

12 March 2020

Western Sydney Planning Partnership

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Submission – Western Sydney Aerotropolis Planning Package

This submission has been prepared in response to the Draft Western Sydney Aerotropolis Plan (DWSAP), released by the NSW Department of Planning, Industry and Environment on 6 December 2019. On behalf of my family (residents of the Bringelly Area for over 20 years) I would like to thank you for the opportunity to provide feedback to the Draft Western Sydney Aerotropolis Plan.

Under the Draft State Environmental Planning Policy (Western Sydney Aerotropolis) 2019, our residential lot is located within the Aerotropolis Core precinct and is proposed to be zoned Mixed Use (see **Figure 1 and 2** below).

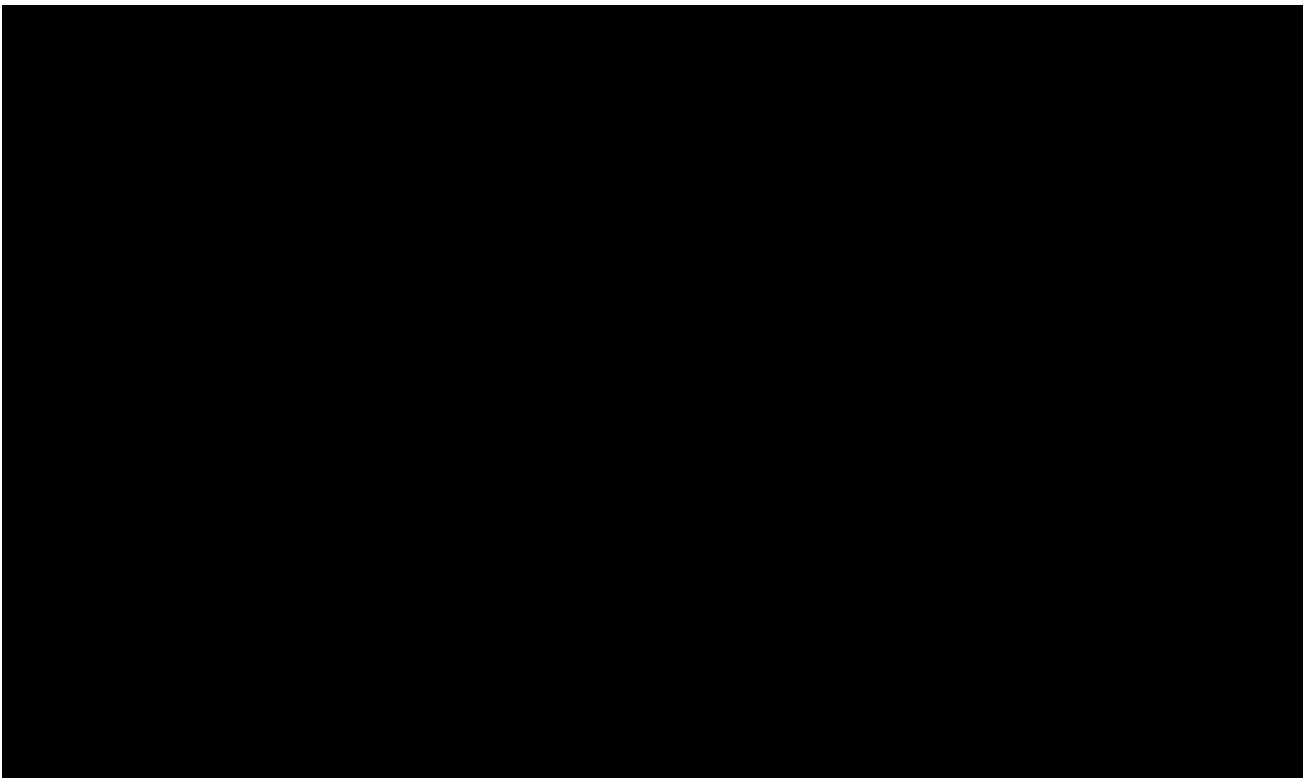


Figure 1: Draft Precinct Boundary Map (Source: Draft State Environmental Planning Policy (Western Sydney Aerotropolis) 2019)



