

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [PPO Engagement](#)
Cc: planning.exhibitions@planning.nsw.gov.au
Subject: Webform submission from: Western Sydney Aerotropolis Draft Precinct Plans
Date: Saturday, 13 February 2021 1:13:10 PM
Attachments: [19-derwent-road-bringelly-submission.pdf](#)

Submitted on Sat, 13/02/2021 - 13:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mohamad

Last name

Karaki

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Bringelly 2556

Submission file

[\[REDACTED\]-derwent-road-bringelly-submission.pdf](#)

Submission

Hi,

May you please find attached submission made on behalf of [REDACTED] Derwent Road, Bringelly NSW 2556.

I would also like to refer to Anne Stanley's (MP) statement on the seriousness us small landowners are facing within this development. We strongly appose the Government taking such a big portion of our land and have attached reference's to why we believe we are being robbed of our land as stated by Mark Latham.

Please don't hesitate to contact me if you require anything further as I can not stress the impact this will have and is having on our family.

Mohamad Karaki

[REDACTED]

I agree to the above statement

Yes

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Specifically, I wish to address the Regional Parkland that is shown to affect my land.

2. THE SITE WITHIN THE DRAFT PLANS

The *Draft Precinct Plan* identifies 10 precincts based on opportunities and constraints, as well as likely future character and connectivity. My property is within the “Aerotropolis Core” zoned Enterprise, which is intended to be a high order employment-focused metropolitan centre. The Aerotropolis Core will greatly contribute to the Western Sydney Economic Corridor and forms part of the Metropolitan Cluster as identified in the Western City District Plan. The “Aerotropolis Core” precinct is one of the six (6) initial precincts to be planned and delivered.

The zoning for my property is “Enterprise”. The *Western Sydney Aerotropolis* outlines that the intent of the Enterprise zone is to permit land uses complementing the functions of the city and the Airport as a 24 hour transport hub. The zone will enable uses typically associated with employment lands, supporting a range of commercial and industrial sectors that have synergies with the Airport. Residential accommodation will not be permissible within the Enterprise zone.

