

It has been suggested to us that we contact our local member of parliament and have him represent us in parliament.. I tried, this was the email that my member of parliament sent me when I rang to ask about the green zoning. 19th November 2020.

Good morning Irene,

I have been advised that the best people to contact in relation to precinct plans etc are the Western Sydney Aerotropolis Planning Team also known as the Planning Partnership Office.

Contact is made through Service NSW on 1300 305 695. When calling you should ask to speak with the Western Sydney Aerotropolis Planning Team. Alternatively you can email them on engagement@ppo.nsw.gov.au .

Kind regards,
Jo



Jo Sendt
Electorate Officer
Peter Sidgreaves MP
Member for Camden233 Hectacres

John Street, Camden NSW 2570

P: [REDACTED] F: 02 4655 3325 E: camden@parliament.nsw.gov.au

I rang this morning at 9.10 spoke with Alison, at the office of Peter Sidgreaves, she told me she would either have him ring or that she would ring today to let me know when he can meet with us.

To Whom It May Concern

My name is Not

Waterhouse, land holdings 233 hectares

Ingham land holdings 182 hectares

Perich land holdings 2000 hectares

A total of 2,415 Hectares NONE OF WHICH HAVE BEEN ZONED GREEN.
HOW CONVENIENT IS THAT ?

“The 12.3 hectares, known as the Leppington Triangle, was owned by the billionaire Perich family's Leppington Pastoral Company. “The public servant suspended over a \$33 million land purchase next to the Western Sydney Airport is being investigated for concealing the price from ministers and meeting a landholder alone in a coffee shop.”(1)
Sydney Morning Herald 29th September 2020

“Joanne Coyto, a small landowner in the so-called Dwyer Precinct, said large landowners had received preferential treatment from the government.” “The big landowners are getting everything – we're the little guys. They've got opportunities that we're not given,” she said. “We have not been given the opportunity to move on.” (2) Sydney Morning Herald September 29th 2020

Prime Minister Scott Morrison has expressed his disappointment with a deal that saw taxpayers hand over \$33 million for a piece of land near the western Sydney airport later valued at just \$3 million. Deputy Prime Minister Michael McCormack said on Monday that in time *the \$33 million would come to be seen as a bargain.* (3) Sydney Morning Herald 10th November 2020

We do not have hundreds of acres, of land, like these people.

Nor do we meet public servants from the government in coffee shops.

However we would like to receive 33 million dollars for a parcel of land worth far far less, because of a bureaucratic bungle that everyone has forgotten about.

- The public servant has been stood down for **CONCEALING** the amount the land owner received not for the absurd payment.
- The PM has expressed disappointment.
- The deputy PM saw it as a future bargain.
- What has been reported to the public about this?
- When will this money be repaid?
- Obviously we are not paying the right person in government to influence our cause.
- We are Not meeting government representatives in coffee shops.

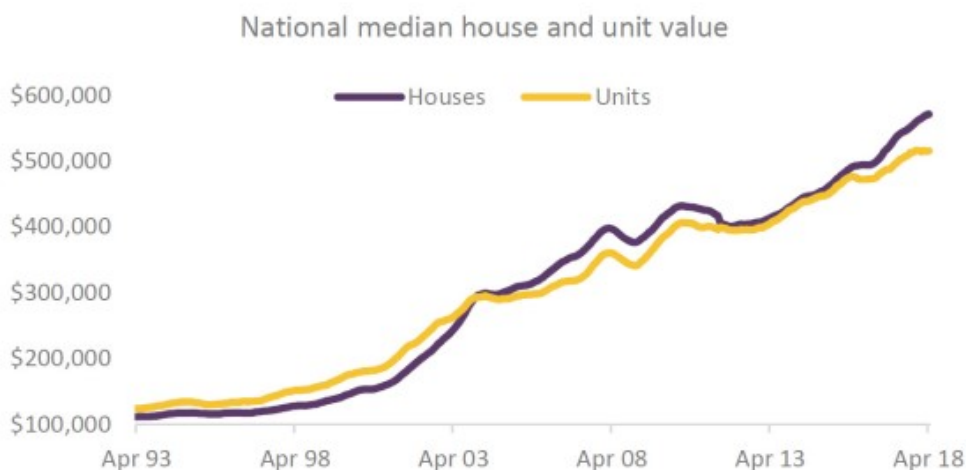
Our names are **Irene and Geraldo Caetano Cesar Luiz**

We own a 5 acre lot on [REDACTED] Badgerys Creek Rd in Bringelly. [REDACTED]

We have lived here for 26 years we are 68 and 70 years old.