Figure 2: Draft Land Zoning Map (Source: Draft State Environmental Planning Policy (Western Sydney Aerotropolis) 2019)

Pursuant to Draft State Environmental Planning Policy (Western Sydney Aerotropolis) 2019, under the proposed mixed use zone land uses such as: *Attached Dwelling, Backpackers Accommodation, Boarding House, Business Identification Sign, Car Park, Commercial Premises, Community Facility, Early Education And Care Facility, Educational Establishment, Electricity Generating Works, Emergency Services Facility, Entertainment Facility, Environmental Facility, Environmental Protection Works, Flood Mitigation Work, Function Centre, General Industry, Group Home, Health Services Facilities, Home Industry, Hostel, Hotel Or Motel Accommodation, Industrial Training Facility, Information And Education Facility, Light Industry, Multi Dwelling Housing, Passenger Transport Facility, Places Of Public Worship, Public Administration Building, Pubs, Recreation Areas, Recreation Facility (Indoor), Recreation Facility (Major), Registered Club, Residential Care Facility, Residential Flat Building, Respite Day Care Centre, Road, Semi-Detached Dwelling, Service Station, Serviced Apartment, Sex Services Premises, Shop Top Housing, Storage Premises, Telecommunications Facility, Vehicle Repair Station, Veterinary Hospital* are permitted with the consent of determining authority such as the Local Council.

Based on the information provided, the Mixed-Use Zone boundaries have been applied to areas where there is a focus on the delivery of both employment and higher density residential uses and are located in areas of high amenity with access to high frequency public transport, open space, parks and waterways, pedestrian and cycle linkages and public squares.

Whilst we strongly support the proposed mixed-use boundaries and the intent of the zone, we have some concerns regarding the proposed SEPP objective “*To encourage the development of well-planned and well-serviced new urban communities in accordance with the Precinct Indicative Layout Plan*” assumed to be in this instance the Western Sydney Aerotropolis Structure Plan.

Western Sydney Aerotropolis Structure Plan

As shown in **Figure 3** below, The Western Sydney Aerotropolis Structure Plan – Aerotropolis Core is identified as mixed flexible employment and urban land, has a total area of 1,382 hectares and has the potential to provide 50,000 to 60,000 jobs and house 20,000 to 24,000 residents; yet it is marked with a green oval which is representative of regional parkland investigation.