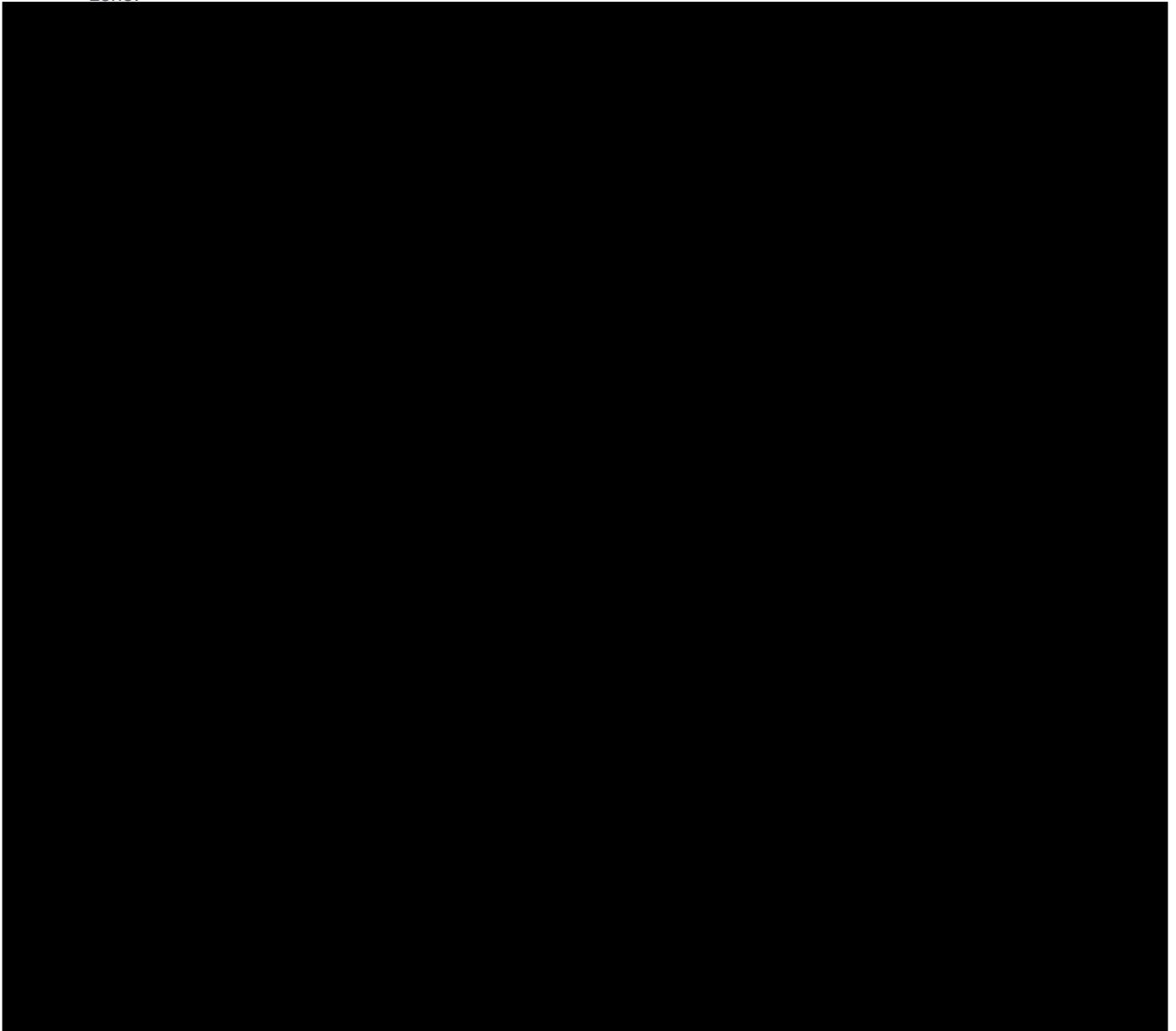


Figure 2 Proposed zoning across the Aerotropolis, my property within an “Enterprise” zone (site shown by star)

The Aerotropolis Core identifies our property as within a “Flexible Employment” area, as shown in Figure 4. The current Precinct Plan also highlights Parkland, which encompasses our property.

The *Pecinct Plan* sets out a “Blue-Green Grid” i.e. the network of blue and green spaces including waterways, riparian areas, bushland, parks and open spaces, tree canopy and private gardens. Two regional park areas are identified in the north and south of the Aerotropolis along the Wianamatta-South Creek corridor.

3. SUBMISSION OF ISSUE(S)

In general, I am in support of the scheme for the Aerotropolis and in particular the planning for the Aerotropolis Core precinct in which my property is located.

However, I have concerns regarding the location of Parkland on my property in the Aerotropolis Core, which I consider would be better located elsewhere within the Precinct, as outlined below.

3.1. Regional Parkland.

The approach of the *Western Sydney Aerotropolis Plan* (WSAP) to follow a ‘landscape-led’ planning approach is supported. As shown in the Precinct Plan, the Wianamatta-South Creek green spine is the focus of the “blue-green network” and the intention of the southern regional park is to connect the Creek to urban areas in the Aerotropolis Core.

I agree that the Creek is an important resource which should be preserved, enhanced and made accessible particularly to future residents of the area.

My property is Zoned Enterprise (employment opportunities)

I would like to propose, that the southern regional park is best located in the east/south-east of the Aerotropolis Core precinct, and should be confined within the area zoned as “Mixed Use” rather than in the area of land to the west of Badgerys Creek Road. The primary reasons for this position are as follows.

Residential uses are not permitted in the Enterprise zone, and the park should be in proximity to residential uses.

- Badgerys Creek Road provides a link into the operational airport and signals the zone boundary between Mixed Use to the east and Enterprise to the right and is appropriate for commercial/industrial development with synergies to the Airport (as per the intent of the Enterprise zone)
- Badgerys Creek Road is a natural existing barrier, with the Park appropriately confined to the east of the road
- The park should be as far from the operational airport to the north-west and away from the 3km wildlife buffer zone.
- The park should be in proximity to Wianamatta-South Creek in the east of the Precinct.