Irene worked for the Department of Education as a Teacher for 37 years and Geraldo worked as a Welder for over 45 years. We have worked hard paid taxes saved our money, paid into superannuation schemes in order not to burden the government in retirement. We do NOT receive the pension. We invested in what we thought would be our nest egg for our retirement. We have been waiting for the right time to sell our land hoping to be able to purchase another property with the proceeds from this one.

We have recently learnt that the planning department has now classified our land as green space. What does this mean? We understand that it means we cannot build on this land and it seems that no developer would want to buy this land because of this. We have seen 5 acre lots sell for 1 million an acre for the train site at Leppington and the housing development at Prestons over 10 years ago. Median house prices in Sydney have increased over the past 10 years not decreased. Other properties in Sydney are increasing exponentially in value, however, green space in Bringelly is becoming a liability.



Liverpool Council has seen fit to increase our rates because they inform us the Valuer General says our land is worth more money so the rate increased from \$2,7674.30 to \$4,172.82 in one year. A difference of \$1,405.39.

That's very expensive for garbage collection don't you think?

Liverpool council does not provide us with water, sewerage, footpaths, street lighting, kerb and guttering our road is in constant disrepair because it has become a major access route for a multitude of transport vehicles including B doubles and Semi-trailers that destroy the road.. We have asked the council to clean up a drain that's out the front and they failed to respond. The council has also neglected to repair reflectors at the side of the road that prevent vehicles from falling into the drain.

We are directly in front of the proposed train station, you would assume that Badgerys Creek Rd would become a major thoroughfare to and from the station then onto the airport. Bus routes need to be allocated. No-one has informed us of any of these plans

This is clear example of discrimination we are being charged at a higher rate because the land is more valuable then we are told that this land can never be built upon as it is needed for green space and it is virtually unusable and worthless. That's a big increase for land that's been zoned GREEN SPACE! We need a discount as we cannot SELL this parcel of green space.

“Green space can improve the strength of **communities** by encouraging social interaction. The quantity and the quality of greenery have been linked to improved social cohesion at a neighbourhood scale. ... Carefully designed parks can make people feel safer, happier & more at home in their **communities**.”(4)Business News8 June 2020

We are told that this is an essential, integral part of the new Aerotropolis. It is extremely important for air purification, physical health and mental wellbeing of the community.

Benefits of Green Space

- Improved mental health outcomes
- Better immune function
- Physical health and reduced morbidity and mortality
- Social cohesion and community mindedness
- Cooling and energy efficiency

This is the responsibility of the government and it should be a fundamental cost that is factored into the planning for the Aerotropolis. What amount would the government place on such an indispensable resource for the economic /financial significance to the community.

We are not wealthy benefactors of the Aerotropolis. It is NOT our OBLIGATION nor should we be required to provide for the needs of this community. If this governments' emphasis is on green space they need to pay the market value to the land owners for their properties.

We want to know who changed our land from

- mixed use to
- enterprise and now to
- green space?

Why haven't we been included in this discussion? This is a reprehensible thing to foist upon any landowner with or without consultation.

As you can see we have submitted a proposal to the western Sydney Aerotropolis (who have failed to acknowledge).

We have been advised to contact our member of parliament and have him represent us in parliament.

Geraldo and Irene Caetano Cesar Luiz [REDACTED]

[REDACTED] Badgerys Creek Road, Bringelly

Western Sydney Planning Partnership PO Box 257
PARRAMATTA NSW 2124

SUBMISSION IN RELATION TO SYDNEY AEROTROPOLIS DRAFT PRECINCT PLAN 1. INTRODUCTION

18 January 2021

This report and or parts of this report were prepared by Planning Ingenuity Pty Ltd. It contains extracts from a report presented by the ABC and the property owners on Badgerys Creek Road, and Derwent Roads' Bringelly, affected by the proposed Parklands exhibited in the Draft Precinct Plans for the "Aerotropolis Core" of the Western Sydney Aerotropolis. My property is located at:

- [REDACTED] Badgerys Creek Road Bringelly



Figure 1 Location of properties on Western side Badgerys Creek Rd

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.

