

## SUBMISSION IN RELATION TO SYDNEY AEROTROPOLIS DRAFT PRECINCT PLAN

### 1. INTRODUCTION

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:



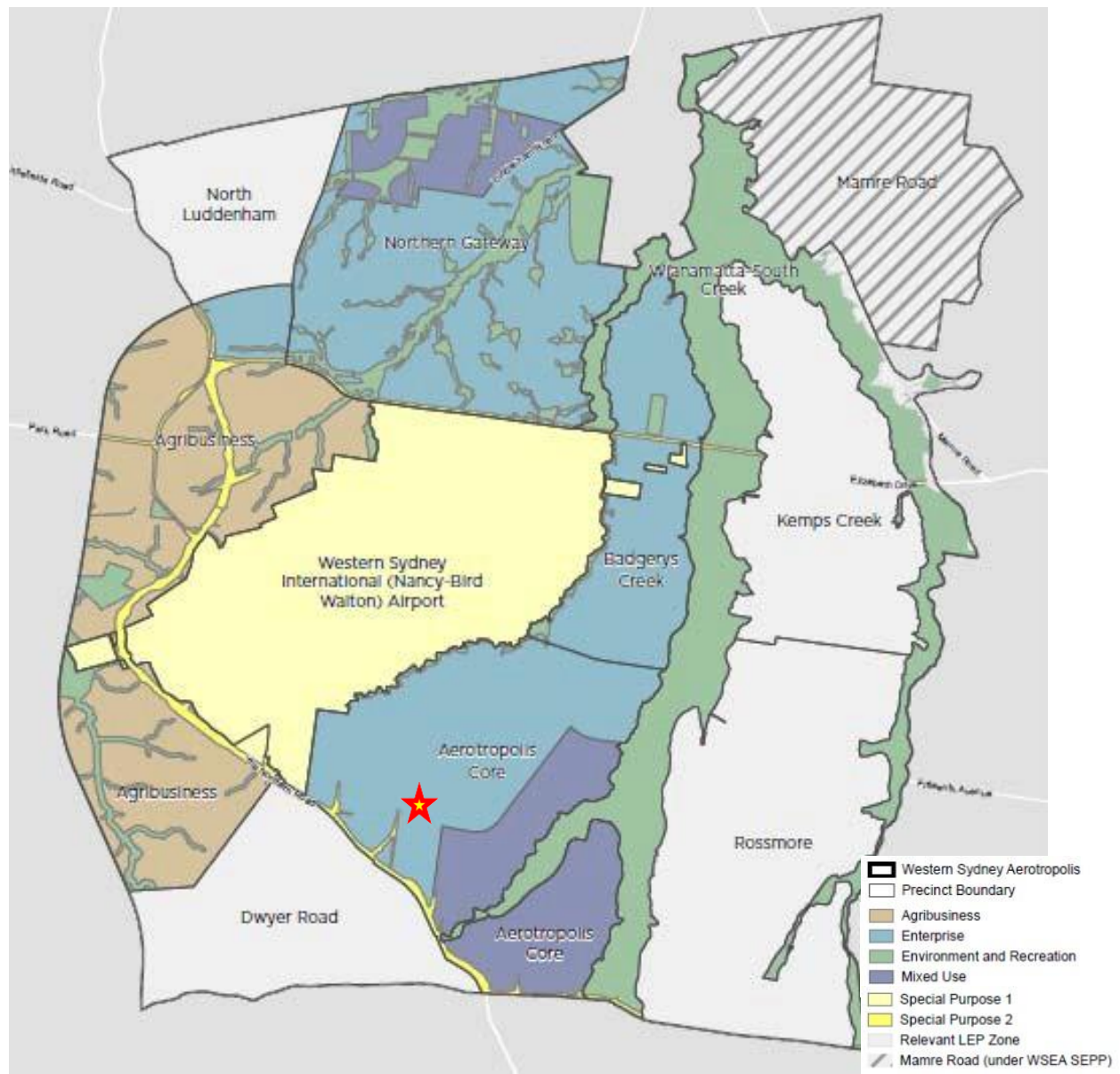
Figure 1 Location of properties on Western side Badgerys Creek Rd

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.

#### 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.

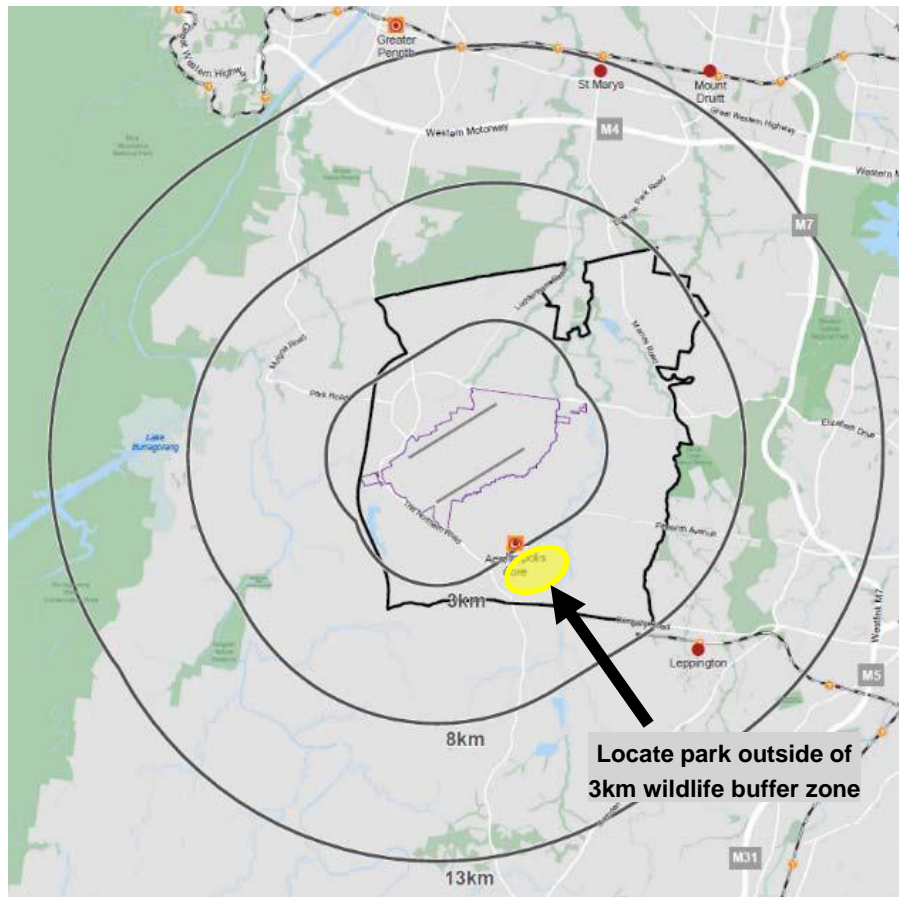
Further, Badgerys Creek Road is an existing physical barrier or boundary which would logically restrict the extent of the regional park i.e. to contain the park within the area to the east of the road. It is also logical to restrict the regional park to the east of Badgerys Creek Road given the zoning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

- 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.