Proximity to Residential Development

Key open space areas should be in proximity to residential development to provide improved amenity and liveability outcomes. The “common implementation strategies” of the WSAP (Section 7.1.2) include to plan for an increase in the proportion of homes within a 10-minute walk of quality public green and open space.

Residential development will not be permitted in the Enterprise zone, and is rather to be allowed for in the Mixed Use zone in the south-east of the precinct. One reason for this is to allow for residential use on land not affected by the ANEC/ANEF 20 and above contours associated with the operational airport located north-west of the precinct, and to focus residential communities within 800 metres or a 10-minute walk of the Metro station.

With the potential to accommodate 20,000 - 24,000 residents in the Aerotropolis Core, ensuring ease of access to open space is of prime importance in considering the appropriate location of the southern regional park.

With residential development not permitted in the Enterprise zone, it is not logical to provide a key area of open space within this zone. Therefore, the southern regional park should be confined within the Mixed Use zone where residential development is to be permitted.

It is noted that linear parks are proposed to be incorporated throughout the Precinct which will allow for open space to be accessible to workers in the Enterprise zone.

Badgerys Creek Road

Given that Badgerys Creek Road will be a feeder road into the operational airport site and signals the zone boundary between Mixed Use to the east and Enterprise to the west, it would be appropriate for properties to the west of Badgerys Creek Road to signal the change in land use and provide for commercial/industrial development in accordance with the intent of the Enterprise zone which is to permit land uses complementing the functions of the city and the Airport as a 24 hour transport hub with uses that have synergies with the Airport.

The Aerotropolis Core precinct is envisaged to deliver 50,000 – 60,000 jobs, leveraging the positive economic impact of the adjacent airport and creating Greater Sydney's next global gateway. As such, it is important that the Enterprise zone be enabled to deliver the necessary commercial/industrial development to support this vision. The land owned by me is in an appropriate position for such land uses.

Further, Badgerys Creek Road is an existing physical barrier or boundary which would logically restrict the extent of the regional park i.e. to contain the park within the area to the east of the road. It is also logical to restrict the regional park to the east of Badgerys Creek Road given the zoning to the east of Badgerys Creek Road is Mixed Use and to the west is Enterprise.

Further, given the size of the precinct at approximately 1,382ha there is a considerable area to the east of Badgerys Creek Road to accommodate a sizeable regional park without the need to extend over Badgerys Creek Road to the west.

Wildlife Buffer Zone

Another reason to provide the southern regional park towards the east/south-east of the precinct is to reduce the potential for wildlife strike. As shown in Figure 7, the 3km wildlife buffer zone falls roughly in the middle of the Aerotropolis Core precinct. Locating the open space as far towards the south-east, away from the operational airport, would assist with minimising the potential for wildlife strike associated with the operational airport.

The WSAP recognises the benefits of a Blue-Green Grid to provide improved amenity and livability outcomes, whilst also recognising the "need to limit wildlife attraction within the vicinity of the Airport" (Section 7.2.3 of the WSAP). The WSAP recognises that the potential for wildlife strike will influence the location of parks, and this will be addressed in precinct planning.