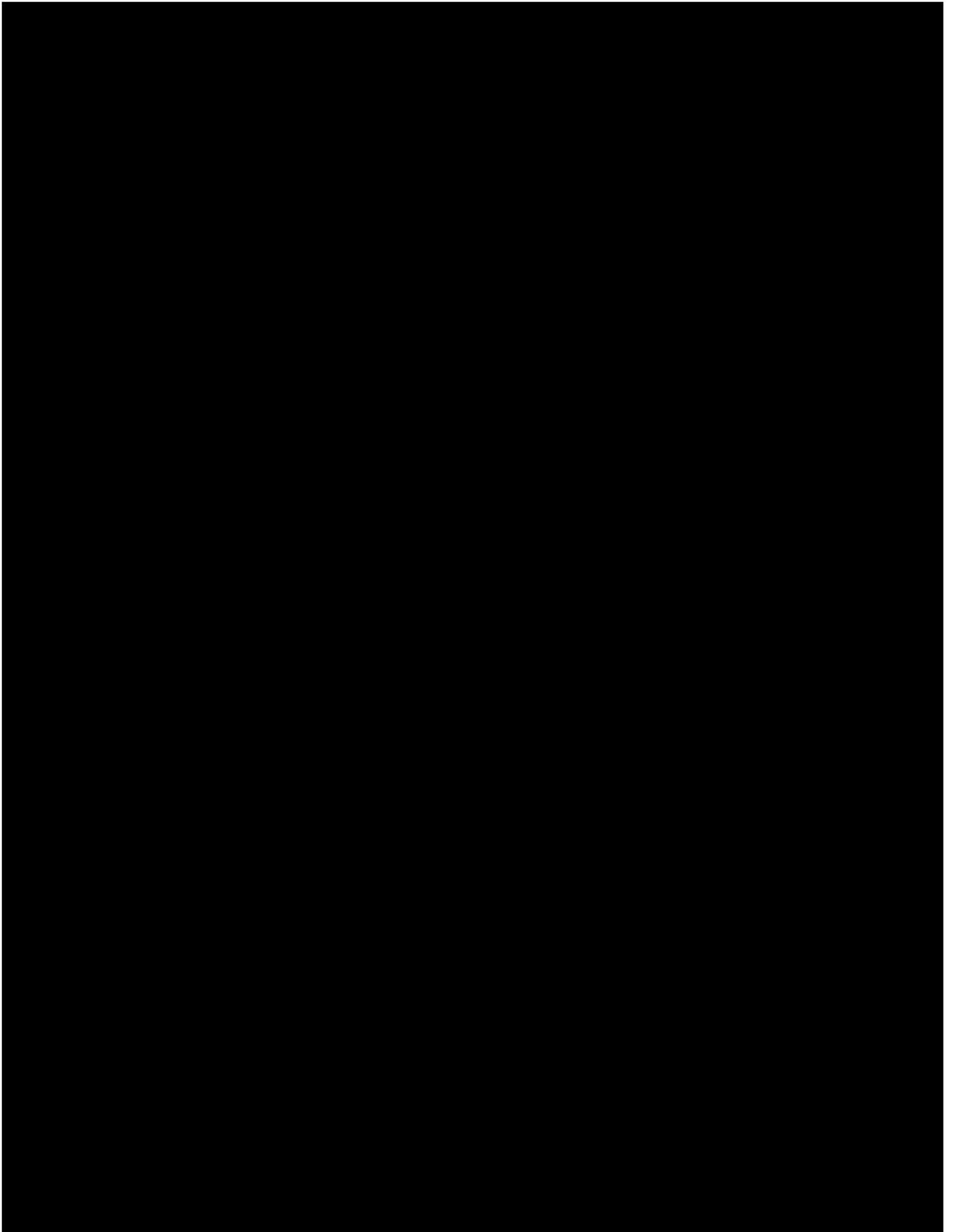


Figure 2 Proposed zoning across the Aerotropolis, my property within an “Enterprise” zone (site shown by star)

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.

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 to the west of Badgerys Creek Road, 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.

