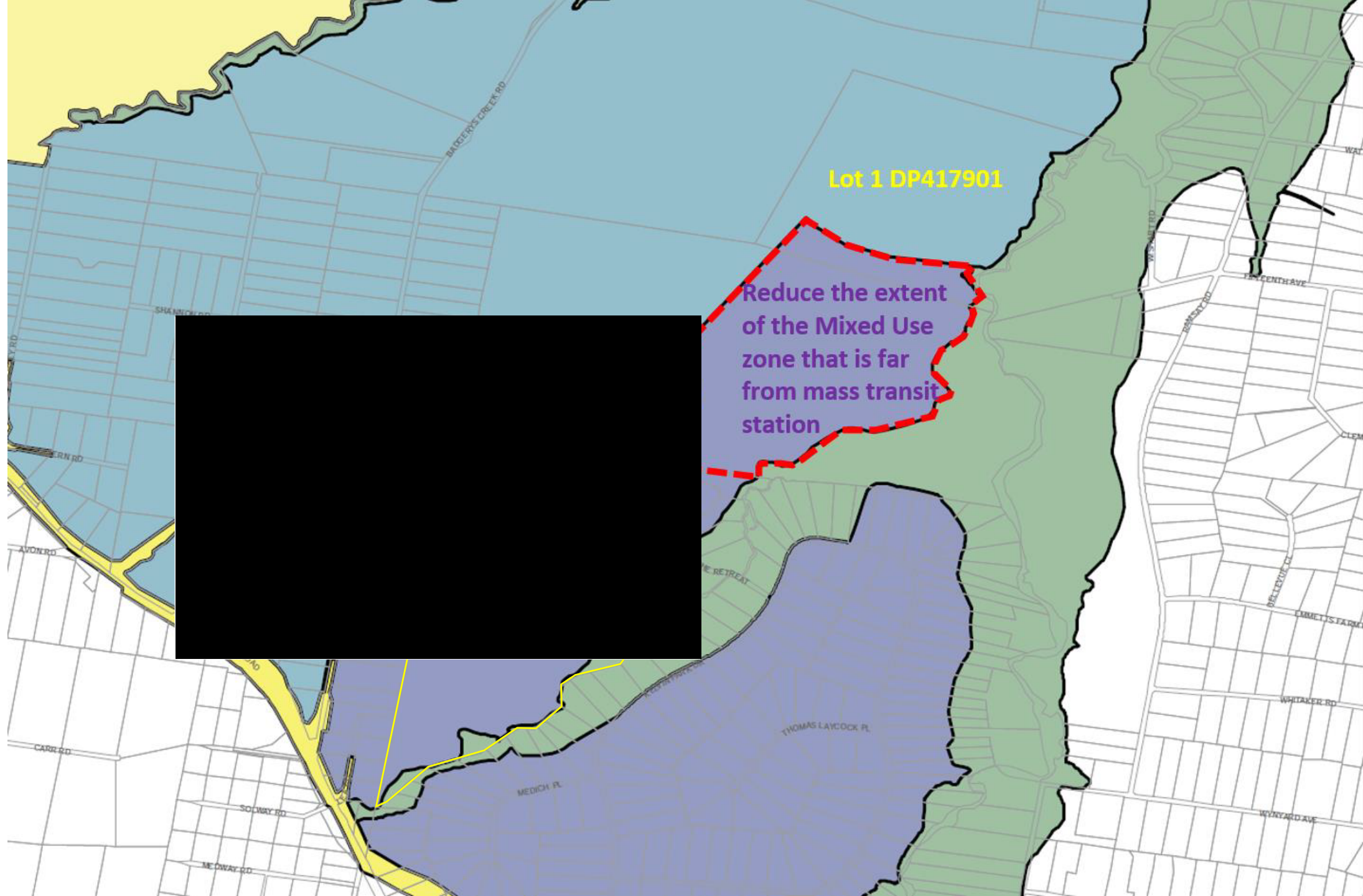
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Defence Land

