



ACN: 146 035 707 ABN: 54 146 035 707
Suite 4, Level 7, 100 Walker Street
North Sydney NSW 2060
P: 02 9929 6974
enquiries@willowtreeplanning.com.au
www.willowtreeplanning.com.au

NSW Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

RE: PLANNING SUBMISSION TO THE WESTERN SYDNEY AEROTROPOLIS DRAFT PRECINCT PLANS

Dear Sir/Madam,

1.0 INTRODUCTION

This Planning Submission has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of Bringelly Investments Pty Ltd, in relation to the *Western Sydney Aerotropolis Draft Precinct Plans* (WSA Draft Precinct Plan) for the properties located at [REDACTED] Mersey Road, Bringelly (the Site), legally described as Lots [REDACTED] and [REDACTED] and [REDACTED].

This Submission responds to the public exhibition of the WSA Draft Precinct Plans, dated 10 November 2020 and has focused on the key and critical impacts of the WSA Draft Precinct Plans in relation to the Subject Site, including the potential for future development on the Site.

The WSA Draft Precinct Plans pertain to the Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Agribusiness and Northern Gateway Precincts. The WSA Draft Precinct Plans follow the finalisation of the WSA Planning Package on 13 September 2020. The package established the planning and legislative framework for the future of the Western Sydney Aerotropolis, including land use outcomes and zoning within the initial precincts.

Under the WSA Draft Precinct Plans, the Site is located within the Aerotropolis Core Precinct. Under the Combined Land Use Plan (refer to **Appendix A** of this Submission), the Site **is not** designated with a land use. It is noted, that this contradicts the current zoning under *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (WSA SEPP), for which the Site is zoned ENT Enterprise. Under the Combined Lane Use Plan articulated within the WSA Draft Precinct Plans, the surrounding area is characterised by a combination of enterprise and light industry and enterprise centre. However, the Site is identified as '**Riparian/Linear Parklands**' under the Open Space Network Map.

This submission focuses on the WSA Draft Precinct Plans and raises concern with the application of the Plan to the Subject Site, for the following reasons:

- The relevant precinct mapping is considered to be inconsistent in its designation of the Site as Riparian/Linear Parklands.
- The designation of the Site as Riparian/Linear Parklands is inconsistent with the zoning of the land prescribed under *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (SEPP WSA), for which the Site is zoned ENT Enterprise and not ERZ Environment and Recreation Zone.

Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans

- The identification of the Site as Riparian/Linear Parklands would compromise a logical development outcome for the Aerotropolis Core Precinct within the Aerotropolis and hamper the achievement of key Government objectives as set out in relevant Strategic Plans.

More detailed grounds of contention are outlined in this Submission. It is requested that the Plan and its mapping are amended to avoid unjustifiably impeding the future development potential of strategic land within the Aerotropolis Core Precinct located within the wider Western Sydney Aerotropolis.