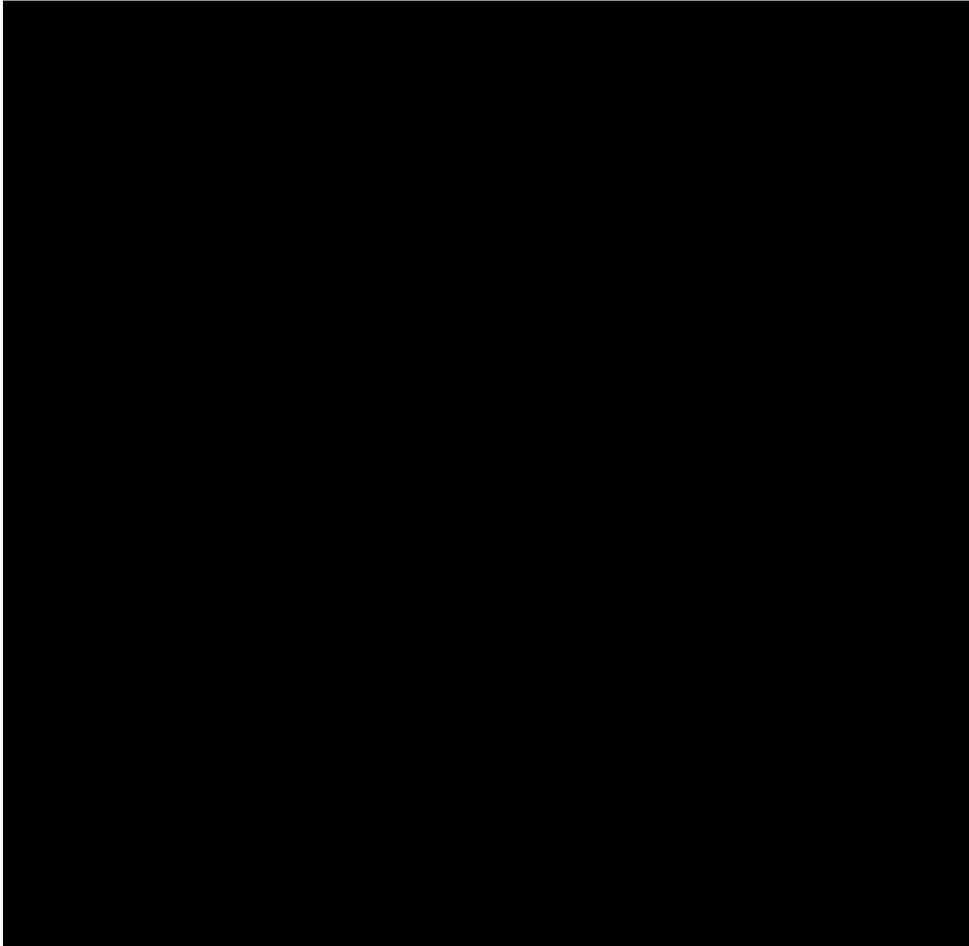


Figure 3 Wildlife Buffer Zone map (Source: *Western Sydney Aerotropolis Plan*)

Proximity to Wianamatta-South Creek

As outlined in the WSAP, the Wianamatta-South Creek green spine is the focus of the “blue-green network”. It is noted that the intention of the southern regional park is to connect the Creek to urban areas in the Aerotropolis Core, and that the overarching purpose of the southern regional park is to *“protect and improve the ecology of the northern regional park through the restoration of the creek and improved waterway health”*.

Therefore the location of the open space should be in proximity to the Wianamatta-South Creek, in the eastern portion of the Aerotropolis Core, rather than extending into the western portion of the Precinct. This will ensure that the Wianamatta-South Creek corridor is a “shaded, central lifestyle feature” as desired by the WSAP and will maximise the interface with the Wianamatta-South Creek and maintain access to the Creek to promote green open space and recreation uses as per the “common implementation strategies” in Section 7.1.2 of the WSAP.

4. CONCLUSION

This submission outlines the proposition that the southern regional park is best located in the east/south-east of the Aerotropolis Core precinct, and should be confined within the area zoned as Mixed Use rather than in the area of land to the west of Badgerys Creek Road, for the following primary reasons:

- Residential uses are not permitted in the Enterprise zone to the west of Badgerys Creek Road, and the open space should be in proximity to residential uses;
- Badgerys Creek Road provides a link into the operational airport and signals the zone boundary between Mixed Use to the east and Enterprise to the right and is appropriate for commercial/industrial development with synergies to the Airport (as per the intent of the Enterprise zone)

Plan to make Western Sydney Airport city 'green' is at odds with flight safety, Government report says

By [Josh Bavas](#)

Posted SunSunday 10 JanJanuary 2021 at 8:07am, updated SunSunday 10 JanJanuary 2021 at 8:26am



The site for Sydney's long-awaited second airport in Badgerys Creek. *(Supplied)*

Share

A report used for the draft master plan of a new sustainable city surrounding the Western Sydney Airport has warned of the increased risk of bird strikes because of 'green' initiatives planned across the region.