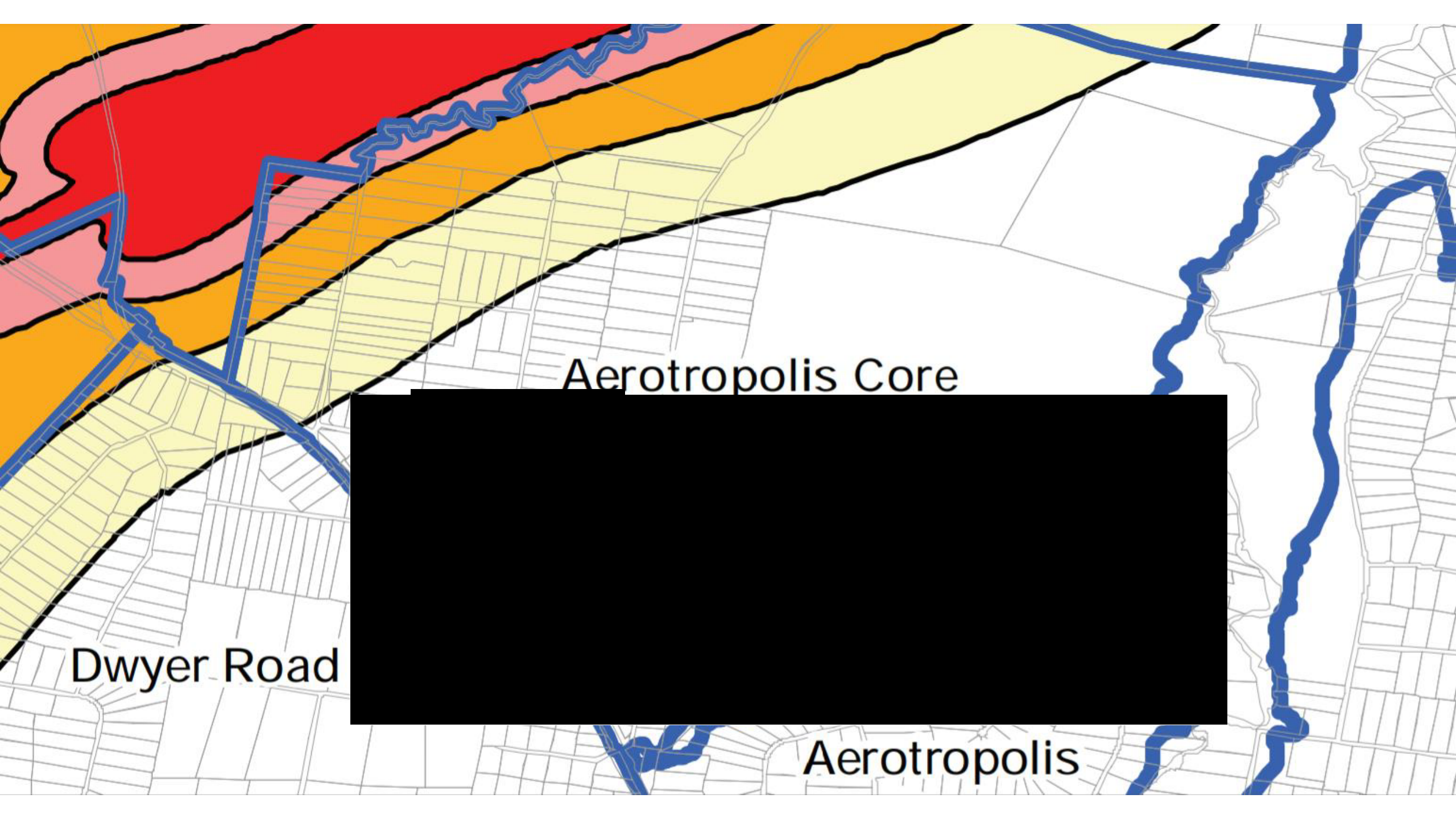






Lot 1 DP417901

Reduce the extent  
