

Ms Fiona Christiansen
Director, Aerotropolis
Department of Planning, Industry and Environment
4 Parramatta Square
PARRAMATTA NSW 2124

Dear Ms Christiansen

Draft Aerotropolis Planning Package

Thank you for the opportunity to comment on the draft proposal exhibited in relation to the Western Sydney Aerotropolis (Aerotropolis), specifically the Luddenham Village Discussion Paper, at Western Sydney International (Nancy-Bird Walton) Airport (WSI), which is operated by Western Sydney Airport Corporation (WSA Co).

Airservices Australia (Airservices) continues to work collaboratively with WSA Co for the development of airspace and airfield infrastructure at WSI. The future performance of the infrastructure is closely linked to a successful Aerotropolis.

We share the WSA Co's concerns that the draft proposal presented a significant departure from the Aerotropolis Planning Package. This has the potential to affect the integrity of the safeguarding provisions established under the National Airport Safeguarding Framework. The proposal could also potentially affect assumptions underpinning significant capital investment, infrastructure development, environmental impact assessments, and ongoing services for both WSA Co and Airservices.

Of particular concern is the proposal to change the land use zones around the Luddenham village area, close to the future WSI operations. The significant intensification of residential development has the potential to adversely affect critical aviation infrastructure and instrument flight procedures. It would also constrain the airport's ability to operate efficiently and grow capacity to meet future demand, due to land use conflicts and increased noise complaints exposure.

Following the implementation of the new runway operations at Brisbane Airport and Sunshine Coast Airport, we continue to receive ongoing community noise concerns in the vicinity of these airports, as well as the residential areas outside assessed Australian Noise Exposure Forecast (ANEF) contours. This highlights the importance of ensuring that robust planning controls can protect the amenity of future residents in proximity to a major airport through optimal balance of environmental/community, airport and residential development needs.

While Airservices is generally not involved in the land planning process, we greatly appreciate the consideration of this response that supports WSA Co's submission.

If you require any additional information or wish to discuss any aspect of this letter further, please do not hesitate to contact me at [REDACTED]

Yours sincerely

A large black rectangular redaction box covering the signature area.

Mu Yan
Head of Customer Engagement

6 December 2021

[REDACTED]
Luddenham 2745

30th October 2021

Department of Planning, Industry and Environment
Luddenham Village Discussion Paper
Locked Bag 5022,
Parramatta NSW 2124

Via email engagement@ppo.nsw.gov.au

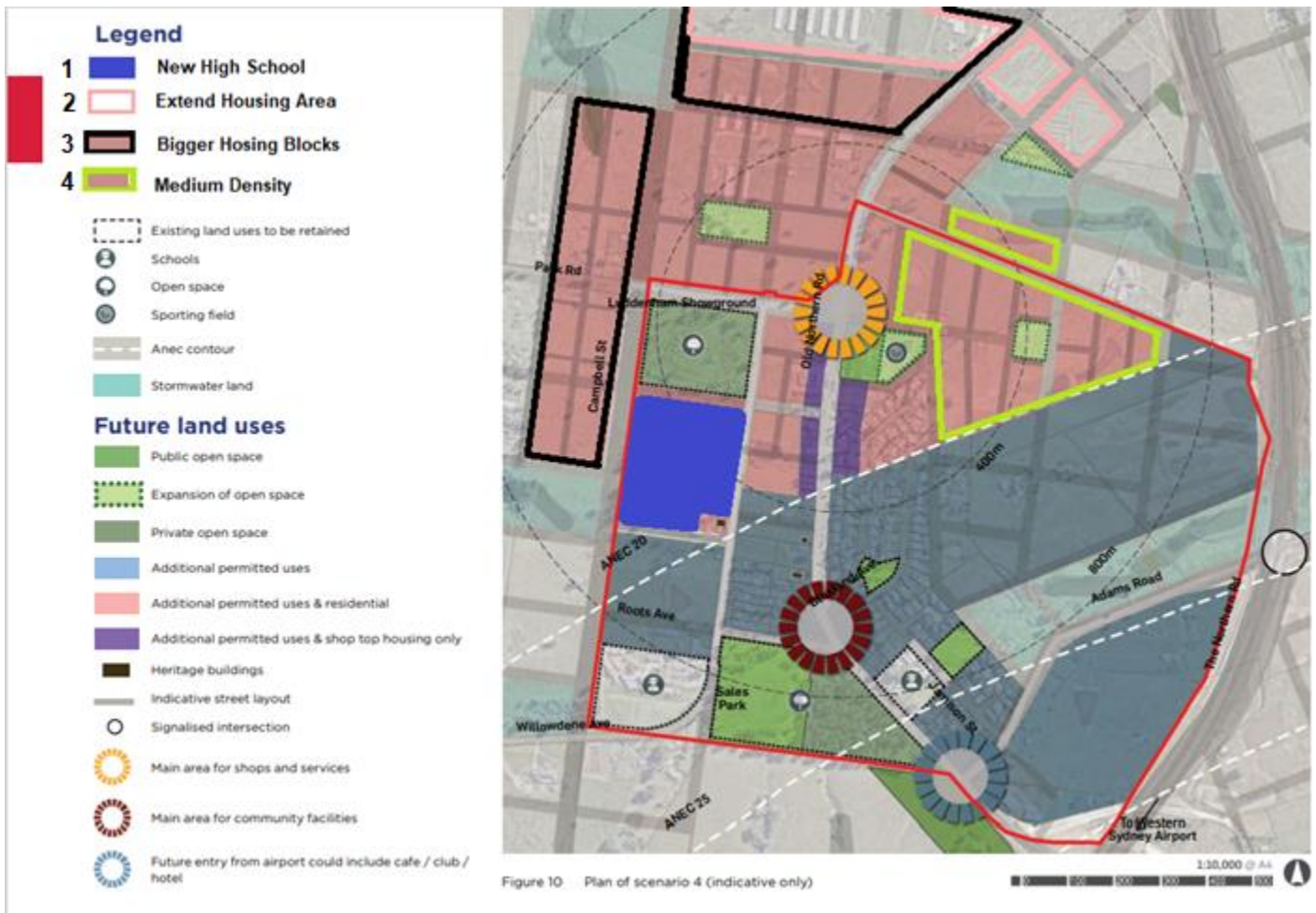
To Whom It May Concern

Thank you for giving me the opportunity to make this submission and thanks for listening to feedback from Our Community

My submission is on the Luddenham Village and with the amount of development proposed around Luddenham in the Aerotropolis and the Western Sydney Airport, it is Very important that the Luddenham Community can survive and keep the social fabric of our community united, allowing that community spirit that is so evident within Luddenham to **grow** and **flourish**.

I would like to support your **Scenario 4 – Grow**, I believe that this is the only option that can help Luddenham survive as a community. I would like to recommend a few small changes, I have also added them to the map below.

1. **New High School** in Campbell Street next to the Showground. Three Local State Members are looking to locate a High School in the Aerotropolis (see attached correspondence). This High School would service areas Luddenham, Wallacia, Mulgoa, Bradfield, Bringelly, Greendale, Warragamba and Silverdale that are all within 9 Kms of the site.
2. **Extend Housing Area** to make up for the land required the High School additional Residential zoned land to the North of the proposed Residential, all with in the 800mts circle of the Main Shop area.
3. **Bigger Housing Blocks** on some of the land that has exceptional views of the Blue Mountains, the area West of the Old Northern Rd is generally flatter
4. **Medium Density** The land on the eastern side of the Old Northern Road doesn't have as good a view as the other side and would be great for medium density terraces etc.



I believe my four suggestions can build on your Great Plans for Luddenham in Scenario 4, With the State Government looking for a site to build a High School in the area, the land next to the Showground (either Southern or Western) would be perfect, it will bring people to the Luddenham Centre helping it to survive.

With the land taken for the High School the housing area could be extended to the North stay within the 800-metre radius of the shops. I understand that an amount of Agribusiness would be used for housing, but to compensate if it was found that more Agribusiness land was required some of the adjoining Non-Initial Precincts of North Luddenham or Dwyer Road areas could be used as Agribusiness.

Because of the flatter and better views the housing area on the Western side of the Old Northern Road would good to see decent sized housing blocks of between say 700 sq mts to 1,000 sq mts, Prestige type blocks. The proposed housing on the Eastern side is more undulating, lower and falls away from the Old Northern Road, I believe this area would be perfect for medium density homes and terraces. For the sake of administration may be Liverpool Council (Eastern) could be medium density with detached homes in Penrith Council. The Shop-top housing would be in both Councils.



Tanya **DAVIES** MP

Member for Mulgoa



21 June 2021

The Hon Sarah Mitchell MLC
Minister for Education and Early Childhood Learning
GPO Box 5341
SYDNEY NSW 2001

Dear Minister Mitchell,

I write on behalf of Mr Nathaniel Smith MP, Member for Wollondilly and myself in relation to the need for the Government to begin planning a new high school in the region where our electorate boundaries meet.

Glenmore Park High School is quickly growing with the expansion of Glenmore Park Stage three about to commence and the catchment zones of Silverdale and Warragamba also quickly growing.

We believe School Infrastructure needs to commence a detailed analysis of forecasted growth to determine the location of a new public high school. Within the suburbs of Bradfield and broader growth in Austral, Leppington, Bringelly and Wallacia we can foresee exponential residential growth that the existing high school infrastructure cannot meet.

Your consideration of this request would be appreciated. I look forward to hearing from you at your earliest convenience.

Yours sincerely

TANYA DAVIES MP
State Member for Mulgoa
TD:TD21062021

NATHANIEL SMITH MP
State Member for Wollondilly
TD:TD21062021

Contact
Tanya

(02) 9834 2966

(02) 9834 6291

mulgoa@parliament.nsw.gov.au

PO Box 316, St Clair NSW 2759

Shop 43, 155 Bennett Road, St Clair NSW 2759

tanyadavies.com.au

[TanyaDaviesMulgoa](https://www.facebook.com/TanyaDaviesMulgoa)

From: ElectorateOffice Camden <ElectorateOffice.Camden@parliament.nsw.gov.au>

Sent: Thursday, 29 July 2021 11:03 AM

To: 'Wayne & Ann Wilmington' [REDACTED]

Cc: 'Patrick Darley-Jones' [REDACTED]

Subject: RE: Luddenham Progress Association re High School in Luddenham

Dear Mr Wilmington,

Thank you for your correspondence in relation to future planning for a high school in Luddenham Village.

Peter has written to the Minister for Education on behalf of Luddenham Progress Association in relation to your request for a new high school in Luddenham.

As soon as Peter receives the Ministers reply, our office will be in touch.

Kind regards,



Ms Alex Carne
Electorate Office Manager

Peter Sidgreaves MP

State Member for Camden

Shop G20, Narellan Town Centre, 326 Camden Valley Way, Narellan NSW 2567

P: 02 4655 3333 E: camden@parliament.nsw.gov.au W: www.petersidgreavesmp.com.au

Please visit Peter's [website](#) to sign up to his monthly eNewsletter



For the latest COVID-19 information & advice please visit:

www.nsw.gov.au

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it & notify the sender. Views expressed in this message are those of the individual sender and are not necessarily the view of this office.

Thank you for allowing me to submit my thoughts and please help keep the Luddenham Village Alive.

Wayne Willmington

[REDACTED]

[REDACTED]

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 31 October 2021 9:18 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: wayne-willmingtons-luddenham-submission-oct-21.pdf

Submitted on Sun, 31/10/2021 - 21:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Wayne

Last name

Willmington

I would like my submission to remain confidential

No

Info

Suburb/Town & Postcode

Luddenham

Please provide your view on the project

I support it

Submission file

[wayne-willmingtons-luddenham-submission-oct-21.pdf](#)

Submission

Please see attached submission

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 1 November 2021 11:25 AM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper

Submitted on Mon, 01/11/2021 - 11:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Johanna

Last name

Kuster

I would like my submission to remain confidential

No

Info

Suburb/Town & Postcode

2745

Please provide your view on the project

I support it

Submission

I support option 4 regarding the future of Luddenham. I think this is the best option for the future of Luddenham

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.