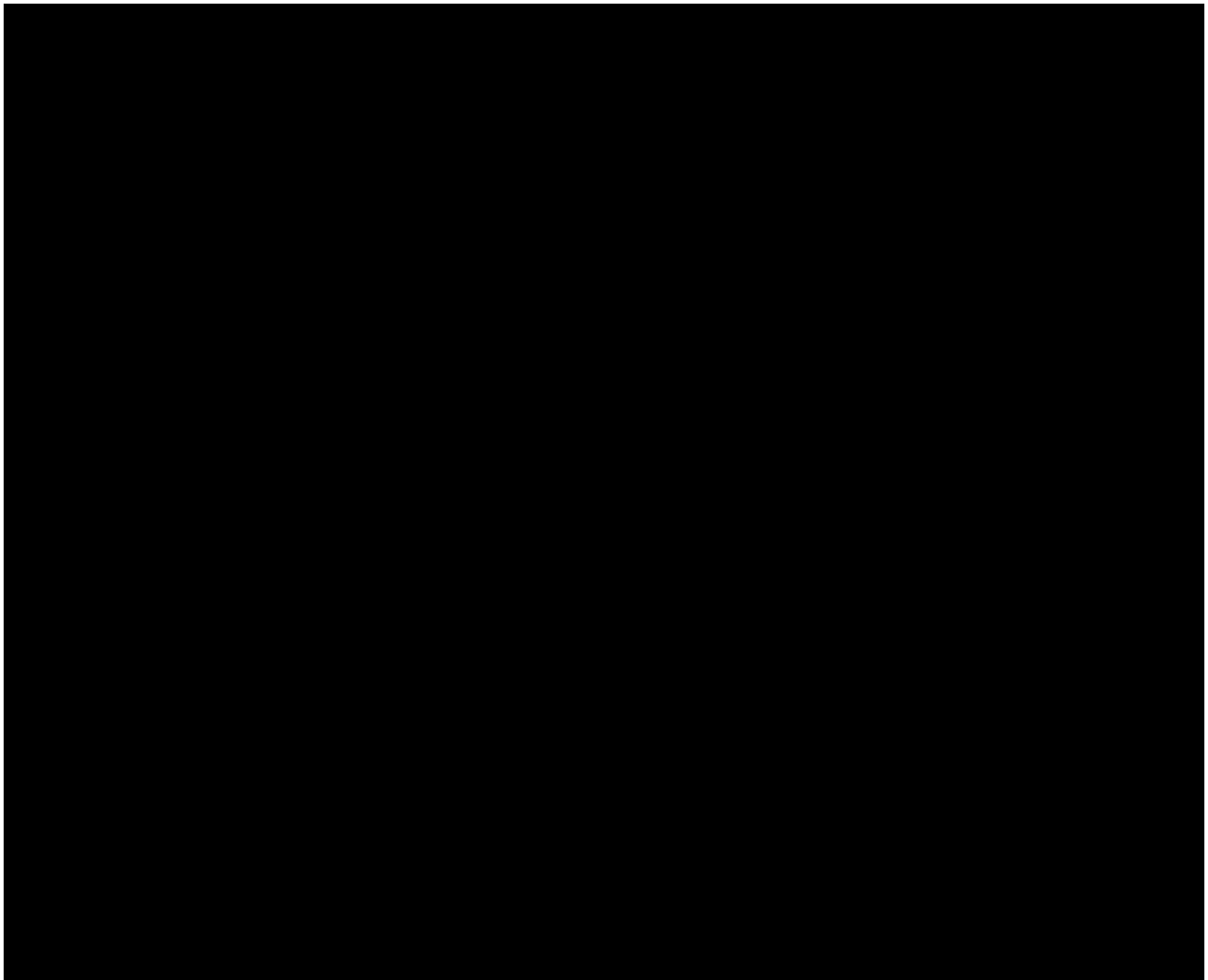
2.0 SITE IDENTIFICATION

This Submission is made in relation to the following allotments:

- [REDACTED]
- [REDACTED]
- [REDACTED]

All lots are under single ownership and represent a combined area of 8 hectares (ha).

Based on satellite imagery provided in **Figure 1** below, the Site appears to be occupied by existing rural-residential dwellings and ancillary sheds. The Site is also dissected by natural waterways and contains vegetation in the form of trees which are dispersed within the Site.



Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans

3.0 INCONSISTENCY WITH THE WESTERN SYDNEY AEROTROPOLIS DRAFT PRECINCT PLAN MAPS

The relevant draft precinct framework mapping has been provided at **Appendix A**. The relevant precinct maps for the purpose of this Submission include the Combined Land Use Plan, Open Space Network map, Conservation Corridors and Undisturbed Soil Network. The mapping that is considered to be inconsistent in its identification of the Site has been detailed below:

3.1.1 Combined Land Use Plan and Open Space Network

Under the Combined Land Use Plan (refer to **Appendix A** of this Submission), the Site **is not** designated with a land use. It is noted, that this contradicts the current zoning under *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (WSA SEPP), for which the Site is zoned ENT Enterprise. Under the Combined Land Use Plan articulated within the WSA Draft Precinct Plans, the surrounding area is characterised by a combination of enterprise and light industry and enterprise centre. However, the Site is identified as '**Riparian/Linear Parklands**' under the Open Space Network Map. It is noted in the WSA Draft Precinct Plan that Riparian/Linear Parklands are characterised by the following:

Linear parklands are generally formed along tributary, often ephemeral creeks and are essential to riparian vegetation preservation and waterway health. These parklands are district and regional in terms of ecological importance and water retention. Higher order creeks will be retained and undisturbed in terms of their soil profiles, with sufficient width to allow for a vegetated riparian corridor.

Riparian parks provide passive recreation, cycle and pedestrian connectivity while also helping with water management, particularly when water is held higher in the catchment and away from saline and sodic soils.

The WSA Draft Precinct Plan requires the provision of public open space at the district, local and neighbourhood scale in accordance with Greener Places identified in the Open Space Network Map.

Comment:

The Site comprises existing development on the land in the form of dwelling houses and ancillary sheds. It is noted that a natural waterway dissects the central portion of the Site and Badgerys Creek also dissects a portion of the north western corner of the Site. There are also existing trees dispersed within the Site.

While it is acknowledged that the Site comprises various environmental features, it is important to note that the Site has already been developed. Therefore, the existing land has been disturbed and most of the natural vegetation has been cleared. Additionally, the Site is not identified as comprising Biodiversity Values by the NSW Government Biodiversity Values Map.