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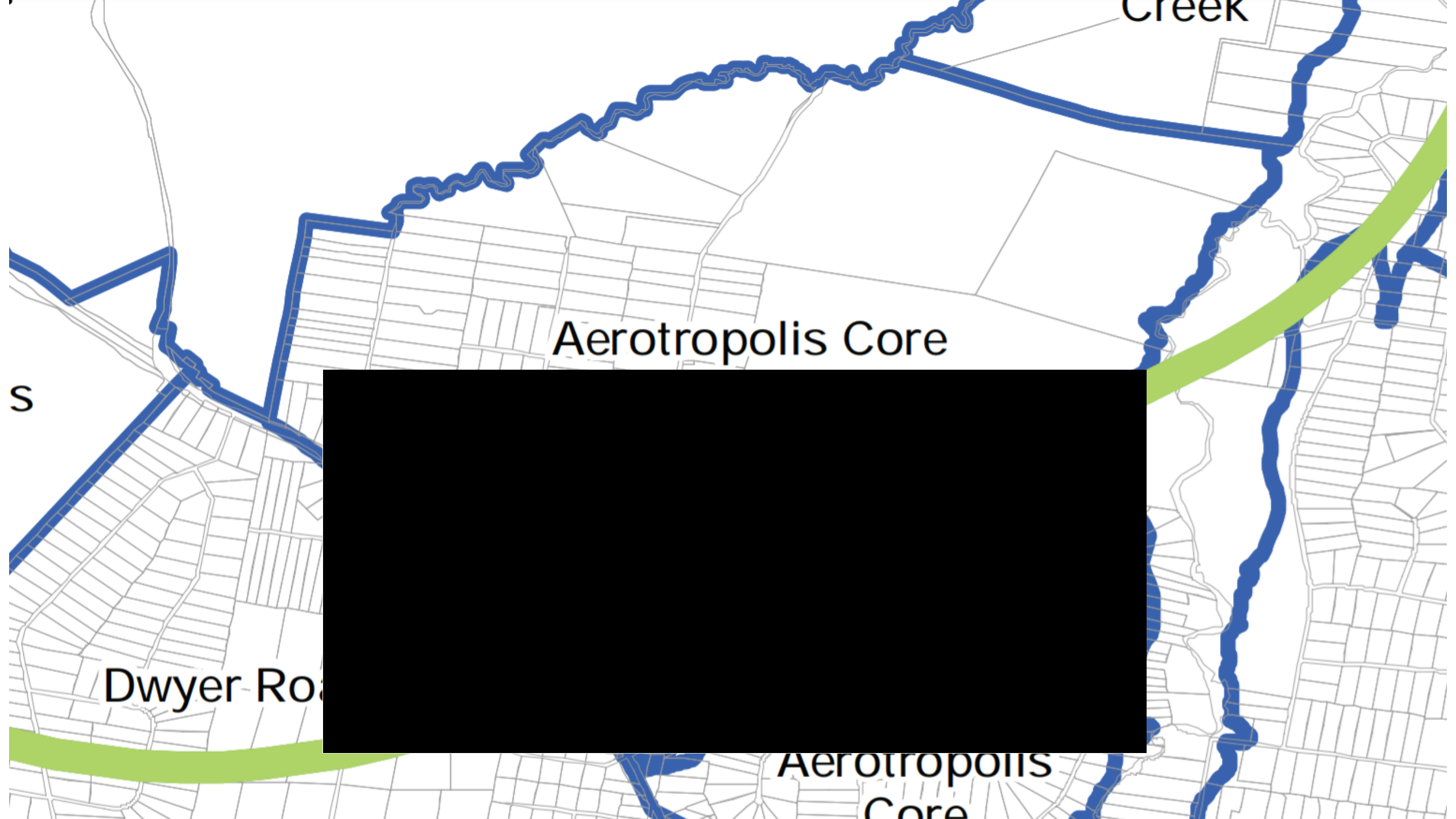