[REDACTED]

Department of Planning, Industry and Environment
Luddenham Village Discussion Paper
Locked Bag 5022,
Parramatta NSW 2124

Dear Sir/Madam

Luddenham Village Discussion Paper

Thank you for your correspondence dated 8 October 2021 providing the opportunity to review the Luddenham Village Discussion Paper (the 'Discussion Paper').

The NSW Department of Primary Industries (DPI) Agriculture is committed to the protection and growth of agricultural industries, and the land and resources upon which these industries depend.

DPI Agriculture has reviewed the Discussion Paper and the four (4) scenarios proposed to manage future growth of Luddenham Village. DPI Agriculture does not support Scenario 4 which proposes an expansion of the Luddenham Village boundary and a loss of agricultural land to provide for the additional housing.

There are other significant urban release areas to provide residential land in the Greater Sydney Region and as transport infrastructure is developed to service the Aerotropolis this land will be able to service workers in the Agribusiness precinct. Additionally, the Agribusiness Precinct has a limited area of available land and any further loss of land for agribusiness or agricultural production is not supported.

If additional housing, consistent with Scenario 4 is considered necessary in the Luddenham Village it is suggested that a higher density of housing types is pursued within the existing village boundary.

Should you require clarification on any of the information contained in this response, please contact Paul Garnett, Agricultural Land Use Planning Officer on [REDACTED]

Yours sincerely

[REDACTED]

Tamara Prentice
Manager Agricultural Land Use Planning

[REDACTED]

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 3 November 2021 10:00 AM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: 2021-11-02-dpi-ag-response-luddenham-village-discussion-paper.pdf

Submitted on Wed, 03/11/2021 - 09:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Paul

Last name

Garnett

I would like my submission to remain confidential

No

Info

[REDACTED]

[REDACTED] & Postcode

Grafton

Please provide your view on the project

I am just providing comments

Submission file

[2021-11-02-dpi-ag-response-luddenham-village-discussion-paper.pdf](#)

Submission

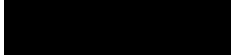
See attached letter

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.



From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 3 November 2021 10:24 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper

Submitted on Wed, 03/11/2021 - 22:23

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jason

Last name

Pirovic

I would like my submission to remain confidential

No

Info



Suburb/Town & Postcode

Luddenham 2745



Please provide your view on the project

I support it

Submission

I would like scenario 4 for luddenham village

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

Department of Planning, Industry & Environment
PARRAMATTA NSW 2124
VIA DPIE Submissions Portal

**SUBMISSION ON DRAFT AEROTROPOLIS DOCUMENTS:
Explanation of Intended Effects;
Luddenham Village Discussion Paper.
Open Space**

October 2021

We wish to make a submission on a range of issues in the current documents on exhibition which are relevant to our land.

Our family have been residents in Luddenham Village, or the immediate vicinity, for more than 150 years and have been in the area since 1792 (229 years). We have a deep, long-standing connection to Luddenham with intentions to stay and consequently are significant stakeholders. We are well placed to be a resource of local (European) knowledge to inform the planning process for the village.

We have interests in land totalling [REDACTED] (the **subject land**) including a boundary and access to [REDACTED]. We recently had approximately [REDACTED] compulsorily acquired for the realignment of The Northern Road (previous total land area of [REDACTED]).

We have previously lodged submissions through Cardno and John O'Grady, Urban Planner (now OGUrbn) and wish to provide the following comments on the documents on exhibition.

LUDDENHAM VILLAGE DISCUSSION PAPER OCTOBER 2021

We note that the purpose of the Luddenham Village Discussion Paper is to provide "a framework for conversation with the community about the role of Luddenham Village in the future Aerotropolis" (*Luddenham Village Discussion Paper*, October 2021, P.4). On that basis we provide the following comments, many of which are around details that may have transferred from the draft Precinct Plans. Notwithstanding this, we consider it is critical at this point to raise matters in the detail of the planning scenarios that will impact on the subject land.

*Submission to Aerotropolis Document Exhibition: Luddenham Village,
Explanation of Intended Effects; Open Space; Development Control Plan
October 2021*

New and Widened Roads

Figures 1 – 4 below (Scenarios 1 – 4 in Luddenham Village Discussion Document) illustrate the significant encroachments onto the subject land that would result from the proposed extension of Jamison Street as well as the road reserve expansions proposed in it and the draft Precinct Plan package.

As previously mentioned in our submission of March 2021:

“New street typologies are identified and detailed in the draft Agribusiness Precinct Urban Design and Landscape Report (Studio Hollenstein).

Many of these include significant widening to existing road reserves that would entail encroachment onto adjoining privately owned land. Proposed new roads or road reserve amplifications adjoining or in close proximity to the subject land are illustrated in Figure 4-3 and include:

- *The re-aligned Northern Road - widened to a TfNSW Arterial Road with a 60m road reserve.*
- *Adams Road - to be upgraded to a TfNSW Sub-Arterial Road with a 40m road reserve.*
- *The original Northern Road through Luddenham Village - to be upgraded to a Local Collector Road with a 20-30m road reserve.*
- *A new Park Edge Street with a 19m road reserve proposed to connect Adams Road to The Northern Road through Luddenham Village.” (John O’Grady, Submission to the Exhibition of the Draft Aerotropolis Precinct Plan, 12 March 2021 page 6; Ref: 202003)*

and

“Moreover, the proposed reserve widenings would necessitate demolition of, or major encroachment upon, a number of buildings and places that are critical to the fabric and character of the Luddenham Village. Major impacts on the character and amenity of Luddenham Village would result, contrary to the planning principles for the Village articulated in the draft Precinct Plan.” (ibid)

and

“The road reserve through the Village centre and on Adams Road should be maintained at its current width to protect existing buildings and places.” (ibid, page 7)

The current scenario maps show the frontage being taken off the houses in Adams Road on, and opposite to, the subject land, with a road passing through houses and large amounts of land being made a riparian corridor.

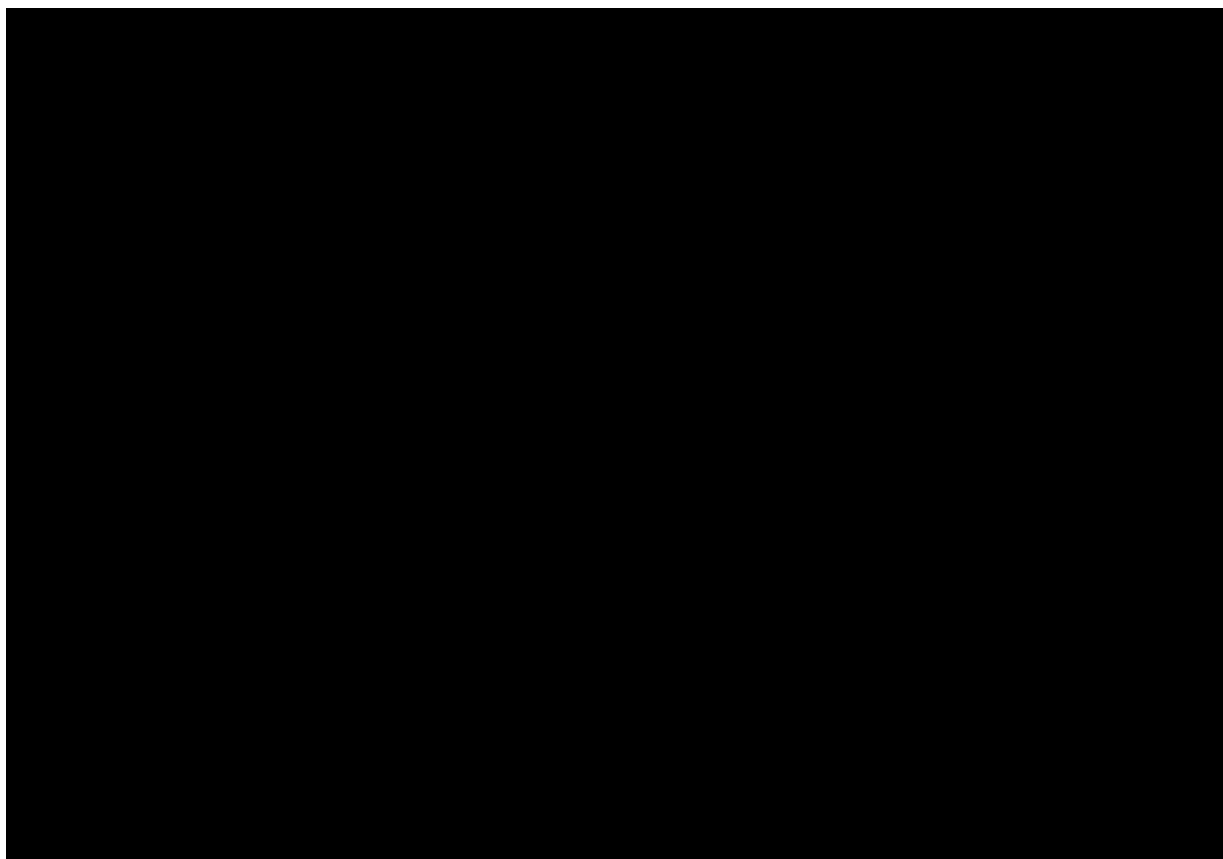
In addition to the physical loss of land, implementation of the widened reserves along Adams Road would result in the loss of existing housing on both sides of the road or, at the least, major impacts on the amenity of our homes by removing part or all the road frontages.