Accordingly, in consideration of the existing Site, it is not considered to be suitably characterised as 'Riparian/Linear Parkland' noted in the WSA Draft Precinct Plan. Notwithstanding, it is recommended that further investigations be undertaken via means of a Biodiversity Development Assessment Report to confirm and validate the Site's existing ecological and biodiversity value and significance.

3.1.3 Conservation Corridors

The Site is identified within a **moderate to high 'Aboriginal Cultural Sensitivity'** by the Conservation Corridors Map under the WSA Draft Precinct Plan. This requires due consideration with respect to any form development. It is a specified requirement in the WSA Draft Precinct Plan that development should be avoided in areas of High Aboriginal Heritage Sensitivity and minimise development in areas of moderate sensitivity.

Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans

Comment:

As detailed above, given the Site is relatively disturbed, it is not considered that it would contain any cultural heritage value or significance. Furthermore, given the Site had been developed, it is not in accordance with the WSA Draft Precinct Plan Framework which requires development to be avoided on a Site that is identified as High Aboriginal Heritage Sensitivity. Notwithstanding, it is recommended that further investigations be undertaken via means of a comprehensive Aboriginal Cultural Heritage Assessment Report to confirm whether the Site contains any heritage value or significance.

3.1.4 Undisturbed Soil Network

The Site is identified as comprising an '**Undisturbed Soil Network**'. A key objective of the WSA Draft Precinct Plan Framework is to retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors.

Comment:

Upon construction of the existing rural-residential dwellings on the Site, this would have resulted in significant disruption to the existing soil network. As such, the existing Site is not in accordance with the objective of the WSA Draft Precinct Plan Framework which seeks to retain existing undisturbed soil networks.

Accordingly, these inconsistencies have severe implications for the development of the Site and Aerotropolis at large, as outlined in **Sections 4.0 and 5.0** of this Submission.

4.0 INCONSISTENCY WITH STATE ENVIRONMENTAL PLANNING POLICY (WESTERN SYDNEY AEROTROPOLIS) 2020

SEPP WSA applies to the land within the Aerotropolis and provides the statutory framework to facilitate the planning and development of land consistent with the Aerotropolis Plan. It also seeks to protect the operations of the Airport within and beyond the Aerotropolis.

Under the provisions of SEPP WSA, the Site and the surrounding area is wholly zoned ENT Enterprise which permits a variety of employment-related land uses, specifically commercial and industrial land uses (see **Figure 2** below). Furthermore, the key relevant objectives of the ENT zone that seek to encourage employment related development, are outlined below:

- *To encourage employment and businesses related to professional services, high technology, aviation, logistics, food production and processing, health, education and creative industries.*
- *To provide a range of employment uses (including aerospace and defence industries) that are compatible with future technology and work arrangements.*

Comment:

The proposed designation of the Site as Riparian/Linear Parklands under the WSA Draft Precinct Plans is considered to be inconsistent with the existing zoning of the Site under SEPP WSA. Amending the land use of the Site to 'open space' would result in considerable ramifications for the future commercial viability of the Site.

Furthermore, in consideration of the above zone objectives, restricting the future development of the Site to Riparian/Linear Parklands would result in significant inconsistency with the objectives of the ENT zone which seek to fostering employment generating land uses.

Accordingly, the proposed designation of the Site as Riparian/Linear Parklands is not in accordance with the existing zoning prescribed under SEPP WSA (refer to **Figure 2** below).

5.0 COMPROMISED DEVELOPMENT OUTCOME FOR THE AEROTROPOLIS CORE PRECINCT

The Aerotropolis Core Precinct seeks to offer significant employment opportunities to the WSA and the wider Sydney Metropolitan Region. The Precinct is envisaged to accommodate between 50,000 to 60,000 new jobs, leveraging the positive economic impact of the adjacent Western Sydney Airport.

More broadly, objectives for the Western Sydney Aerotropolis (WSA) see the creation of a thriving economic centre in Western Sydney, contributing towards 200,000 new jobs in the Western Parkland City and becoming a high-skill employment hub across aerospace and defence, manufacturing, healthcare, freight and logistics, agribusiness, education and research industries, for which the Subject Site is appropriately zoned for such permissible land use purposes.

These objectives are specifically reflected in key Government strategic plans as follows:

- The Western Sydney Aerotropolis Plan embraces the transformational potential of the Aerotropolis and Airport. It aspires to share the benefits of population and economic growth and create employment, develop skills and boost productivity, providing jobs closer to homes and towards achieving a 30-minute city, as envisaged in the Regional Plan – *A Metropolis of Three Cities – Great Sydney Regional Plan*; and the District Plan – the *Western City District Plan* (Greater Sydney Commission, 2018).

Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans

- *The Greater Sydney Region Plan- A Metropolis of Three Cities* ('the Regional Plan') positions the Western Sydney Airport and Badgerys Creek Aerotropolis as economic catalysts, stimulating activity across the city and re-imagining the Western Parkland City.
- The *Western City District Plan* ('the District Plan') prioritises creating a once-in-a-generation economic boom with the Western Sydney Airport and Badgerys Creek Aerotropolis bringing together infrastructure, businesses and knowledge-intensive jobs.

The proposed designation of the Site for the purpose of Riparian/Linear Parklands would restrict future development potential of the Subject Site within the Aerotropolis Core Precinct, and therefore challenge the ability to achieve key Government objectives for the Aerotropolis and development of the Western Parkland City.

It is also noted that the surrounding properties are identified as a 'Neighbourhood hub' which is envisaged as a hub of business, with community facilities which is identified as item '4' on the Centre Hierarchy Plan (see **Appendix A**). The types of land uses associated with the 'Neighbourhood Hub' include retail floor space; multiple retail premises; activity or business hub and community facilities.

Furthermore, the Site is located in close proximity to existing and future planned transport infrastructure which includes arterial roads, such as the Eastern Ring Road, which provides regional and freight accessibility as demonstrated by the Street Hierarchy and Network Plan provided at **Appendix A**.

As such, the Site offers a strategic opportunity to the Aerotropolis Core, noting its 8ha land area and direct connections to the Airport and surrounding road infrastructure network makes the Site suitable to form part of the Neighbourhood hub.

Therefore, it is recommended that the location and extent of the mapped area is revised to include the Site in the 'neighbourhood hub' to ensure the precinct is able to fulfil its required contribution to the Aerotropolis Core and remains consistent with the mapping under the WSA SEPP.

Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans

6.0 SUMMARY AND CONCLUSION

This Submission has demonstrated that the draft Precinct Plans mapping requires amendment to ensure that an appropriate balance is achieved between effective open space and the economic development of the Aerotropolis Core Precinct. The following contentions are summarised below:

- The relevant precinct mapping is considered to be inconsistent in its designation of the Site as Riparian/Linear Parklands.
- While it is acknowledged that the Site comprises various environmental features, it is important to note that the Site has already been developed. Therefore, the existing land has been disturbed and most of the natural vegetation has been cleared. Additionally, the Site is not identified as comprising Biodiversity Values by the NSW Government Biodiversity Values Map.
- Given the Site is relatively disturbed, it is not considered that it would contain any cultural heritage value or significance. Furthermore, given the Site had been developed, it is not in accordance with the WSA Draft Precinct Plan Framework which requires development to be avoided on a Site that is identified as High Aboriginal Heritage Sensitivity.
- Upon construction of the existing rural-residential dwellings on the Site, this would have resulted in significant disruption to the existing soil network. As such, the existing Site is not in accordance with the objective of the WSA Draft Precinct Plan Framework which seeks to retain existing undisturbed soil networks.
- The designation of the Site as Riparian/Linear Parklands is inconsistent with the zoning of the land prescribed under SEPP WSA.
- The identification of the Site as Riparian/Linear Parklands would not compromise a logical development outcome for the Aerotropolis Core Precinct within the Aerotropolis and would significantly hamper the achievement of key Government objectives as set out in relevant Strategic Plans.

We consider the abovementioned items to be critical matters which the NSW DPIE should give due consideration before finalising the WSA Draft Precinct Plans.

