

[REDACTED]

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**From:** system@acelo.com on behalf of John Harding [REDACTED]  
**Sent:** Sunday, 28 October 2018 5:33 PM  
**To:** [REDACTED]  
**Subject:** Submission Details for John Harding (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: John Harding

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

[REDACTED]

Content:

The NSW Planning departments decision to introduce a "no residential" clause in the upcoming SEPP may result in a loss of previously what may have been considered "conditionally acceptable" tracts of land.

The loss of this potential development may result in reduced "development contributions" and much need facilities and infrastructure required for our areas future sustainability.

The map used as the reference "combined 23/05 2063 Long Term" shows only the ANEC contours [concept only] and in turn the 20-25 ANEC zones being referred to in the LUIP are not officially endorsed by the Federal agencies connected to the "Flight path" design process.

The current maps associated with the airport at Western Sydney were devised purely as "proof of concept" to ascertain if the Sydney Basin airspace could support an airport at Badgerys Creek with little or no interference on existing airports at Bankstown or KSA.

The final flight paths and "true" long term forecasts [ANEF] showing accurate affectation will not be available until 2024.

It is at this time that all stakeholders will have adequate information to make informed decisions.

The information supplied to date from the Federal government in the way of maps concerning the ANEC contours are stated as "not officially endorsed" on the website disclaimer again reflecting a concept only status.

The Airservices final report "Western Sydney Preliminary Airspace Management Analysis" tabled in April 2015 has a similar disclaimer and multiple references in its executive summary and conclusion reinforcing its narrow scope and "proof of concept" status.

The most recent EIS study also states on page 124 by Wilkinson Murray who undertook the noise studies that the ANEC contours should not be used as a reference to planning until a fully endorsed ANEF map is authorised by Airservices Australia.

The protection mechanisms that have existed for decades around the new airport [S117 5.8] "now revoked 20/10/18 had created a "buffer" in residential development since the early 1990's.

The NSW Planning departments decision to change its stance on the AS2021 [2015] "conditionally acceptable" within the 20-25 ANEF contours in the upcoming SEPP is effectively changing the goal posts at the 11th hour and 59th minute.

AS 2021 was first devised in the late 1970's and has been widely used nationally as and indicative noise tool with much success and broad acceptance.

The NSW government was an active participant [committee EV-011] in the formation of the latest version that was developed between 2012-2015 and should be fully aware of the veracity of its content and its wide use and acceptance.

I would ask the NSW government and in particular the planning department to wait until the officially endorsed ANEF mapping is available before even considering introducing this major change to the SEPP.

Footnote.

I also note that you have not included Wollondilly in the LGA listing on this exhibition. We may be a small component in the LUIP but as it affects us with regards to the above submission we would appreciate inclusion in future references if warranted.

IP Address: - 1.144.106.229

Submission: Online Submission from John Harding (comments)  
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Submission for Job: #9552

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