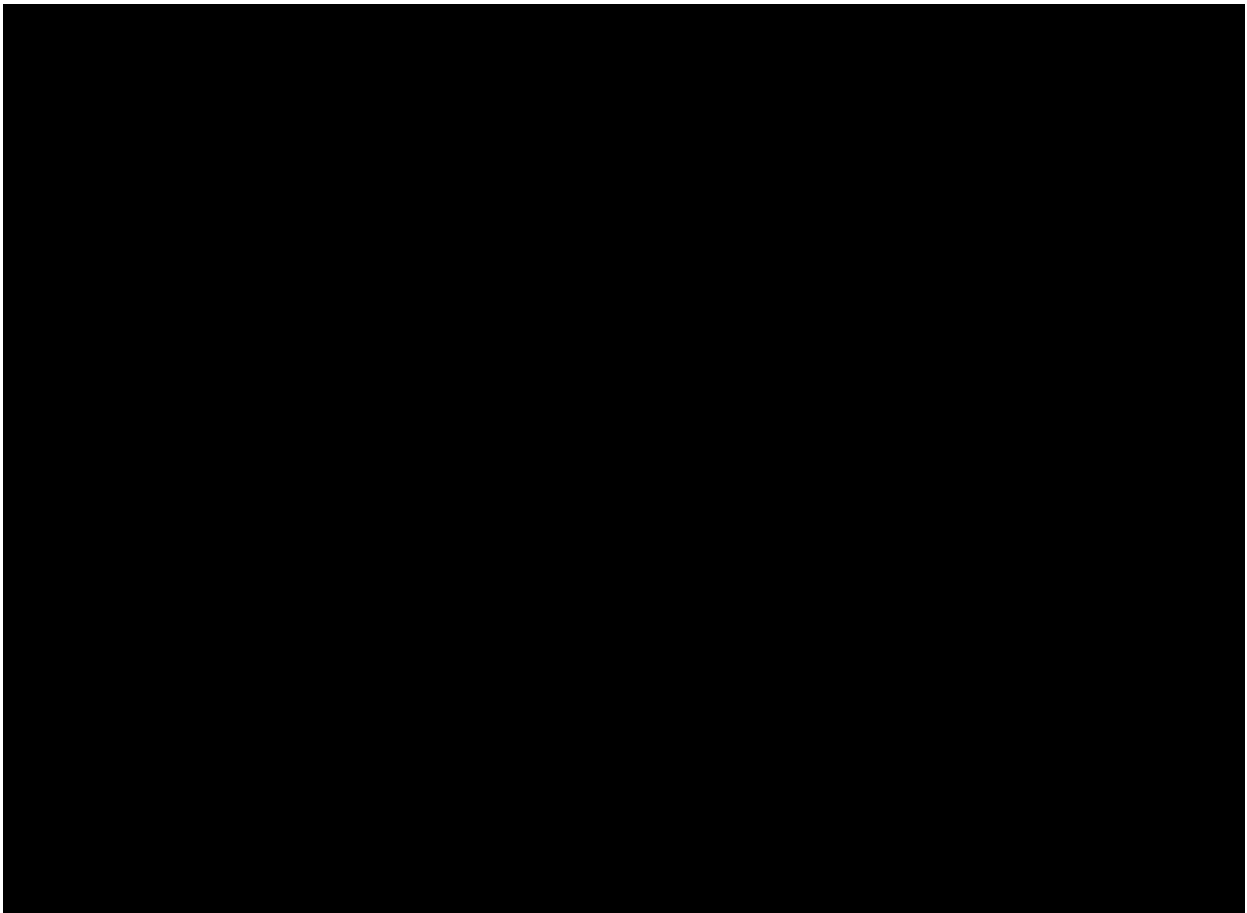
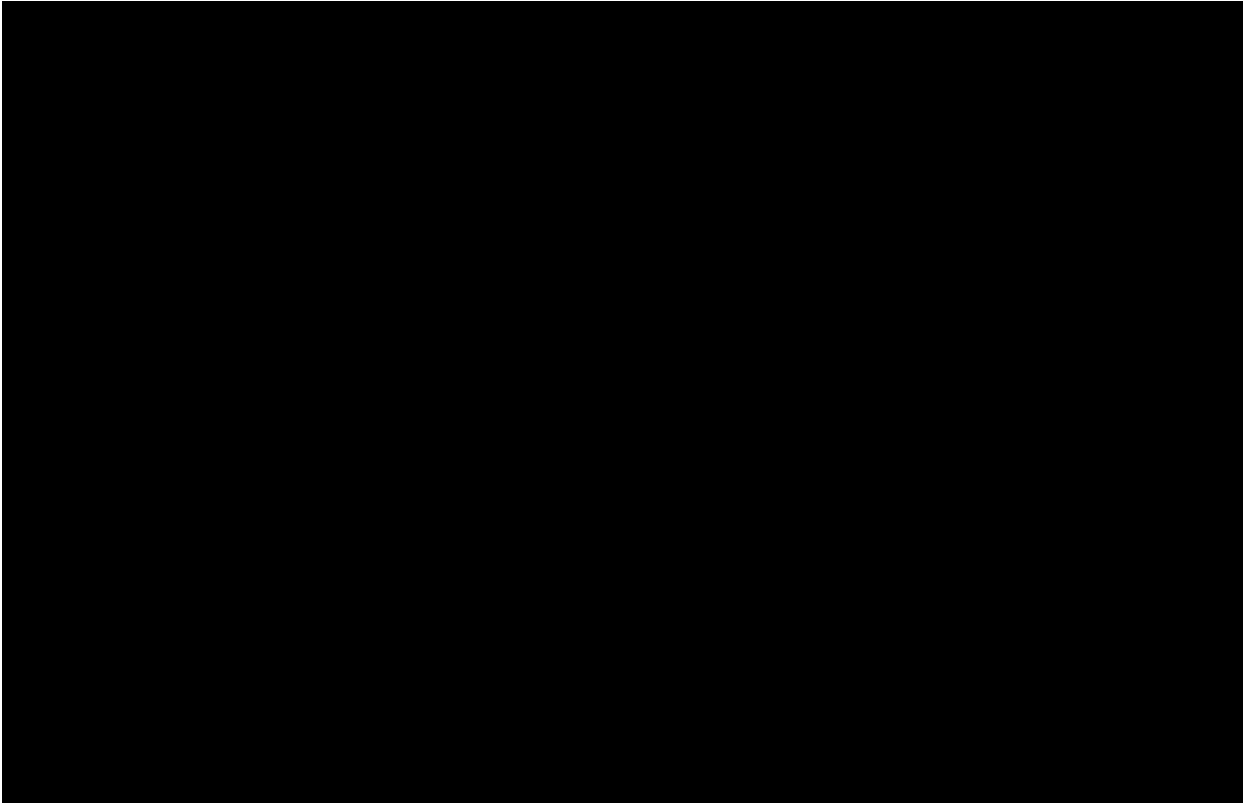
A new road through the subject property, via an extension of Jamison Street, would also cut off the corner of one house block, require the demolition of a garage and significantly/adversely affect the amenity of both homes.

The proposed road doesn't follow the property boundary or the cadastral map and the block, delineated by the new L shaped extension of Jamison Street, is arbitrary.

As such we strongly object to Jamison Street being extended through our property and Adams Rd being widened.

Apart from the proposed widening of Adams Road and the proposed extension of Jamison Street into the subject land, we also strongly object to further land being excised along the rear boundary with the realigned The Northern Road, which is shown in the scenario maps. We have already lost 3.482 hectares of prime land in the realignment and strongly object to further encroachment on the subject land.





Compensation for new Roadworks

We are also deeply concerned about the possibility of the proposed roadworks through our property because of the totally inadequate compensation by Transport for NSW (TfNSW).

Our recent experience with the compulsory acquisition of a significant part of our land (3.482 hectares) for the realignment of The Northern Road is that TfNSW offer minimal sums for prime land. Challenging this has required more than 6 years' legal process including through the Land and Environment Court at a huge financial and personal cost.

Despite the relevant legislation being called the Land Acquisition (Just Terms Compensation) Act 1991, the process and compensation is neither just nor fair to the landowner.

At all stages TfNSW offer far below the value of the property and bring a significant legal and expert team to bear to push the value as low as possible. In the best outcome, compensation of 50% of the value of our land is all that may be hoped for after the legal process is completed. So, the public purpose, is in fact, jointly funded from the local families of the region.

Our other concern about this process is that the re-zoning of the subject land to Agribusiness on 1 October 2020, and the open space overlay under the draft Precinct Plans, saw recent Valuer-General's valuations for most of the subject land being significantly devalued. This is despite the current documents on exhibition showing the subject land no longer has an open space overlay.

*Submission to Aerotropolis Document Exhibition: Luddenham Village,
Explanation of Intended Effects; Open Space; Development Control Plan
October 2021*

We are deeply concerned that the re-zoning of our, largely, Low-Density Residential zoned land to Agribusiness in October 2020 and the subsequent re-valuations would result in acquisition by the relevant authorities at a fraction of its previously long held value as residential land. Based on the most recent revaluation by the Valuer General this would be approximately 20% of the value determined by the Land and Environment Court for land acquired by TfNSW for the Northern Road bypass and as already noted, this was around half the original value as independently, professionally assessed. Should acquisition of land no longer affected by the green space overlay occur prior to the Valuer-General revising the valuations this would have to be challenged in the Courts.

If any of the subject land is to be acquired, it should be done at the higher value zoning (Low Density Residential) prior to the re-zoning on 1 October 2020 where that is higher than the current value or at developable land rates.

However, as mentioned, we strongly object to any further acquisition of the subject land for roads or any other purpose. We have already lost out significantly to the realignment of The Northern Road (around 1/3 of our original holdings and suffered years of legal proceedings).

Village boundary

We strongly endorse the extended Village Boundary proposed in the Luddenham Village Discussion Paper, however, we find some of the lines that it takes baffling. It strictly follows road boundaries in some areas and yet has multiple deviations from the roadways in other areas, so that we see no obvious rationale in the Paper for the proposed Village boundary. We strongly advocate, however, that the boundary closely follows the roadways around its perimeter to eliminate the potential for split zonings within and across boundaries and the creation of isolated land parcels.

Permissible Uses

In our previous submissions we strenuously objected to the re-zoning of the subject land from Low Density Residential to Agribusiness and the subsequent inclusion of it in an Open Space overlay in the draft Precinct Plan. We continue to maintain that

“The lack of certainty around the ANEF contour mapping and likely future technological changes to mitigate airport noise... should not prohibit residential uses.”
(ibid).

The exclusion of residential development on land within the current mapped ANEC airport noise contours is unjustified in the context of potential future developments in aeronautical technology and noise attenuation and the timeline for the operation of the airport.

The enabling clause proposed for existing permissible land uses in the SEPP needs a clause that provides for assessment of noise impacts through a development application process

so that technology current at the time of any DA can be considered, rather than a blanket exclusion of residential development based on contours that are likely subject to change.

However, we are fully supportive of the continuation of existing use rights of the subject land and also the extended permissible uses for the subject land in the ANEF/ANEC zones proposed in Scenarios 2 – 4, such as dwellings, dual occupancies, secondary dwellings, registered clubs, hotel and motel accommodation, serviced apartments and any other high-level uses.

Parks

We also endorse the proposed new local parks (min size 5,000sq m each) & 1 district park (min size 2ha) where the private owners are fully compensated for the loss of their land at the developable land rate, rather than the very low Valuer General's Agribusiness valuation or even lower Stormwater or Open Space zoning/overlay.

Roads

As mentioned above, we strongly object to the extension of Jamison Street across Adams Road as it adversely affects the subject land, essentially cutting a segment out of the land and isolating it from the remainder of the property, the purpose of which has not been defined.

The proposed road would create a very small block and add an additional intersection with Eaton Road and the Northern Road very close to the set of traffic lights between the Old Northern Road and the new section of Northern Road that bypasses Luddenham Village.

We also strongly object to the proposed widening of Adams Road as this would see the loss of a significant amount of street frontage for our homes/land and that of the residents on the opposite side of the road, including possible loss of homes.

Further scrutiny of the scenario maps indicates a large amount of additional land loss on our recently created boundary with the new section of The Northern Road. As previously stated, we lost approximately 1/3 of our property to the construction of this section of road and yet additional land is now identified for further acquisition, seemingly without reason.

Detail in Maps and Naming Issues

The scenario maps lack definition in terms of the "legends" required to interpret the map. For example, there appears to be an area demarcated by a thin white border, within the boundaries of the Old Northern Road, Adams Road, and the proposed extension of Jamison Street. This was formerly defined as an area for commercial enterprises and community

infrastructure with a museum situated over [REDACTED]. Consultation with a DPIE planner was not definitive, with a map error being suggested.

This possible commercial block and proposed new road seriously adversely impacts our homes and should not be progressed.

Further to the maps provided in the discussion paper, it would be beneficial to all affected property owners if maps could be issued that do not contain large obscuring symbols and that are accurate with respect to shading and delineation. While we understand the maps provided for the various scenarios are “indicative”, it is extremely difficult to elucidate the proposals and understand how they affect our land.

As such we request the provision of detailed maps which remove the circular “entry” motif at the corner of Adams and The Old Northern Road so we can see the impacts of the proposed village changes on the subject land. The other circular motifs also obscure the detail of surrounding historic buildings and houses.

For the avoidance of doubt, we also request that the “Future entry from airport” motif in the scenario maps is re-labelled. This could be confusing. As we understand it, this is the entry to the village from the south, rather than the entry from the airport. We submit it would be better labelled something along the lines of “Village Gateway” or similar.

We continue to support appropriate naming of the roads and public/community assets and suburbs with names relevant to the local area combined with the appropriate Indigenous names.

Sustainability

We strongly endorse the UNESCO definition of sustainability, which is described in the following ways:

“There are four dimensions to sustainable development – society, environment, culture and economy – which are intertwined, not separate.” (www.en.unesco.org);
and

“Sustainable development requires an integrated approach that takes into consideration environmental concerns along with economic development.”
(www.UN.org)

The current discussion document implies the only way for the village to attain a sustainable future is through a massive growth of retail/commercial space and residential housing. This statement appears to adopt a narrow approach to sustainability that relies on economic development and disregards the other three, equally important, dimensions. To achieve a sustainable outcome for Luddenham, consistent with the UNESCO definition, society, environment and culture require equal consideration with economics as principles

informing any vision for the village. We strongly advocate for a quadruple bottom-line approach.

In the face of not being able to keep the status quo, our preferred option is Scenario 3.

A Valued Village with Important History

We are very excited by the opportunities to protect and integrate the historic heart of the village into the community and village of the future.