Aerotropolis Core

Dwyer Road

Aerotropolis





Creek

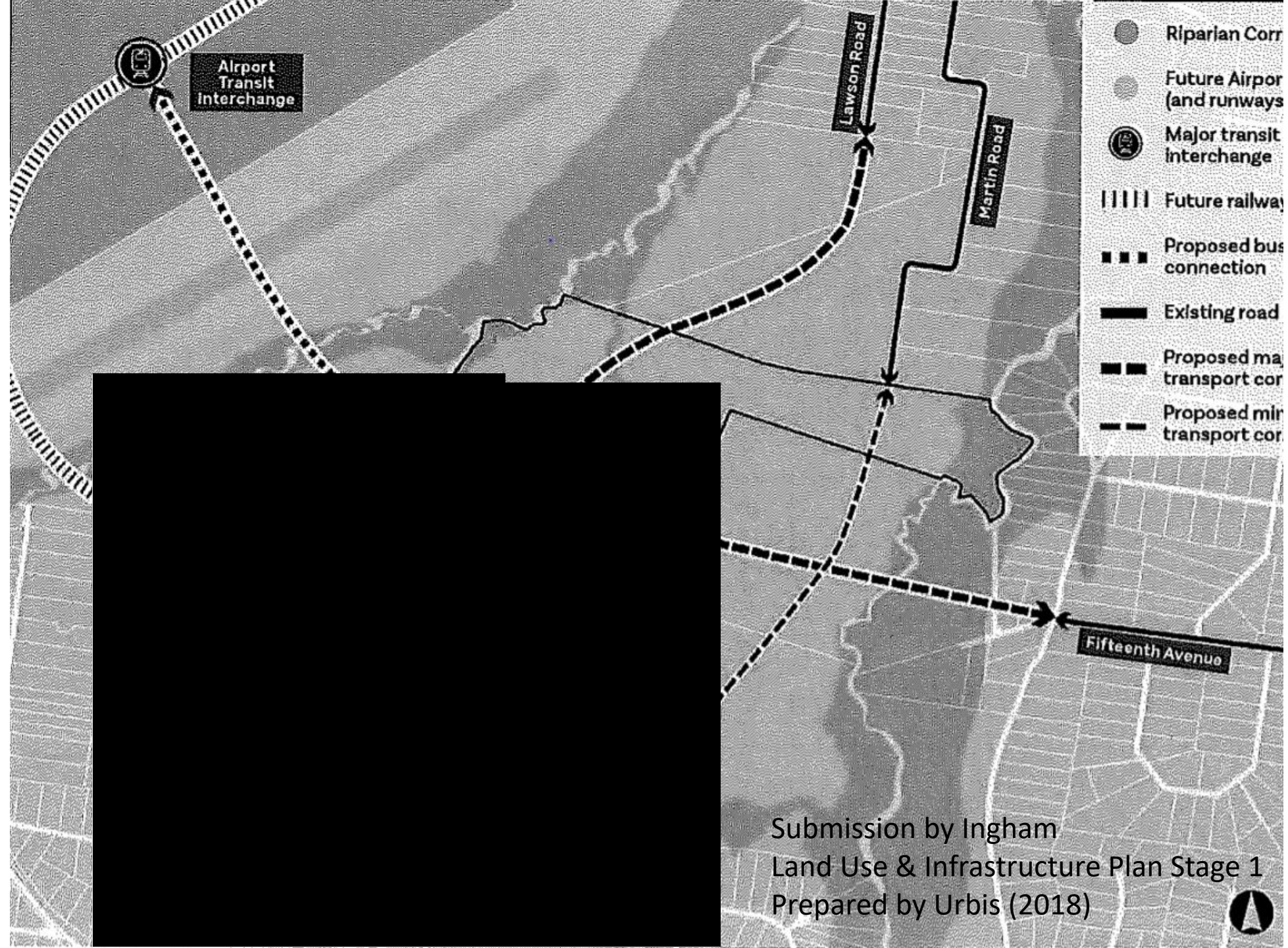
Aerotropolis Core

Dwyer Road

S

Aerotropolis  
Core





Submission by Ingham  
Land Use & Infrastructure Plan Stage 1  
Prepared by Urbis (2018)