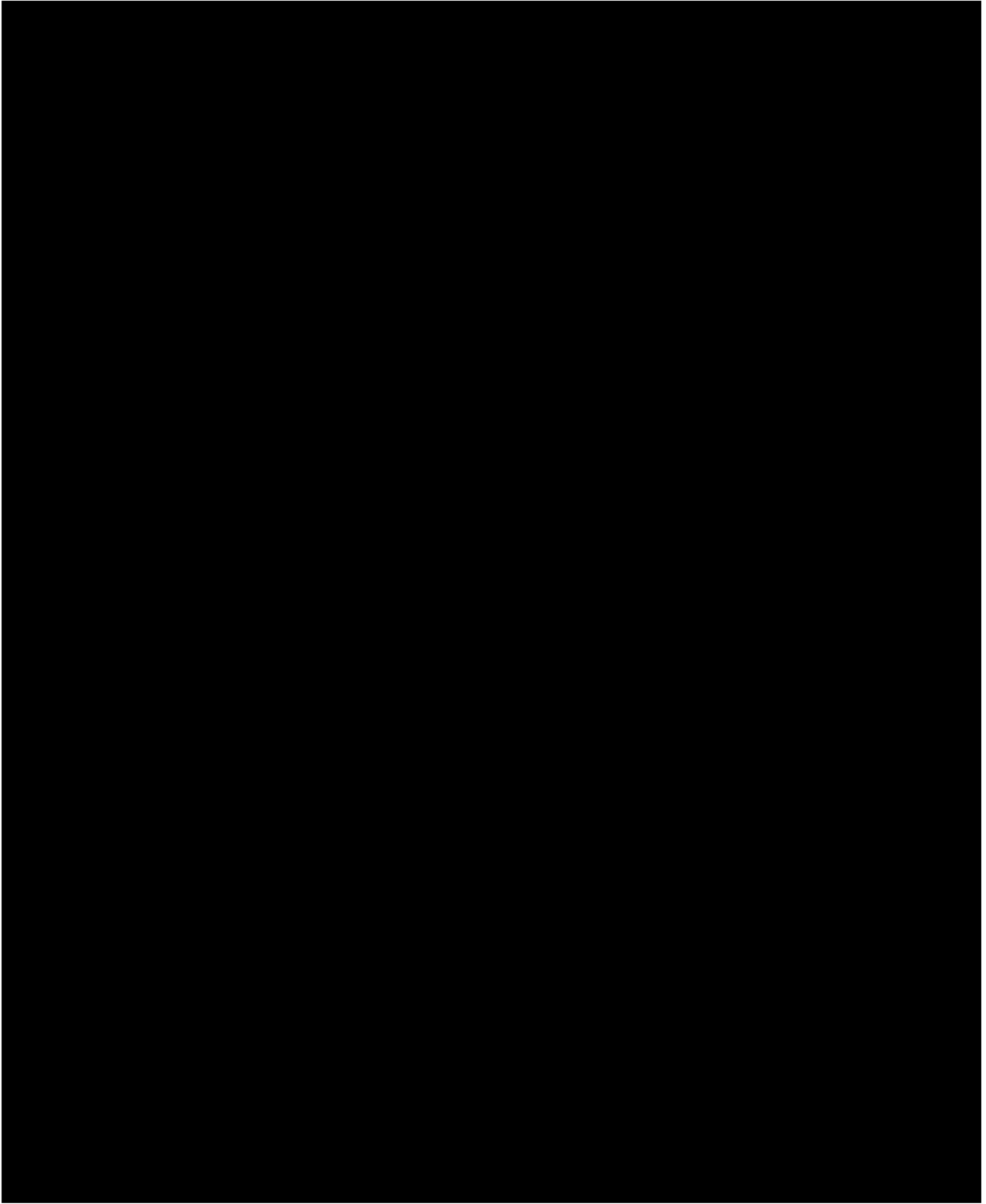
Should you wish to discuss the matter further, please do not hesitate to contact the undersigned.