What has made Luddenham special to so many long-term residents over the decades are:

- the heritage buildings,
- the rural location and vistas,
- the feeling of open space and direct physical and visual connection to the countryside whilst only being within 15 – 20 kilometres of a number of larger towns,
- the interesting topography and
- the close-knit community.

These factors also make Luddenham a village, like Mulgoa and Cobbitty, that people travel to from the larger centres to meet with friends/family and enjoy the charm and rural feel.

This should be maintained and could be capitalised upon (see Opportunities below).

Historic Heart

The character of the village is anchored by the heritage/historic buildings along the “spine” of The Old Northern Road, including the area between Adams Rd and Roots Avenue. These comprise St James Anglican Church and cemetery, Luddenham Primary School, the Uniting Church and cemetery, the Progress Hall, historic residences and at the northwestern end, the Showground. The early colonial history of the village, established in 1813, should be used as a departure point in planning for the future village, while integrating Indigenous heritage where appropriate and possible.

We see a great opportunity to protect the historic buildings and community open space, making the village a destination, where people actively look to visit the historic Centre, utilise the open space via walking and cycle paths with the opportunity for the integration of arts, education, and cultural opportunities. We have previously advised DPIE of the historic house at [REDACTED] which is in serious disrepair.

We wish to highlight the need to preserve the two churches and the cemeteries, especially the monuments in the Anglican church. Many residents in the village and local area have deceased family members in the two cemeteries and have plots for future burials. As such they remain an important personal and historic place for many people in the region who are descendants of those interred. In addition, Luddenham is now the resting place of the many graves displaced from Badgery’s Creek by construction of the airport.

In line with the heritage preservation through the Development Control Plan, we consider it important to preserve the sightlines and space around the historic buildings to retain their integrity and footprint.

Open Spaces

The remnant Cumberland Plain Woodland, located between the two historic churches on the Old Northern Road, should be protected and preserved. We support the zoning of this land as Environment and Recreation as shown in the current draft Land Zoning Map. This area could be utilised with carefully curated walking paths to link the historic buildings with the open space at Sales Park and the Progress Hall, thus connecting the historic core. Conversely, enhanced pedestrian paths along The Old Northern Road would create that connection while protecting the woodland.

Sales Park acts as an important, large park in the village and is currently used for sports. It has the potential to accommodate more community facilities which would enable other community recreational activities and functions.

Along with the remnant Cumberland Plain Woodland, the park is an important green space and core to the village.

Community events

There are regular markets at the Uniting Church and Showgrounds which already act as a drawcard for local and regional residents. These could be enhanced by local art and craft makers.

The Progress Hall is integral to the community as a function space and provides events and community use opportunities.

Drawing from the rich dairy, horticultural and agricultural heritage, the annual show is held at the village Showground. The Showground provides another large space with opportunities to increase the number of equestrian and similar events. The AHI Society (Agricultural, Horticultural and Industrial) has a proud history of annual shows for the past 116 years including using the pavilion to showcase local crafts, plants, produce and resident/students' creative expressions.

Opportunities

By keeping the historic heart intact, the newer commercial opportunities for dining, galleries, antique and specialty homewares/collectibles, fine arts and crafts from local and Indigenous artists could be located in architecturally sympathetic buildings nearby or elsewhere in the larger footprint of the village. Bespoke retail/commercial services would be more in keeping with the existing village and would be more of a drawcard than large scale commercial spaces which can be found in most other service centres.

Encouraging bespoke retail, cultural and community spaces would enhance the village and encourage visitors.

Evandale, in Tasmania, is a Georgian-era village which is used as an example in the discussion document. It has its main historic tourist buildings located in Russell St and forming an “L” shape along High Street. It has more modern housing located away from the historic spine of the village. People visit Evandale on weekends for the markets but during the week for the antique and specialty shops, dining and historic sites along these L shaped roadways.

The retail offerings in Evandale include antique shops, bakery, historic pub, Tasmanian made products galleries and small-scale accommodation in historic cottages. Evandale has an annual art prize (The Glover Prize) and cultural events which are also huge drawcards. It is also situated in a rural landscape with distinct village boundaries and identity. People from Launceston and other rural towns as well as tourists regularly visit Evandale for its picturesque and historic atmosphere.

This model would also work well for Luddenham village, which is similar in that it too is a distinct village bounded by rural landscape and nestled into a gently undulating topography which creates vistas and viewlines through to the mountains and other parts of outer Sydney. It has rich soils which have supported European forms of agriculture for over 200 years and has offered excellent residential lifestyles during that time. It could benefit from a similar approach to Evandale in terms of the maintenance of the historic core and the provision of residential and other services away from those historic buildings and open space.

Culture and Education

Educational and cultural opportunities could also be integrated within the village historic heart. Luddenham village could be a desirable, livable, attractive village with ecological opportunities as well as enhancing the community, events and education opportunities.

Ecological and agricultural education opportunities, for example in relation to the integrated wetlands and the importance of these to the Indigenous and colonial culture could be another opportunity.

Streetscape

We consider the sympathetic landscaping of the streetscape could draw these heritage features together into a pedestrian friendly destination with landscaping that showcases visually pleasing sight lines linking the village to the mountains and surrounding open space, waterways and wetlands.

Residential

The provision of residential accommodation without impinging on the historic centre is a good idea in relation to Luddenham village. New residential opportunities in the proposed revised village boundary outside the historic heart could work well. This ensures the integrity of the historic built environment and still meets the needs of people wishing to make the village their home.

Sensitively weaving any new development into the outer boundaries of the village, echoing and being sympathetic to the architectural language of the early buildings when located near to them, would retain and enhance the feel of the village.

Modern housing in Luddenham village could be partially turned over to boutique short term accommodation. If located close to the historic buildings, these could be in an architectural style in keeping with the existing heritage buildings along the historical Old Northern Road, without creating a mock historical village.

We are concerned to ensure that any future residential development does not adversely affect the operations of the Showground or other historic buildings and the public school is able to continue in the future.

Retail

The whole attraction of Luddenham is that it's not like larger centres. People live in the village for a number of reasons, primarily the semi-rural outlook and small village attributes. Residents have always shopped at larger centres as it has always been a commuter rural village. As in the United Kingdom, residents travel to the market town for larger purchases or services.

We have the opportunity in this planning process to do things differently and create something other than the town centres, given that Luddenham is well serviced by South Penrith, St Mary's around 15kms away and only slightly more to Oran Park.

How would the proposed expansion of retail and community space along Old Northern Road comply with the Development Control Plan re: heritage buildings, curtilages, setbacks and the need to not impinge on the sight lines, views and nature of the heritage buildings, including the adjacent grounds?

Infrastructure

We strongly support the inclusion of sewerage connections for the expanded village area to avoid, for example, the problems of sewerage overflow/run off from neighbouring properties and to enhance the amenity of the larger village area.

We also support the inclusion of more community infrastructure in Sales Park, the Showground, where necessary, and other locations within the village, which might include seating, toilets, community spaces and parking opportunities where appropriate.

EXPLANATION OF INTENDED EFFECTS DOCUMENT

Open Space

The Cumberland Plain woodland on The Old Northern Road between the Anglican and Uniting churches needs to be retained, protected and maintained.

Previously Permissible Uses

We strongly support the inclusion of the clause into the SEPP allowing for previously permissible uses as per the relevant Local Environmental Plan prior to the commencement of the Aerotropolis SEPP, as mentioned on page 14.

We wish to maintain our existing dam as it is required for us to maintain our existing uses.

ANEC Contours

We continue to maintain the position of our previous submission on this matter as follows:

- *“That constraints to address aircraft noise impacts on residential development within the subject land and the Luddenham Village footprint should be consistent with building acceptability levels indicated in AS2020:2015. Consequently, residential development in these areas should be treated as acceptable contingent on conditions listed in the Standard to mitigate noise impacts.*

The imposition of the current ANEF Contour mapping as a trigger for a change of zoning to prohibit residential uses on the subject land is inappropriate in the context of the uncertainty of the mapping and likely future changes to technology in aircraft noise attenuation. Potential noise impacts should be considered as part of a Development Assessment process against ANEF mapping at that time of any Application. Contemporary technology that may allow for reduction and amelioration of future aircraft noise impacts on residential uses should also be accounted as part of a Development Application. “ (ibid, page 4)

Luddenham Village Plan

The Explanation of Intended Effects document points to a “Luddenham Village Plan”, informed by the responses received to the Luddenham Village Discussion Paper, to be released in late 2021.

We assume, and strongly advocate, that the Plan be released in draft form for exhibition and public submissions prior to finalisation. Also, we advocate that when agreed and adopted, the Village Plan should be given standing by inclusion in the SEPP and the DCP as appropriate.

DEVELOPMENT CONTROL PLAN (DCP)

The DCP should include sections dealing with special precincts within the Aerotropolis. One of these should be a section dealing with planning and controls for the Luddenham Village.

Future drafts of the DCP should include these sections for review.

Other

1. When applying for approval of a new development, the Landowner has to consider the intended nature of the precinct and manage any possible land use conflicts on adjacent sites under the assumption that adjacent sites will transition over time.

It is unclear how a landowner is to manage possible land use conflicts on adjacent sites.

2. While the Planners may advise to take this matter up with the Valuer-General's Department (VGD), we wish to bring to the Aerotropolis Planners attention the effects of the previously exhibited Precinct Plans on the current re-valuations by the VGD. The VGD advises the market considers the open space as a market constraint. Land that is impacted will be valued by sales of properties which are also impacted by the Open Space Network. Planning constraints result in such land being valued lower than developable land.

On the subject land, the open space overlay which was formerly in the previous Precinct Plans no longer exists in the current documents on exhibition, which we applaud.

However, the VGD valuations have not caught up with the proposed changes and the majority of the subject land has been devalued based on the previous Open Space overlay.

We remain very concerned that the plans for infrastructure, such as roads, means the land will be acquired under this re-valuation, which will negatively impact the amount of compensation for any acquired lands.

3. During an information session regarding the Luddenham Village Discussion paper we were asked if residents agreed that Luddenham Village should fall within a single LGA and which LGA this should be.

We consider it would be preferable for the village to be part of a single LGA. Because of its proximity to Luddenham we have always looked to the Penrith area for services. However, we consider it would be preferable that the airport and the precincts of the Aerotropolis, along with Luddenham village, should fall within the Liverpool LGA. We consider this would be the best outcome for a fully consistent and coordinated adaptation of the entire planned area, which will have the most effect on the village.

This would avoid the situation we currently face where the two Councils can ignore the village at the edge of its boundaries and exercise blame/responsibility shifting.

Issues Raised in Previous Submissions

As per our previous submission we wish to reiterate the following issues and strongly advocate:

“It is inequitable that long standing landowners within the Aerotropolis should be disadvantaged by this planning process. As a minimum, a mechanism such as a “no disadvantage” test should be incorporated in the Planning Package to safeguard the interests of long-term landowners.” (ibid p.12)

and

“• The loss of tree cover, native flora, native fauna habitat, major ridge lines and creek ways due to airport and other transport infrastructure construction has been extensive and must be rehabilitated, conserved, and replaced without the cost being borne by the surrounding landowners.

- Rates and charges on landowners should be pegged at pre rezone levels. Development levies should be tied to development applications.
- Acquisition values should be tied to the value of the (subject) land prior to its re-zoning and the adoption of the draft Precinct Plan.
- Naming of public spaces and streets should reflect the Indigenous and European history of the locality.
- The landowners express support for the concept of public environmental and recreational lands on ridge and creek lines with the proviso that they are **not** disadvantaged and are justly compensated for the value of their land prior to its re-zoning.
- Mitigation of air quality and noise impacts on residents has not been raised in the planning package

and

“The strategy should incorporate mechanisms for just compensation of the landowners based on the value of the subject land under its previous and long-standing residential zoning.”

and

“The delivery of transport infrastructure for the airport and aerotropolis has involved major loss of vegetation and has impacted on heritage values. It is not acceptable planning practice to compensate for loss of environmental assets on public land through imposts on private landowners without just compensation. (ibid)

1. The owners of the subject land, and other land similarly earmarked in the planning documents, are entitled to just compensation for the loss of value of their land due to its re-zoning from low density residential to Agribusiness “(page 11 JO’G March 2021 submission).