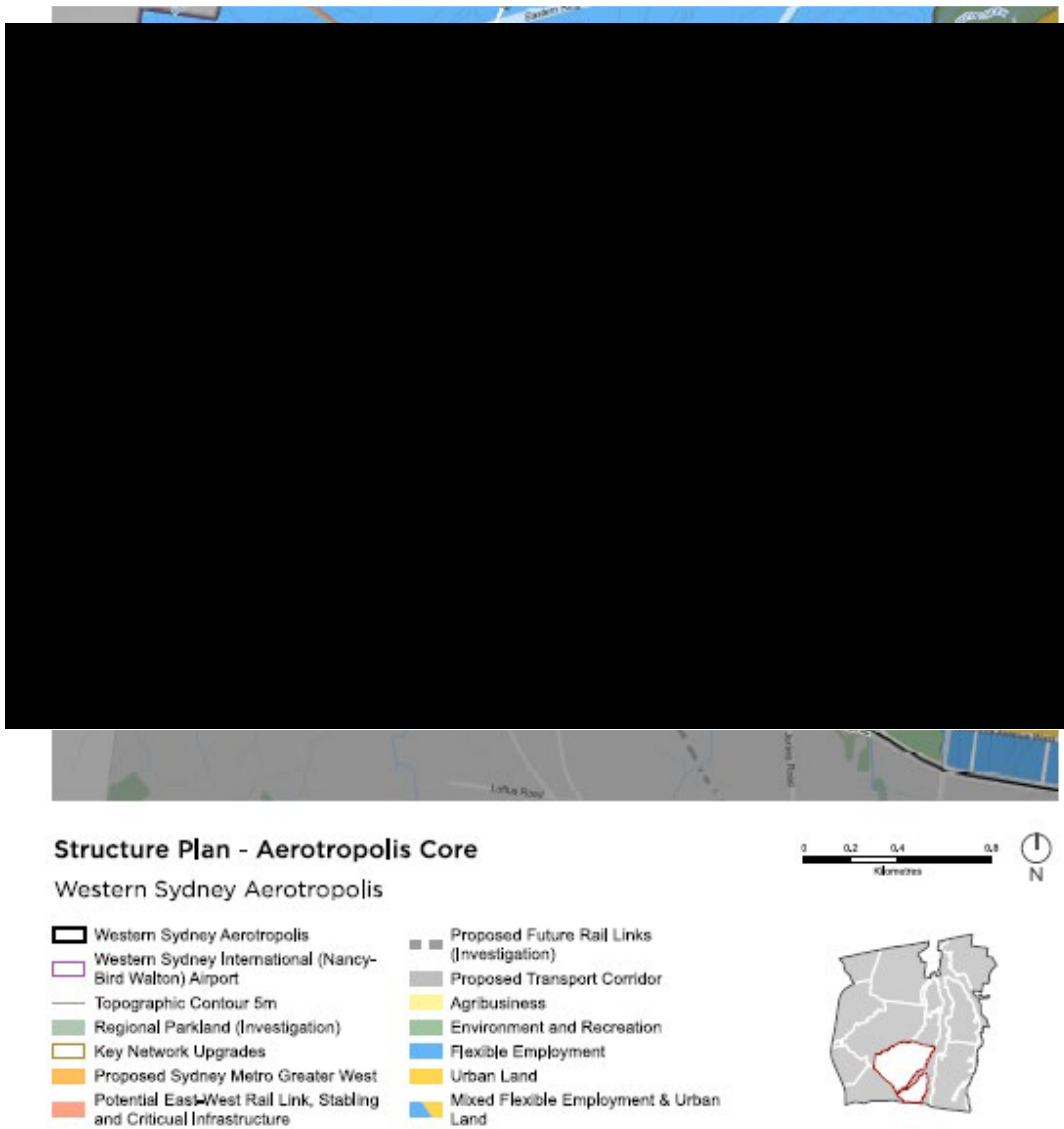


Figure 3: Structure Plan – Aerotropolis Core

This green oval is consistent with the Blue Green Infrastructure Plan which also highlights that the Aerotropolis Core is subject to regional parkland investigation (see **Figure 4**)