Yours Faithfully,



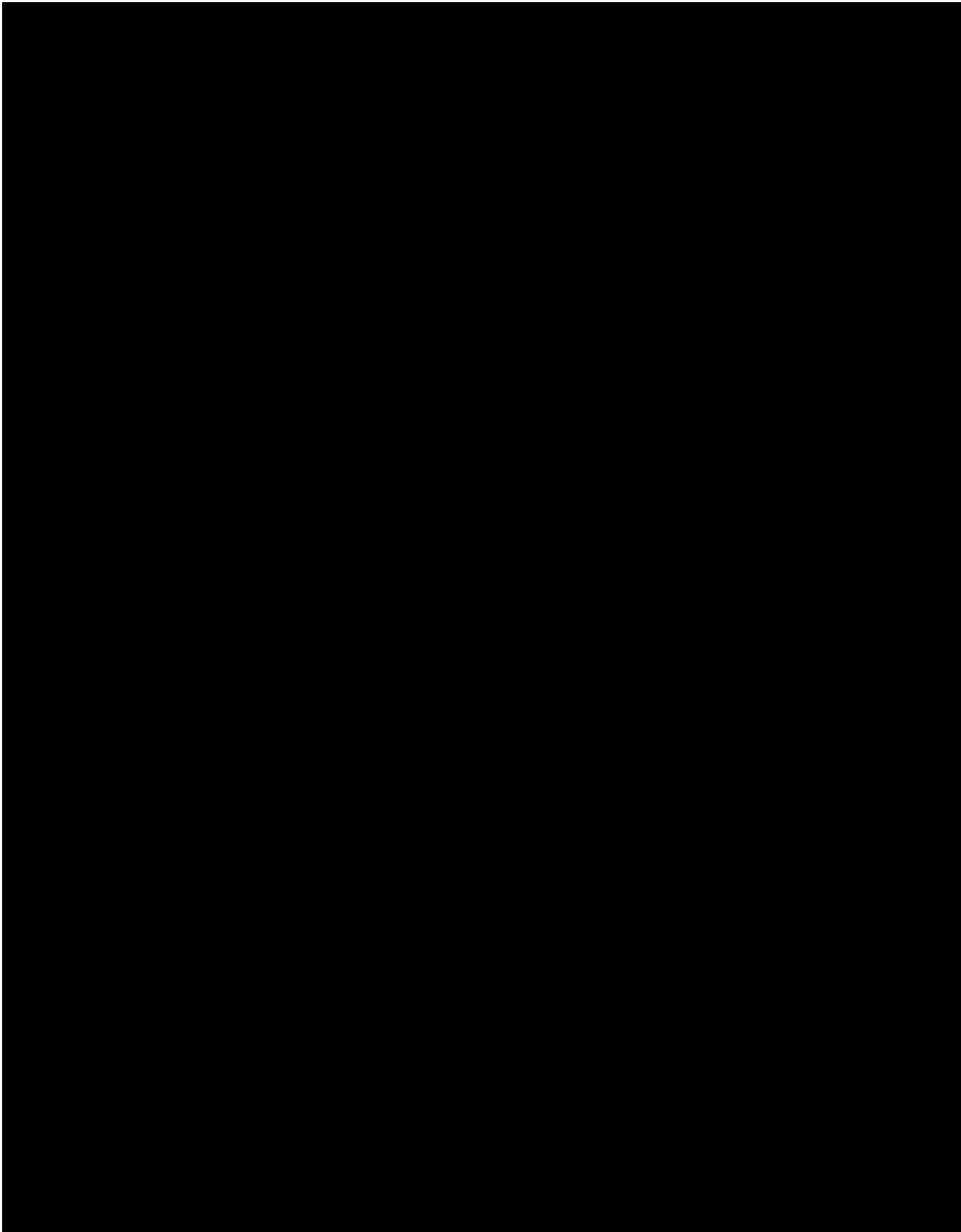
Andrew Cowan
Director
Willowtree Planning Pty Ltd
ACN 146 035 707

APPENDIX A – Annexure of Figures



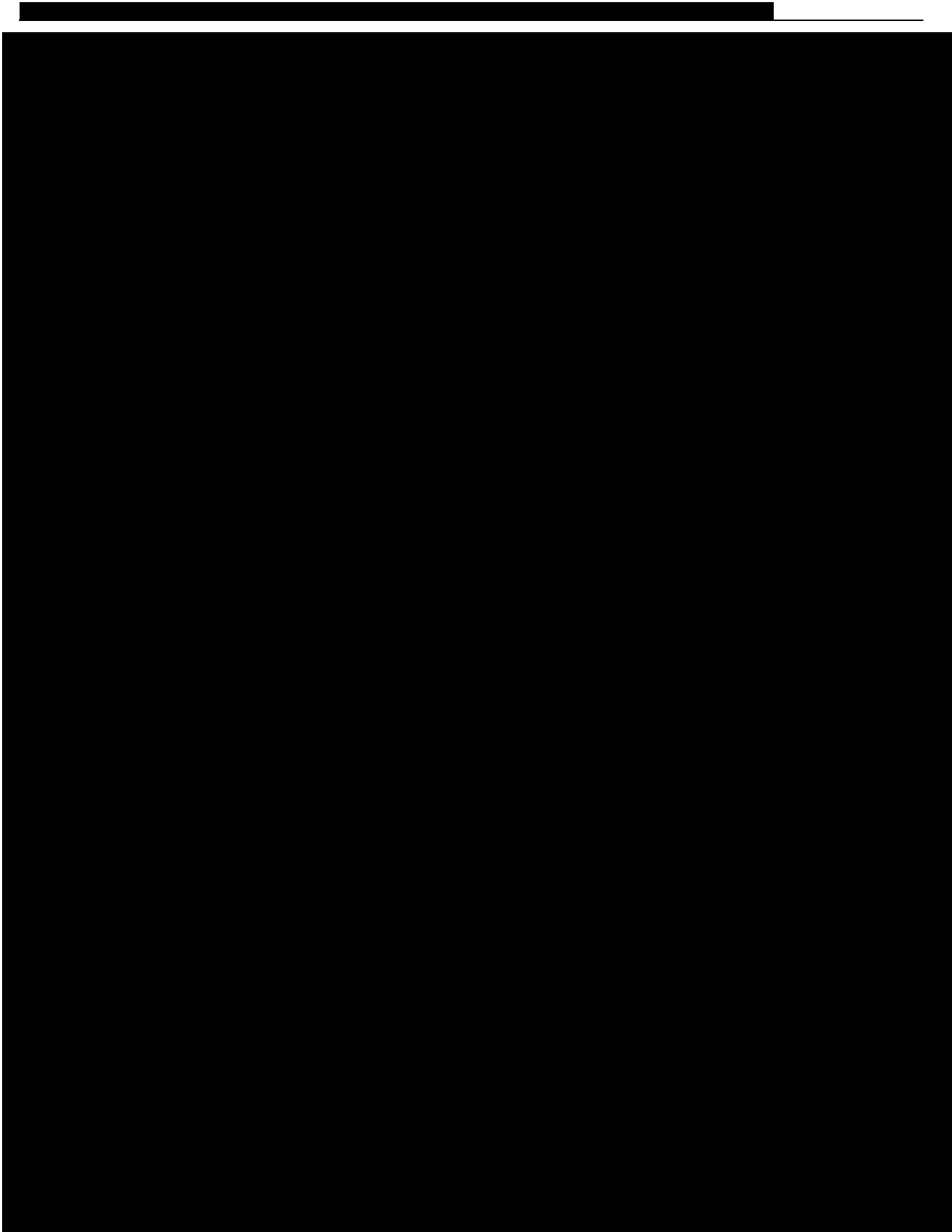
Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans



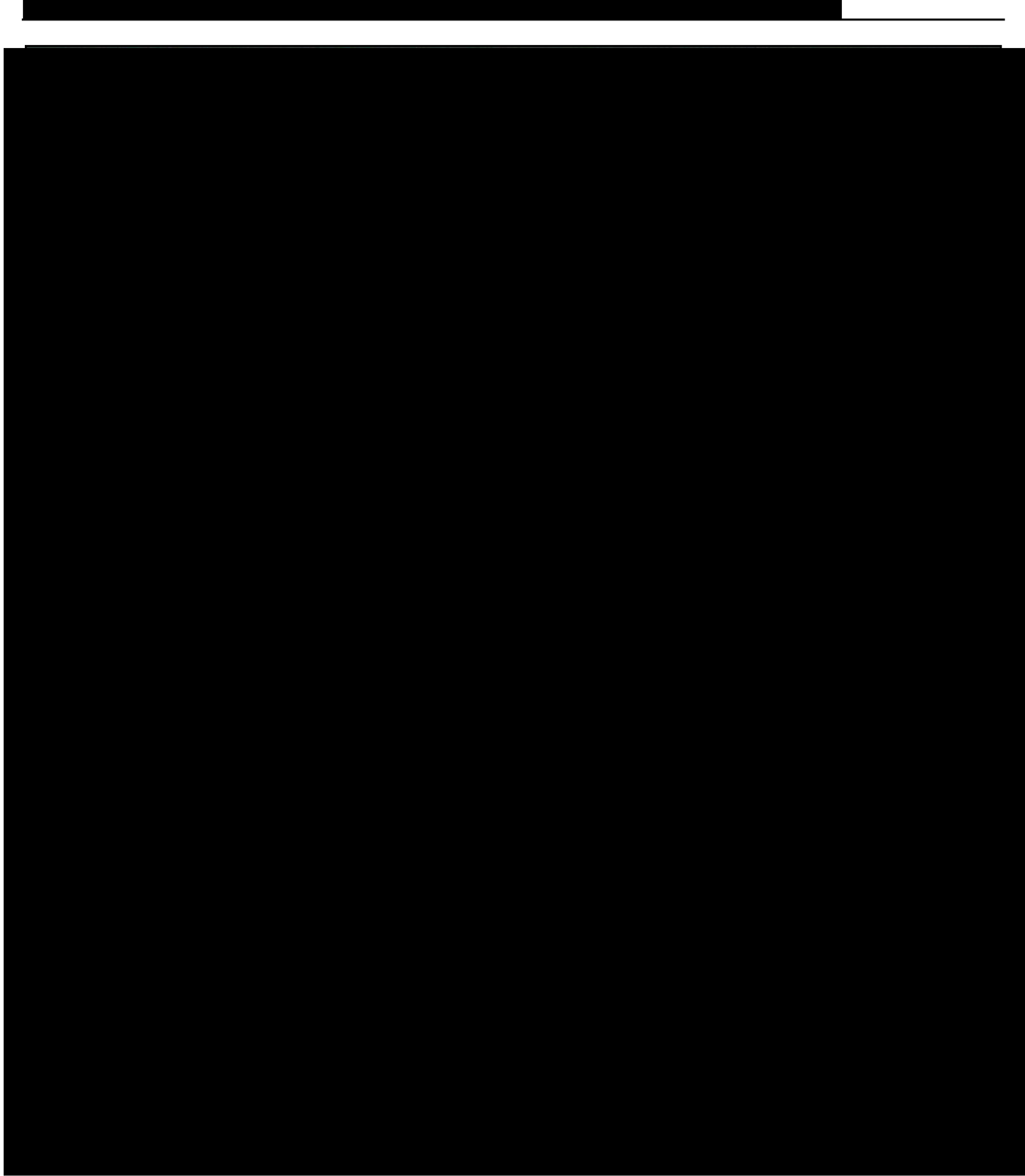
Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans



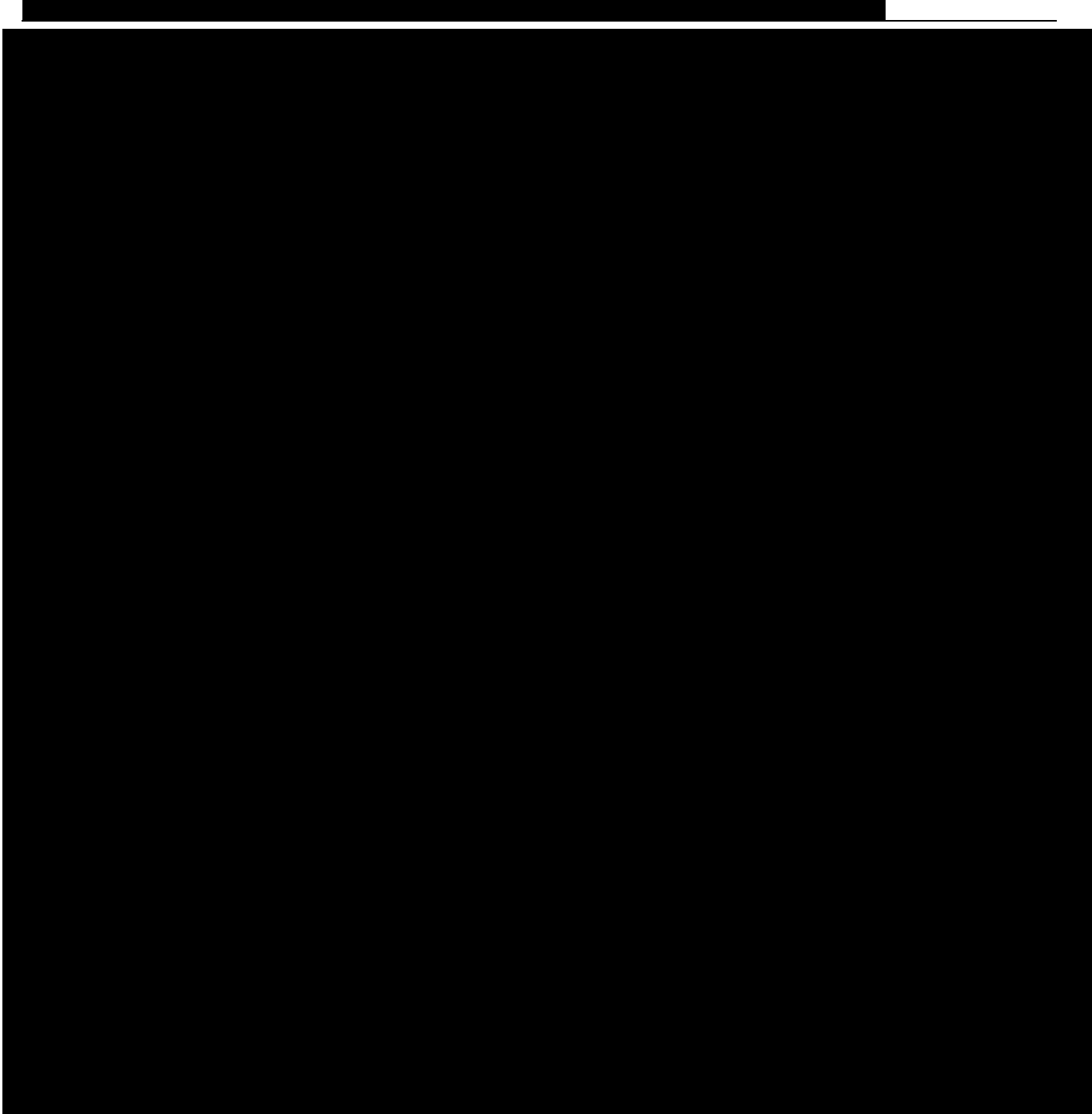
Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans



Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans



Planning Submission

Western Sydney Aerotropolis Draft Precinct Plans