SUMMARY

1. In summary we endorse:

- the expanded Luddenham Village boundary; and
- the expanded Permissible Uses for the subject land; and
- the retention of existing use rights; and
- Consideration of the village in the same manner as Evandale in Tasmania; and
- Scenario 3.

*Submission to Aerotropolis Document Exhibition: Luddenham Village,
Explanation of Intended Effects; Open Space; Development Control Plan
October 2021*

2. We strongly endorse the historic heart of the village and the remnant Cumberland Plain Woodland between the two historic churches is protected and maintained.
3. We request the provision of detailed maps which remove the obscuring motifs to enable detailed scrutiny of the proposed changes.
4. We request the inclusion of the Luddenham Village Plan in the SEPP and the DCP, following exhibition and community consultation on the final proposal.
5. The DCP should include sections dealing with special precincts within the Aerotropolis. One of these should be a section dealing with planning and controls for the Luddenham Village. Future drafts of the DCP should include these sections for review.
6. We strenuously object to
 - The extension of Jamison Street into the subject land; and
 - The creation of a commercial or community block on the subject land through the extension of Jamison Street; and
 - The expansion of Adams Road which would result in the excision and acquisition of the road frontages or houses on the subject land and opposite on Adams Road; and
 - The increased acquisition of more land from the subject land for the realigned Northern Road corridor.
7. The exclusion of residential development on land within the current mapped ANEC airport noise contours is unjustified in the context of potential future developments in aeronautical technology and noise attenuation and the timeline for the operation of the airport. The enabling clause proposed for existing permissible land uses in the SEPP needs a clause that provides for assessment of noise impacts through a development application process so that technology current at the time of any DA can be considered, rather than a blanket exclusion of residential development based on contours that are likely subject to change.

On a more general note, we wish to add that the appointment of Professor Roberta Ryan as the independent Community Commissioner has been a very welcome one and her involvement has provided a fundamental benefit to landowners in terms of the process and the contents of this round of documents on exhibition.

We thank you for the opportunity to provide our submission. We encourage you to consider our issues seriously within the context of the development of the next versions of the various documents.

4 November 2021

*Submission to Aerotropolis Document Exhibition: Luddenham Village,
Explanation of Intended Effects; Open Space; Development Control Plan
October 2021*

[REDACTED]

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 4 November 2021 11:36 AM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper

Submitted on Thu, 04/11/2021 - 11:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Narelle and Leanne

Last name

Sales

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

[REDACTED]

Suburb/Town & Postcode

Luddenham 2745

Contact number

[REDACTED]

Submission

Please find attached a submission related to the Luddenham Village Discussion Paper, Explanation of Intended Effects and DCP papers which are on exhibition.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.



SUBMISSION: WESTERN SYDNEY AEROTROPOLIS

LUDDENHAM

4 NOVEMBER 2021



QUALITY ASSURANCE

PROJECT: Submission: Western Sydney Aerotropolis

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
3 November 2021	Draft - Internal Review	Draft	SF	SF
4 November 2021	Final	Final	SF	SF

CONTENTS

PRELIMINARY	4
LAND AT [REDACTED] LUDDENHAM	5
SUBJECT LAND	5
SUBMISSION DISCUSSION DRAFT WESTERN SYDNEY AEROTROPOLIS EXPLANATION OF INTENDED EFFECT, AND WESTERN SYDNEY AEROTROPOLIS DEVELOPMENT CONTROL PLAN – PHASE 2	7
ISSUE 1: SEQUENCE FOR THE PUBLISHING OF STRATEGIC PLANNING DOCUMENTS	7
ISSUE 2: MISALIGNMENT OR CONTRADICTING INFORMATION	8
ISSUE 3: SUPPORT FOR THE AGRIBUSINESS ZONE	9
ISSUE 4: ADDITIONAL PERMITTED LAND USE RECOMMENDATION	9
DETAILED COMMENTS AND RECOMMENDATIONS	10
CONCLUSION	12

PRELIMINARY

This report is prepared by Think Planners Pty Ltd, on behalf of the Blacktown Workers Club, in response to the NSW Department of Planning's Western Sydney Aerotropolis Explanation of Intended Effect, Luddenham Village Discussion Paper, Open Space Needs Study and Western Sydney Aerotropolis Development Control Plan – Phase 2.

This submission specifically relates to land at [REDACTED] Luddenham which is located within the Agribusiness Precinct. The site is more than [REDACTED] in total area and is currently zoned partly Agribusiness and partly Environment and Recreation under the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020.

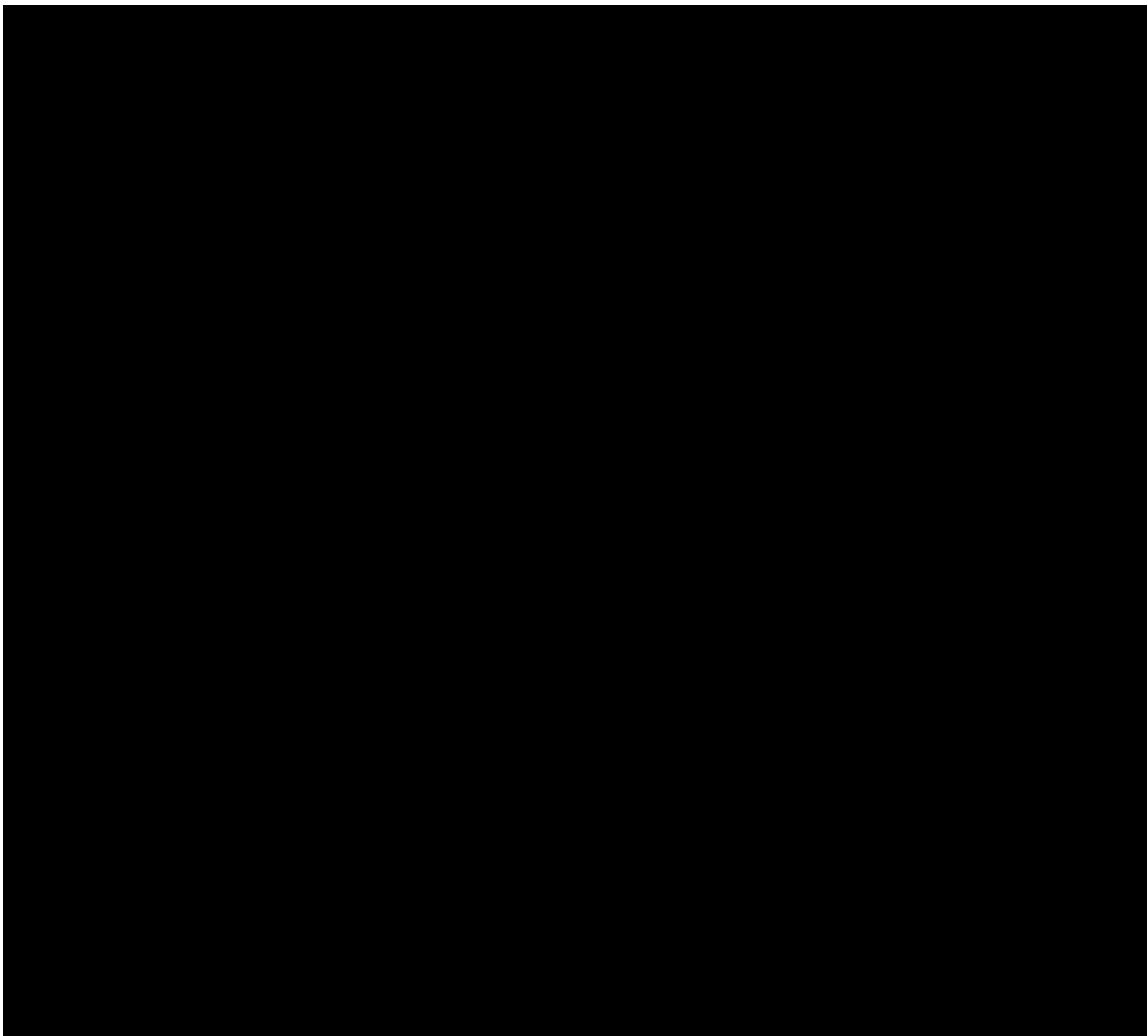
This submission raises several key issues, namely the out-of-sequence approach to strategic planning, inconsistencies within the plan and some site specific concerns relating to the draft Development Control Plan. Further refinement and review are needed in order to facilitate the successful creation of the Aerotropolis through delivery of a coherent planning framework.

LAND AT [REDACTED] LUDDENHAM

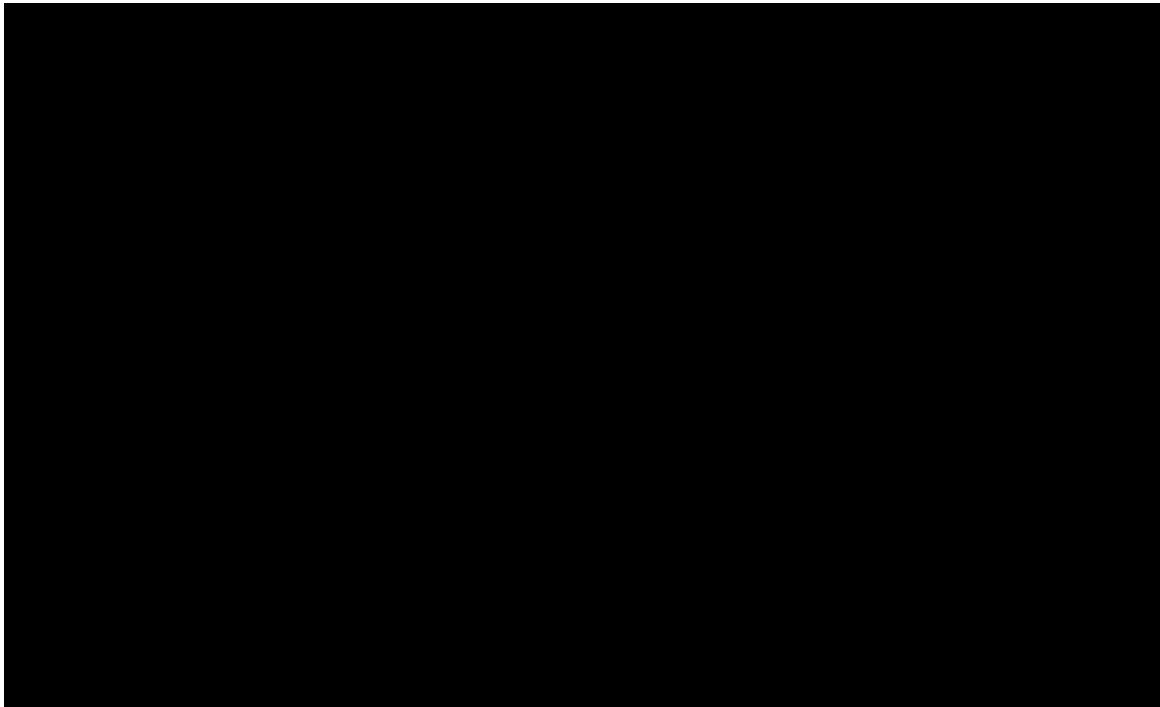
SUBJECT LAND

The subject land is located at [REDACTED] and is [REDACTED] in size located at the [REDACTED]. The land is currently known as the Hubertus Country Club and has been developed as a registered club since 1994. The subject land has been owned and operated by the Blacktown Workers Club since 2015. The subject site adjoins the Western Sydney International (Nancy-Bird Walton) Airport.