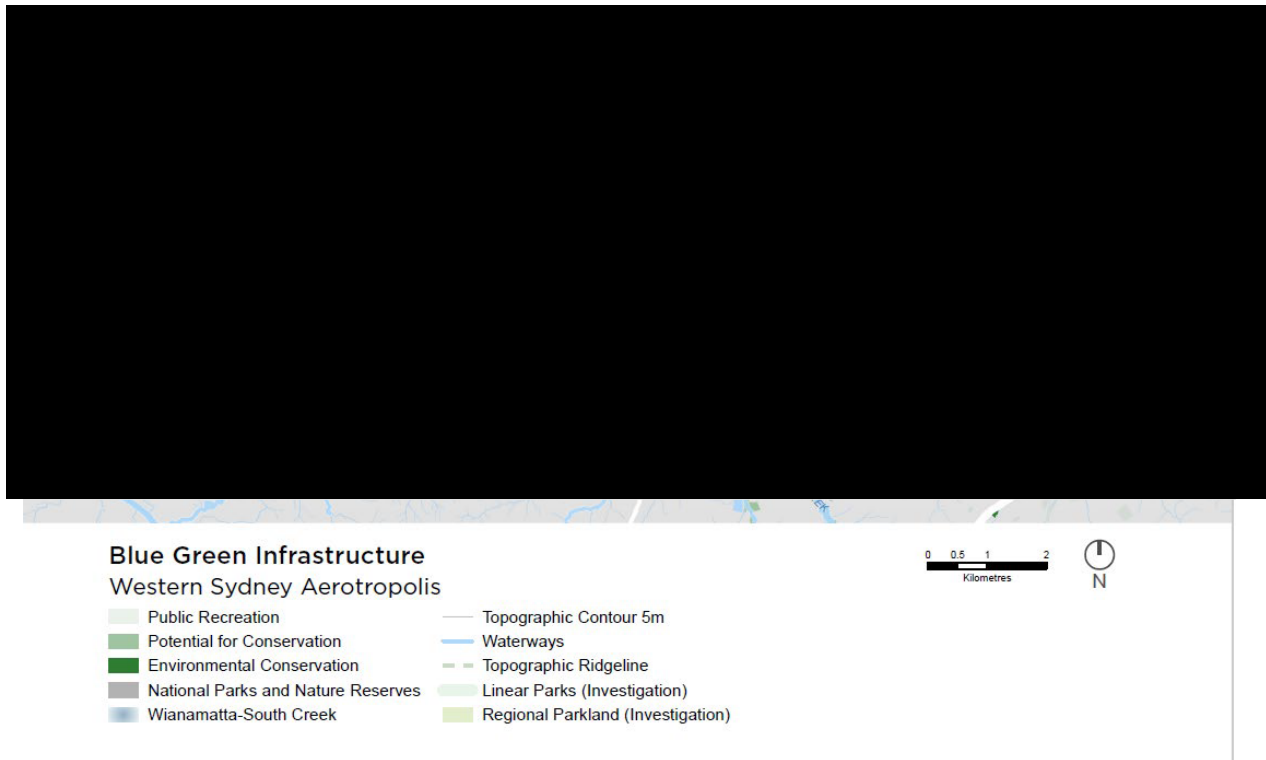


Figure 4: Blue Green Infrastructure

Section 4 of the Western Sydney Aerotropolis Plan introduces the Blue-Green Grid concept as a network of waterways, riparian areas, bushland, parks and open spaces, tree canopy (including street trees) and private gardens that are strategically planned, designed and managed to support a good quality of life in an urban environment.

Regional parks have been identified as an integral aspect of the Blue-Green Grid concept and will provide the immediate and recognisable identity of the Western Parkland City and Aerotropolis, connecting with the Western Sydney Parklands. The regional park investigation areas in the north and south of the Aerotropolis sit along the Wianamatta– South Creek corridor.

- The southern regional park will connect the environmental setting of the Wianamatta–South Creek corridor to urban areas in the Aerotropolis Core.
- The northern regional park located north of the proposed M12 Motorway at the confluence of South, Badgerys and Kemps creeks is an area of high environmental and Aboriginal cultural value. It could create an iconic parkland gateway visible from the air and on the ground.

The southern regional park investigation applies to our residential lot. Whilst we support the landscape led approach for the Aerotropolis Core precinct, we have the following concerns:

1. Will the regional park investigation impact on the permissibility of land uses permitted within the proposed zone; more so the higher density land uses such as residential flat buildings, serviced apartments, hotel or motel accommodation and commercial premises;
2. Will there be design constraints imposed on higher density land uses to ensure the future development is meeting landscape led approach expectations;
3. Will lots located within the regional park investigation area be required to dedicate developable land as open space?
4. How will regional park investigation areas embrace housing diversity, more so for higher density development?

Conclusion

Thank you for providing the opportunity to contribute to the Draft Western Sydney Aerotropolis Plan (DWSAP) that will guide the Western Sydney Aerotropolis and surrounds. I look forward to working with the Department for the completion of the final Western Sydney Aerotropolis Plan.

Yours Sincerely,

Gabrielle and Graeme Gilvear