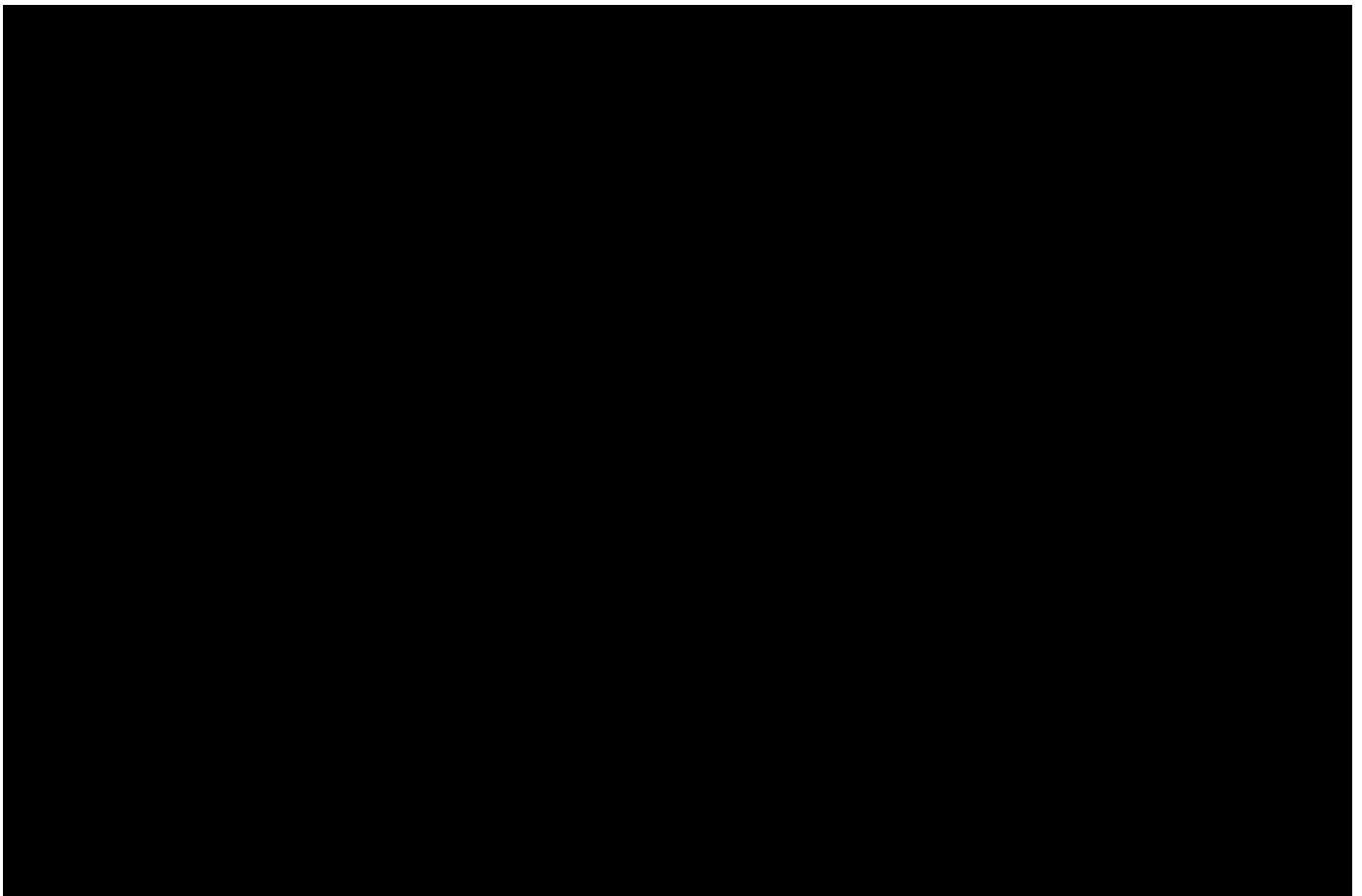
Further, Badgerys Creek Road is an existing physical barrier or boundary which would logically restrict the extent of the regional park i.e. to contain the park within the area to the east of the road. It is also logical to restrict the regional park to the east of Badgerys Creek Road given the zoning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



Locate park outside of 3km wildlife buffer zone

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)

-
- 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; and
 - The park should be in proximity to Wianamatta-South Creek in the east of the Precinct.

It is requested that the detailed precinct planning for the Aerotropolis Core precinct provide for the southern regional park to be within the Mixed Use zone to the east of Badgerys Creek Road.

Regards ?????

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 8:26a m

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."

Posted 10 January 2021, updated 10 January