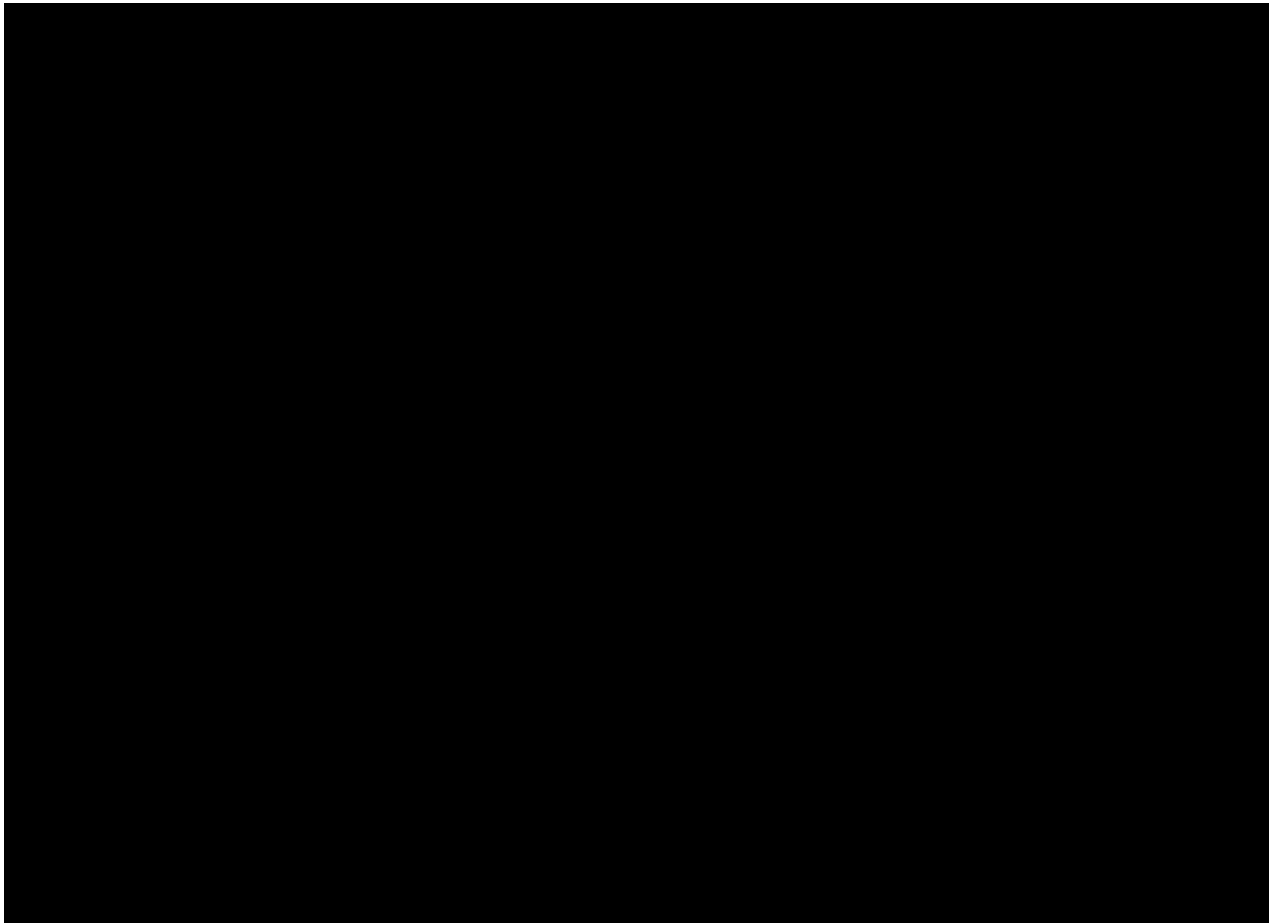
The land at 205 Adams Road forms part of the Agribusiness Precinct and the site is shown in Figure 1 below.



The site is currently zoned partly Agribusiness and partly Environment and Recreation under the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020. The zoning is shown in Figure 2 overleaf.



The site is proposed to be zoned partly SP2 Stormwater Infrastructure and partly Agribusiness under the draft zoning maps.



SUBMISSION DISCUSSION | DRAFT WESTERN SYDNEY AEROTROPOLIS EXPLANATION OF INTENDED EFFECT, AND WESTERN SYDNEY AEROTROPOLIS DEVELOPMENT CONTROL PLAN – PHASE 2

This submission raises 4 key discussion points which are discussed in detail below as they relate to land at the [REDACTED] Luddenham.

ISSUE 1: SEQUENCE FOR THE PUBLISHING OF STRATEGIC PLANNING DOCUMENTS

The ability to provide valuable feedback on the draft changes to the State Environmental Planning Policy (Western Sydney Aerotropolis) and draft Development Control Plan is difficult to do given the absence of a revised Precinct Plan. The draft Precinct Plan was on exhibition until February 2021 and this document contained misaligned and incomplete information that has been reported in the several hundred submissions that were received by the NSW Department of Planning. A revised precinct plan is due to be published at the end of 2021 however, in the absence of a coherent Precinct Plan it is difficult to make meaningful comments on the finer grain detail contained within the draft Development Control Plan.

For example, there are details about the road design and setbacks required to specific roads included in the draft Development Control Plan. The proposed road layouts and hierarchy is contained within the Precinct Plan. Without the adoption of a revised Precinct Plan landowners are unable to assess the impact of road design requirements on their properties. The same concern also applied to the setback requirements published within the draft Development Control Plan. In the absence of a revised Precinct Plan which identifies which are the arterial and sub arterial roads, there is no ability to comment on setback requirements that may or may not impact on the subject land.

The sequence for finalising and publishing strategic planning documents is clearly outlined in Figure 1 of the DCP (copy provided overleaf) demonstrates how the draft Development Control Plan is the final policy document. It would be more logical to place the draft Development Control Plan on exhibition after the revised Precinct Plan is published. Clarification and more specific details about when the proposed revised Precinct Plan are going to be published is critical.

Figure 4: Extract from the draft Western Sydney Aerotropolis Development Control Plan

Element	Purpose	Status
Western Sydney Aerotropolis Plan Government Strategic Planning Framework	<ul style="list-style-type: none"> Vision, Structure Plan, planning objectives and principles for the Aerotropolis Aligns with the Region Plan and District Plan Informs Precinct Plans and Master Plans in the Aerotropolis 	Finalised
State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 Planning instrument created under EP&A Act	<ul style="list-style-type: none"> Objectives and key controls for development in Aerotropolis Zones land broadly to permit or prohibit land uses Framework for precinct and master planning 	Finalised Proposed amendment subject to this EIE
Precinct Plan Mandatory plan created under Aerotropolis SEPP	<ul style="list-style-type: none"> Aligns with the WSAP Finer grain structure planning and principles for precinct development Development applications must be consistent with this plan 	Draft exhibited in November 2020 – March 2021 Anticipated to be finalised late 2021
Master Plan Optional plan created under Aerotropolis SEPP for large sites (over 100ha)	<ul style="list-style-type: none"> Aligns with Precinct Plans Unlocks a complying development pathway by setting detailed development and design criteria for permitted development 	Guidelines to be published late 2021
Development Control Plan (DCP) Phase 1 and Phases 2 Guideline created under EP&A Act	<ul style="list-style-type: none"> Guidance and fine grain development considerations Development objectives, performance outcomes and benchmark solutions 	Phase 1 DCP finalised Phase 2 DCP to be exhibited September 2021 Anticipated to be finalised late 2021

Figure 1: Western Sydney Aerotropolis Planning Framework

ISSUE 2: MISALIGNMENT OR CONTRADICTING INFORMATION

The existing zoning map in Figure 2 shows the site as having an existing area of ENZ zoning which has been amended in the revised zoning map to SP2. It is unclear if this means the land is to be acquired in the short term and used for public reaction such as cycleways and the like. This area of land dissects the land owned by the Blacktown Workers Club as such there are concerns about security and access within this site. Further details to clarify the intent behind this revised zoning is requested.

Further, there is a general sense of confusion as some landowners have opposed the proposed SP2 Infrastructure zoning of their land and advice provided by the NSW Department of Planning advises that it is going to be recommended that the SP2 Infrastructure be an overlay map rather than a zoning of the land. Essentially this means that the current zone that applies to the land under the Aerotropolis SEPP would be retained. Further clarification about this matter is necessary and critical.

There is a detailed table of comments and sections where clarification is required provided in the following section of this report. In general, there are several areas within the draft Development Control Plan that need further refinement.

ISSUE 3: SUPPORT FOR THE AGRIBUSINESS ZONE

The suite of documents published are a step forward in establishing the planning policy framework to ensure the success of the Agribusiness zone within the Aerotropolis. The NSW Department of Planning is to be commended on the work completed to date on the Aerotropolis planning package providing a strategic planning framework to guide future development within the broader precinct. The Aerotropolis is the most significant planning exercise undertaken in many years that will stand to greatly enhance the livelihoods of the Western Sydney community. The owners of land at 205 Adams Road Luddenham welcome any opportunity to be involved in shaping the future planning for the area.

ISSUE 4: ADDITIONAL PERMITTED LAND USE RECOMMENDATION

The Blacktown Workers Club made earlier representations to the NSW Department of Planning relating to proposed changes to the Schedule 1 Additional Permitted Land Uses contained within State Environmental Planning Policy (Western Sydney Aerotropolis). A copy of this representation is attached to this letter and summarised below.

In the Commissioner's recently published Aerotropolis Independent Community Commissioner's Report, recommendations relating to existing land use rights have been included in recommendation 15. Recommendation 15 advises to include additional land uses (which will not impact on future airport operations) to the allowable existing uses to enable landowners to continue even if these uses may be prohibited under the new zoning, which is a sensible approach in the context of the NSW planning framework.

This recommendation is relevant to the Hubertus Country Club which is categorised as a Registered Club which has become an existing use right development due to the Agribusiness zone that was implemented under State Environmental Planning Policy (Western Sydney Aerotropolis). In the Agribusiness zone Registered Clubs are prohibited development.

The purpose of this representation is to seek to have the subject land included within the Schedule 1 Additional Permitted Uses of State Environmental Planning Policy (Western Sydney Aerotropolis) for the purposes of a Registered Club. This aligns with the principle outlined in recommendation 15 of the Commissioners Report which has subsequently been reviewed by the NSW Department of Planning, Industry and Environment and supported in principle.

DETAILED COMMENTS AND RECOMMENDATIONS

The following table has been prepared to highlight some of the key comments and recommendations. Please note this is by no means an exhaustive list.

Western Sydney Aerotropolis Draft DCP October 2021		
Clause	Topic, Clause	Questions/Comments
1.6	<p>Relationship to Other Documents and Instruments</p> <p>For strategic context, this DCP and subsequent amendments should be read in conjunction with:</p> <ul style="list-style-type: none"> a. The Western Sydney Aerotropolis Plan (WSAP); b. State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP); c. The Western Sydney Aerotropolis Precinct Plan (Aerotropolis Precinct Plan); d. Ministerial Directions 3.5 and 7.8; e. Recognise Country: Draft Guidelines for Development in the Aerotropolis; and f. Draft Aviation Safeguarding Guidelines – Western Sydney Aerotropolis and Surrounding Areas. 	<p>The draft Precinct Plan was on exhibition until February 2021 and this document contained misaligned and incomplete information that has been reported in the several hundred submissions that were received. A revised precinct plan is due to be published at the end of 2021 however, in the absence of a coherent precinct plan it is difficult to make meaningful comments on the finer grain detail contained within the draft Development Control Plan.</p> <p>Refer to previous examples detailed in this submission.</p>
2.1	<p>Starting with County</p> <p>Draft Aerotropolis Precinct Plan Heritage Map (p59): The whole site is shown to have “Low” Aboriginal Cultural Sensitivity that centres around the Environmental Protection Zone.</p> <p>F Draft Aerotropolis Precinct Plan ig 60 (p195) shows a section of Moderate Sensitivity along the west portion of the site (Adams road) that centres around Cosgroves Creek.</p>	<p>In this plan the subject site is shown as Low Aboriginal Cultural Sensitivity.</p> <p>In this plan the subject site is shown as Moderate Aboriginal Cultural Sensitivity.</p> <p>Again, these inconsistencies make it difficult to provide meaningful feedback on the plan.</p>