Key points:

- There are tens of thousands of bird strikes with planes every year around the world
- The plans included a proposal to increase tree canopy around the airport by 40 per cent
- The Department of Planning wouldn't comment on which green initiatives would be scaled back

Designs are underway for the construction of the Western Sydney Aerotropolis at Badgerys Creek, which is set to grow to a city roughly the size of Adelaide in the coming years.

But a Wildlife Management Assessment report, commissioned by the NSW Government for its draft master plan said some elements of the design were "at odds" with protecting aircraft from bird strikes.

"Safeguarding the 24/7 operations of the airport and the vision of the Western Sydney Aerotropolis are essentially at odds," it stated.

"If left unmanaged this may result in an unacceptable number and type of birds moving through aircraft airspace, compromising aircraft safety."

Such strikes have accounted for the loss of more than 600 aircraft and 532 lives internationally, according to data compiled by the report author Avisure, an aviation risk consultancy.

Tens of thousands of incidents are reported around the world every year — like the bird strike blamed for bringing down [US Airways Flight 1549, which landed in New York's Hudson River in 2009.](#)



The plan allocated 11,200 hectares of green space around the airport.(ABC News)

The NSW Government is promoting the Western Sydney Aerotropolis as a low carbon city featuring next-generation waste and water infrastructure with natural "urban cooling" systems, increased tree canopies and biodiversity corridors.

The Draft Aerotropolis Precinct Plan is currently open for public submissions until the end

of next month.

But several elements were identified in the assessment report as problematic, including plans to increase tree canopy cover across the area to 40 per cent, enhance rivers, streams and wetlands and maximise biodiversity.

It said design proposals for the greater region, known as the Western Parkland City clashed with air safety if left without mitigation strategies.



An illustration of a proposed parkland area near the airport.(Supplied)

"Landscaping to satisfy the Western Parkland City vision contradicts the principles of airport safeguarding against wildlife hazards and has not been adequately addressed in some of the key Aerotropolis landscaping and planning documentation to date."

It listed about 20 species of birds which posed a moderate or high risk to the threat, as well as concerns about seven known flying-fox colonies in the area.

It recommended developing a management program to identify and monitor wildlife, other landscaping mechanisms to scale back the expanse of green-space as well as keep some trees to a certain height and prohibit other species that attract wildlife.

The Draft Aerotropolis Precinct Plan did not elaborate on specifics in the Wildlife Assessment Report, other than stating wildlife attraction would have to be considered when "determining the location of new land uses within the Aerotropolis to manage the

risk of collisions between wildlife and aircraft".

Opposition calls for clear mitigation strategy

State Opposition MP Greg Warren said the public deserved a clear plan for a safe development, given the size of the project.

"This is like another instalment of Utopia where you've got one department of government saying 'This is what it needs to be' and you've got another department saying 'Well that just can't happen and that's not the way it's going to be'," he said.

"They need to get serious and sit down at the table so that we don't see an imposition on the success of the Aerotropolis."

A NSW Department of Planning spokeswoman said mitigation factors would be included in further planning.

"The findings of the report were used to inform the Draft Aerotropolis Precinct Plan... as well as the land uses allowed around the Airport under the statutory planning controls finalised in October 2020.

"The aim of the report was to safeguard the airport whilst not compromising on the vision for the Western Aerotropolis and the Western Parkland City.

"The Department of Planning, industry and Environment welcomes feedback from the community, which will inform the final plan."

[The complete set of plans open for public comment can be found here.](#)

Posted 10 January 2021, updated 10 January