	<p>Q: <i>Figure 3 Heritage Items within Initial Aerotropolis Precincts (Listed and Unlisted/Potential)</i></p> <p>Map p23 shows an “unlisted item” close to the SW corner of the site on Adams/Anton road intersection.</p>	<p>The subject site is shown in the vicinity of an unlisted item. How can additional details of this be obtained?</p>
4.2.2 PO1	<p>Artificial waterbodies mapped for retention in the Precinct Plan are retained through the development process.</p> <p>Note: A water licence from the Natural Resources Access Regulator (NRAR) may be required for artificial water bodies.</p>	<p>This section of the DCP requests that artificial water bodies be retained yet section 10.3 of the same DCP requests that the same dam needs to be able to be fully drained within 48 hours to ensure that wildlife are not attracted to the site. Clarification about which control takes precedent would be helpful in the planning controls.</p>
6.1	<p>Street Network Functions and Design</p>	<p>Clarification of street network and street hierarchy required to proceed with design including understanding of total width of road dedication, revised site boundaries and required setbacks.</p>
7	<p>Travel Demand Management and Parking</p>	
7.2.4 and 7.3.2	<p>Accessible parking</p>	<p>These two sections of the DCP contradict where one asks for 1% accessible parking and the other asks for 2% - please clarify which control is relevant.</p>
8	<p>Building Siting and Design</p>	
8.1	<p>Building Setbacks and Interfaces</p> <p>Table 5</p>	<p>In the absence of a revised Precinct Plan the hierarchy of roads is not able to be determined, therefore the impact of any building setbacks cannot be established. Again, this reiterates the reason the out of sequence publishing of planning policies has caused confusion.</p>
P01	<p>3. Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.</p>	<p>This contradicts previous clauses/mapping regard dams and waterways, ecology. There is SP2 zoning of the land which was previously ENZ zoning which would encourage the retention of the existing on site dam. This provision and 4.2.2 are contradictory.</p>
11.1.2	<p>PO3</p>	<p>This section of the DCP requests that gas be investigated as an alternative source of energy which is outdated and seems in direct conflict with the provisions that relate to using renewable energy and targets set to 2030. Gas is not a renewable energy source.</p>
15.1.2	<p>C.P01</p>	<p>The setback clauses in this section contradict the setback clauses found in Clause 6.1 of the same DCP. Clarification is needed and further refinement.</p>
15.14.2	<p>PO3</p> <p>Tourist and visitor accommodation are</p>	<p>The control seeks to allow tourist and visitor accommodation where it is located 400m from public transport however there are no details of the future</p>

located close to public transport to provide a high level of amenity to guests.

public transport (e.g. rapid bus) infrastructure that is going to be delivered. In this case the provisions would be better written to detail the aim of the control i.e that future tourist and visitor accommodation should be provided with adequate transport rather than a prescriptive control as it is currently written.

In this case the subject site at 205 Adams Road may be ideal for backpackers accommodation being so close to the airport however this control seeks to preclude this future use.

CONCLUSION

The primary focus for the development of the Blacktown Workers Club land at [REDACTED] Luddenham is to continue to operate the Hubertus Club, provide expanded Club related facilities and other complementary development on this land. The Blacktown Workers Club has a vision to deliver community infrastructure and services that provide for the recreational needs and conveniences.

We look forward to your response on this issue and wish to be kept informed of the progression of the request. In the meantime, should you require any additional details I can be contacted at [REDACTED]

Yours faithfully,

[REDACTED]

Schandel Fortu

24 September 2021

Fiona Christiansen

NSW Department of Planning, Industry and Environment

Email: fiona.christiansen@planning.nsw.gov.au

AEROTROPOLIS INDEPENDENT COMMUNITY COMMISSIONER'S REPORT | ADDITIONAL PERMITTED LAND USE RECOMMENDATION

Dear Fiona

This letter provides representation on behalf of the Blacktown Workers Club who are the owners of 205 Adams Road Luddenham. This letter is also following the submission (copy attached) from the Blacktown Workers Club on 5 February 2021 regarding the draft Precinct Plans for the Aerotropolis. The subject land is legally described as Lot 2 DP 623799 and is currently known as the Hubertus Country Club. The subject land has been owned and operated by the Blacktown Workers Club since 2015.

In the Commissioner's recently published Aerotropolis Independent Community Commissioner's Report, recommendations relating to existing land use rights have been included in recommendation 15. Recommendation 15 advises to include additional land uses (which will not impact on future airport operations) to the allowable existing uses to enable landowners to continue even if these uses may be prohibited under the new zoning- which is a sensible approach in the context of the NSW planning framework.

This recommendation is relevant to the Hubertus Country Club which is categorised as a Registered Club which has become an existing use right development due to the Agribusiness zone that was implemented under State Environmental Planning Policy (Western Sydney Aerotropolis). In the Agribusiness zone Registered Clubs are prohibited development.

The purpose of this letter is to seek to have the subject land included within the Schedule 1 Additional Permitted Uses of State Environmental Planning Policy (Western Sydney Aerotropolis)- for the purposes of a Registered Club. This aligns with the principle outlined in recommendation 15 of the Commissioners Report which has subsequently been reviewed by the NSW Department of Planning, Industry and Environment and supported in principle.

The site currently contains and has a long history of development consents dating back to 10 September 1991 (reference 405/1991) for the Hubertus Country Club House, indoor and outdoor firearm ranges, caretaker's cottage, dam, landfill, shade structure/s and associated car parking area. All of which are still active components of the Club's operations and service to the community.

Future development work at the Hubertus Country Club can be carried out under the existing use rights provisions however, listing the existing use within the Schedule 1 Additional Permitted Uses is the most appropriate planning mechanism to recognise the current land use activities which will not impact on future airport operations.

An extract from the NSW Government's Initial Response to the Independent Community Commissioner's Report is provided in the table below for reference.

Extract from Initial Response to the Independent Community Commissioner's Recommendations			
Commissioner's Recommendations	Preliminary Response	Pathways for Delivery	Timeframes
Recommendation 15: Include additional land uses to the allowable existing uses in the zonings to enable landowners to continue residential and other low impacts uses for land (for example an additional dwelling storey, a shed etc.) even if these uses may be prohibited under the new zonings. These transitional uses must consider and not impact future airport operations.	Supported in principle. Subject to further investigation	Aerotropolis – Responding to the Issues report. Community Guidelines – Existing Use Rights and Permissible Land Uses. Amendment to the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020	Aerotropolis – Responding to the Issues report: Q4 2021 Community Guidelines – Existing Use Rights and Permissible Land Uses: Q4 2021 State Environmental Planning Policy (Western Sydney Aerotropolis): Q4 2021

The Commissioner's Recommendations and the initial response provided by the NSW Government is endorsed by the owners of 205 Adams Road Luddenham.

CONCLUSION | NEXT STEPS

The purpose of this letter is to seek to have the subject land included within the Schedule 1 Additional Permitted Uses of State Environmental Planning Policy (Western Sydney Aerotropolis) for the purposes of a Registered Club.

The landowners would also like to request to have a meeting with the representatives from the Department of Planning, Industry and Environment to discuss both this submission and the future masterplan for the site.

We look forward to your response on this issue and wish to be kept informed of the progression of the request. In the meantime, should you require any additional details I can be contacted at schandel@thinkplanners.com.au.

Yours faithfully,



Schandel Fortu

5 February 2021

Western Sydney Aerotropolis Team

NSW Department of Planning, Industry and Environment

Dear Sir / Madam

We are writing to provide our commentary to the Draft Aerotropolis Precinct Plan which is currently on public exhibition until 26 February 2021. Blacktown Workers Club are the owner of Hubertus Country Club at 205-215 Adams Road Luddenham (L2, DP623799), a Club which has operated successfully since its construction in 1995 and which continues to provide for the local community to this day.

With the airport currently under construction the Club recognises that change to the area is inevitable but remain firmly committed to operating Hubertus Country Club for the local community now and into the future.

Generally we support the strategies proposed in the Draft Aerotropolis Precinct Plan including the delineation between *employment zone centre* and *agribusiness*, however there are some aspects that specifically affect our land that we remain concerned over.

1. **Road Network.** The indicative road network shown on figure 22 of the draft precinct plan shows a street hierarchy and network from primary arterial roads to local streets. Cl3.3.8 of the draft precinct plan notes that "*higher order roads are fixed*", and referencing figure 22, relevant higher order roads appear to be Adams Road and Anton Road. This is understood and supported.

However figure 22 also indicates a *lower order* road directly through the existing club building which we do not support. The operation of the Club, together with the community events that the Club operates, requires a spatial configuration of the land that would be severely disadvantaged by a proposed road through the middle of it.

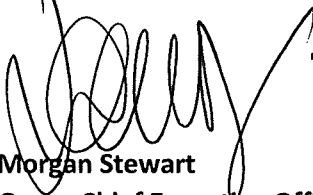
Imposing a road structure onto land is understood where land may be currently undeveloped, which is generally the case of much of the precinct, and particularly where those uses will change with the application of the agribusiness zoning. However in the case of the Club, there is quite a substantial building already on the site and the use of that land and existing club building will not change. The Club will continue to operate and as such we do not support the application of a road through the Club.

2. **Existing Dam.** The Club currently has an active sub-group that uses the existing dam extensively for model boating purposes. The precinct plan appears to completely remove this dam, replacing it with a far narrower green strip and two roads.

The existing dam is an important part of the Club's cultural and community and we do not support the aspect of the draft precinct plan proposal that requires its effective removal.

Thank you for the opportunity provide our commentary. We recognise that this process is at its beginning and would welcome the opportunity for more detail discussion over the intentions for the land.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Morgan Stewart', with a large, sweeping flourish extending to the right.

Morgan Stewart
Group Chief Executive Officer
BLACKTOWN WORKERS CLUB GROUP

[Redacted]

From: Schandel Fortu [Redacted]
Sent: Thursday, 4 November 2021 5:49 PM
To: [Redacted]
Subject: Aerotropolis Precinct | [Redacted] Road Luddenham | Submission
Attachments: Final Submission_[Redacted] Luddenham.pdf

Hi [Redacted]

[Redacted]

[Redacted]

[Redacted]

Schandel Fortu
Director

[Redacted]



Copyright: The concepts & information contained in this correspondence and any attached documents are copyright of **Think Planners**. Use or duplication in part or full without written permission of **Think Planners** constitutes infringement of copyright.

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

Luddenham Village Discussion Paper | October 2021

Submission by Patrick Darley-Jones

Scenario 4 is the strongly recommended future for Luddenham and its surrounds. Scenarios 1 & 2 should be discarded as they will provide no future for the township, for the Aerotropolis, nor for the Western Sydney International Airport.

The reasons for recommending Scenario 4 are as follows:-

1/ It was noted on page 7 of the paper that Luddenham Village is smaller than many other local centres in the Liverpool, Penrith and Camden LGAs. Unfortunately since the Aerotropolis was envisaged, and even in this paper, the question has not been asked, "Why has Luddenham remained smaller than other centres?"

There has been a strong local desire to see Luddenham expand but the fact of the matter development around Badgerys Creek and Luddenham was stopped (a 25 year moratorium was put in place around 1969 or 1976) while the years of debate raged about where to place the western Sydney airport. This is why Luddenham has not grown, yet today, there is a strong pent-up motivation to see the township grow.

2/ On page 8 of the discussion paper it is mentioned that Sydney Water are progressing with planning to provide water and wastewater services to Luddenham. Not raised is the question as to why existing water/wastewater services have not been fully provided, indeed the village services in this 21st century are not even 20th century services, Luddenham services are still back in the 19th services. The reason is quite simple and is answered in point 1/ above, Sydney Water could never plan to develop services for Luddenham as no development was occurring in Luddenham.

3/ *What is special about Luddenham Village today?* Luddenham is steeped in the initial history of opening up NSW. 25 years after the first fleet arrived in Sydney Cove Gregory Blaxland found a way across the Blue Mountains in May/June 1813 in his search for useful fertile land. In November that same year Governor Lachlan Macquarie awarded a land package of 6710 acres to Gregory's brother John. John named the property after their family estate in England in Luddenham Kent. Their name is forever recorded here with one of the local streets being called Blaxland Avenue. The history of Luddenham Kent goes back close to 1,000 years when the Domesday Book listed local manor was inherited by William de Luddenham in 1212.

4/ *What is important to keep the same for future generations?* The historic and open village areas need to be maintained. While there are a few heritage listed cottages in the village they are all privately owned and not open to the public they still need to be preserved for the future. There a number of historical public places that are open to the public and which are an integral part of the history of western Sydney, these must be protected and maintained for future generations, they are:-

- a/ 1860 - The first Luddenham primary school building
- b/ 1870 – St James Anglican Church
- c/ 1886 – Luddenham Progress Hall, this was originally built by the NSW Orange Order (a Protestant organisation with strong cultural links to Ireland & Scotland
- d/ 1886 – The Uniting Church, this was built as a Methodist church, it is right

alongside Luddenham Progress Hall and also is a strong representation of the Protestant movement. (The main protestant faith in Australia is served by the Presbyterian Church but this body was not formed here until 1901, The Presbyterian Church of Australia)

5/ *What new or different opportunities could Luddenham Village provide for future generations?* Given the appropriate development opportunities, e.g. Scenario 4, Luddenham could easily/usefully become the feeder town for the workforce needs of both the Western Sydney International Airport and the greater Aerotropolis. Having properties and accommodation close to these sites would help in attracting the best skilled people needed, in turn this growing population will attract other business to set-up operations in Luddenham so adding to the now growing employment opportunities.

6/ *What excites you about the future scenarios shown here?* Scenario 4 is the only exciting scenario shown in the discussion paper. Finally Luddenham will have to opportunity to become the thriving township it wishes to be and have a full range of facilities and services, all the while maintaining its well established historic character.

7/ *What worries you about the future scenarios shown here?* That Scenario 1 is even included in this paper. It was abundantly clear when the Planning Partnership published the Western Sydney Aerotropolis Plan they had completely failed to take into account the wishes and expectations of the local community. A worry now is that that same Planning Partnership and/or the NSW Planning department will only pay "lip service" to this paper and continue with their blind vision for an Agribusiness Precinct to be established in the Luddenham area of the Aerotropolis, against the express wishes of the local population. When the DPI published their Agribusiness Precinct report this had been initiated by the KPMG/NSW Farmers publishing their vision in 2017 called "Think Big, Think Fresh". Both reports used case studies from the Netherlands (Holland) to tell us that there are better ways to grow and sell fresh foods, indeed there are and also indeed there is a need to do more with less in this world of diminishing resources. While the Dutch "Food Valley" success is much quoted there is no in-depth analysis of why it has been so successful. In post war 1945 Holland a returning and newly free population had severe food shortages all mainly due to the effects of war and occupation, the rest of Europe had much of the same problem. Unlike much of the rest of Europe Holland had very limited agricultural land available and were forced to innovate to grow more with less- this they did with great success. In the early 1950's with world populations growing, with surplus production abundant available to most in the west, marketing became the order of the day – the government doesn't want my tanks any more so I'll go back to making and selling more cars. Holland ended up with surplus food and so expanded by marketing not just more but better food to other countries. There is no question Holland has made world breaking innovation in how food is produced over the years and is a leading example of how food can be best produced and sold – it was though initiated by a "Need". Australia is not Holland and we are now part of an established mature food market, the question really is can we woe innovators away from their present successes and get them to establish operations here. Should the historic township of Luddenham be destroyed as part of an unproven and yet to be defined experiment? By the by, the major

market discussed in the Agribusiness Precinct plan was China, considering the behaviour of China today and our diminishing relationship with them one would have to question the efficacy of setting up a new business as part of some wishful bureaucratic thinking

8/ *Describe how you would like Luddenham Village to look in 10-15 years' time*

A very difficult question to ask as the options are not only variable but also conditional on external factors. In short it would be nice to see new housing developments increasing the population anywhere between 50% to 100% so there are more people to support increasing businesses. It would be great to see a new secondary school in the township, this would serve the wider region and include Wallacia, Greendale and Silverdale to name a few. It would be good to see new businesses setting up, this should and would be dependent on growing local needs, without knowing the explicit population mix it is impractical to be specific. A strategically placed hotel would be good, one to service flight crew layovers and international passengers taking early or night flights.

9/ *What type of shops or services do you think the community will need here in 10-15 years' time?*

Partly answered in point 8/ above. Yes, a secondary school would be great to have to service the needs of the wider region. We have no dentist in Luddenham so there is one possibility, perhaps another doctor's surgery as the present one seems to be regularly overloaded. As needs arise retail outlets for clothes, shoes, hardware and whitegoods will be needed, the timeframe is the only question. With a new secondary school included would a town swimming pool be a useful and welcome addition.

10/ *What do you think about having bed & breakfast, clubs or hotels here?*

An interesting question for Luddenham is already home to a club. The original Hubertus Club formed in Badgerys Creek in 1969 was moved to its current location in Luddenham in 1995 after the original site was compulsorily acquired as part of Badgerys Creek Airport. The club, now called the Workers Hubertus Country Club, has been popular with locals over the last 25 years or so, it is the only facility offering full dining facilities and the only licensed premises in Luddenham. Now owned by Blacktown Workers Club, ironically the club has repeatedly been refused permission to expand and offer more services such as low cost worker accommodation because it is so close to Western Sydney International Airport. Many outside observers see this as a bureaucratic nonsense, the club had to move to a site to make way for an airport and the very airport they made way for is now the reason they cannot increase/improve their services. One can only hope that Scenario 4 will be the confirmed plan for Luddenham and the club not only allowed to expand but encouraged to do so to provide even greater services to the growing Luddenham community.

Hotels I've already mentioned in point 8/ above, a necessity for a township providing real support to a growing international airport.

Bed & Breakfast facilities, an interesting suggestion and concept but probably one that doesn't really need to be documented as a service/facility. Bed & Breakfast facilities come in "three flavours", if you like. Flavour 1 is when a multi-bedroom, multi-level building is built in what is deemed a "Resort" area, e.g. in a seaside town. Flavour 2 is when multi-bedroom facilities are used and/or built to service a low cost persistent demand, e.g. supply student accommodation around a university. Flavour

3 is to provide ad-hoc accommodation in an uncertain environment, i.e. on the chance that someone or some people will want low cost accommodation overnight or for a few days. Rarely are multi-room, multi-level buildings built for such occasions, rather local may offer bed & breakfast facilities because they have a spare room or two to make a “few bob”. Luddenham would probably, in the early years of development, fall into Flavour 3 and as such there can be an expectation that existing homes can help provide bed & breakfast facilities, it does need to be legislated but simply allowed without overpowering red-tape.

11/ *What do you think about having more local shops here?* As Luddenham is allowed to grow there will be an increasing need for both current and the growing new residents to have an increased choice of shopping options and this will be welcomed by all.. As the township grows so demand is likely to be the driver for the types of shops to be built, as well as far seeing businesses recognising opportunities to establish new shops here. People will prefer to shop local rather than travel.

12/ *What type of homes do you imagine in Luddenham Village in 10-15 years' time? Single homes, dual occupancy, or terraces? Or a mix of all?* I think the short answer is a “mix of all”. In enabling Luddenham to grow as part of Scenario 4 it will be highly important to have a flexible housing policy so as to meet the needs of different people and their circumstances. At one end of the scale could be the lower cost terraced or townhouse options while at the other end will be the luxury home on a larger than average block to service the need of new executive or business owners. This is one of the development options that does need to be managed with appropriate plans put in place to ensure mixed property types can be provided and at the same time ensure orderly development takes place that preserves the character of Luddenham as an historic town.

12/ *What do you think about having shop top housing along the Old Northern Road? (Where permitted by the aircraft noise contours.)* Quite simply it should be allowed, it should not though be a condition of approving a shop/business. Some businesses may not want housing above their premises, such as perhaps banks or building societies which may have a security issue. Another business may well want to be able to live above their shop and so have more or more flexible operating hours, traditionally such business were news agents, bakeries and small convenience stores. Other businesses may be happy to have housing above their premises so as to have an added stream of income and also perhaps offer added security to the business below because they are sited over the top of the business.

13/ *What do you think about having most shops and services along Old Northern Road? Are there other locations in Luddenham Village we should consider for shops and services?* Clearly this is the most logical strip to have most of the local shops. The length of the shopping strip does need to be considered, at what point will it become too long to walk along and where should alternative shops be positioned. The distance between the Shell service station and the Ampol service station is just over 1 Kilometre (1.06 Km) and going further towards Elizabeth drive could add another 1 to 1.2 Km depending where one stops. 2 Kilometres + is probably too long for a single shopping strip, (Penrith high street is 1Km in round figures and the much vaunted Camden high street top to bottom comes in close to 1.5 Km). If 2 kilometres is indeed too long the then next most likely street to consider for shops would be

Campbell street, it then also has the advantage of backing onto The Northern road (yet to be officially renamed) so enabling the provision of a delivery lane between the two rows of shops as well as easy access between the two streets.

14/ *What type of open space or sports facilities do you think the community will need here in 10-15 years' time?* As already mentioned in Point 9/ a swimming pool may indeed be a very necessary requirement for the township. A couple of well maintained wooded parks with walking and cycling paths would be a welcome addition, perhaps one on the west side of The Northern road between St James's church and The Uniting Church (wooded land already there) and perhaps one on the eastern side on the northern side of Adams road. Luddenham does have a cricket oval but essentially no other sports are catered for. The land to the south and west of the oval (opposite side to Holy Family school/church) on Willowdene avenue could be set aside to cater for futures sports such as soccer, rugby union & league and net-ball courts all of which will have players and supporters locally in the coming years. There has already been a call to establish a junior rugby union team and playing field over the past few years.

Additional: In Scenario 4 references have been made to providing, "a diverse range of food and beverage options, cultural activities, tourist facilities and visitor accommodation" At the time of writing there are 4 food retail operations in Luddenham with a 5th one under construction as well as the full service Workers Hubertus Country Club on Adams road. All of the food outlets close by late afternoon or early evening, (nothing open after 7:00 pm) as presently there is not enough local custom to enable them to stay open. Future food and beverage options can and will be taken up as the population increases and there are calls for more diverse tastes to be catered for.

Cultural Activities, this has been mentioned several times in the Luddenham Village Discussion Paper but with no definition as to what this means! A definition supplied by Wikipedia tells us cultural activities are, "Cultural activities are **sports or activities which contribute to or enhance the historical or social development, appreciation of members of the public.** It is training and refinement of the intellect, interest, tastes and skills of a person". Other definitions can include art galleries, museums, cinemas, period theatres, etc. etc. I would suggest these would occur as and when an expanded and diverse population see an opportunity to include some form or other of a cultural activity. The key matter is that cultural activities, whatever the flavour, will be demand driven.

The two best tourist attractions in Luddenham were "The Train Shed" and Vicarys Winery, sadly both are now gone, buried below what will be runway No. 1 on the Western Sydney International Airport, they attracted a lot of visitors. Today we are left with "The Model Park", owned and run by Sydney Society of Model Engineers and close beside, Luddenham Raceway. The Model Park is open to the public on one Sunday each month and Luddenham Raceway is open every day. Neither can be classified as tourist facilities needing visitor accommodation, the Model Park is once a month and the Luddenham Raceway caters for daily public go-cart driving, personal motor sport experiences and paintball challenges. In 2016 there was a "rumour", (with attendant publicity) that a replacement for Sydney's Wonderland (in Easter Creek) was in the planning stages. This new Theme Park was to be called The Western Sydney Theme Park and it definitely would be sited in western Sydney. One of the locations being explored for this new park was the land abounded by

Adams road and Elizabeth drive. Unfortunately noting has been heard about this planned development over the past few years and Luddenham remains devoid of any real tourist attraction. Would be nice to have one.

Submitted by Trudy and Patrick Darley-Jones
[REDACTED], Luddenham

Loss of agricultural Land – a Solution Suggested by Patrick Darley-Jones

On page 28 of the Luddenham Village Discussion Paper at the bottom of the Scenario 4 it states that, “The Village boundary is expanded, resulting in a loss of agricultural land” and while this may indeed be true under the current plans it does not have to be the case, there is a lot of land still available for agriculture and practical to include in a re-vamped Agribusiness Precinct.

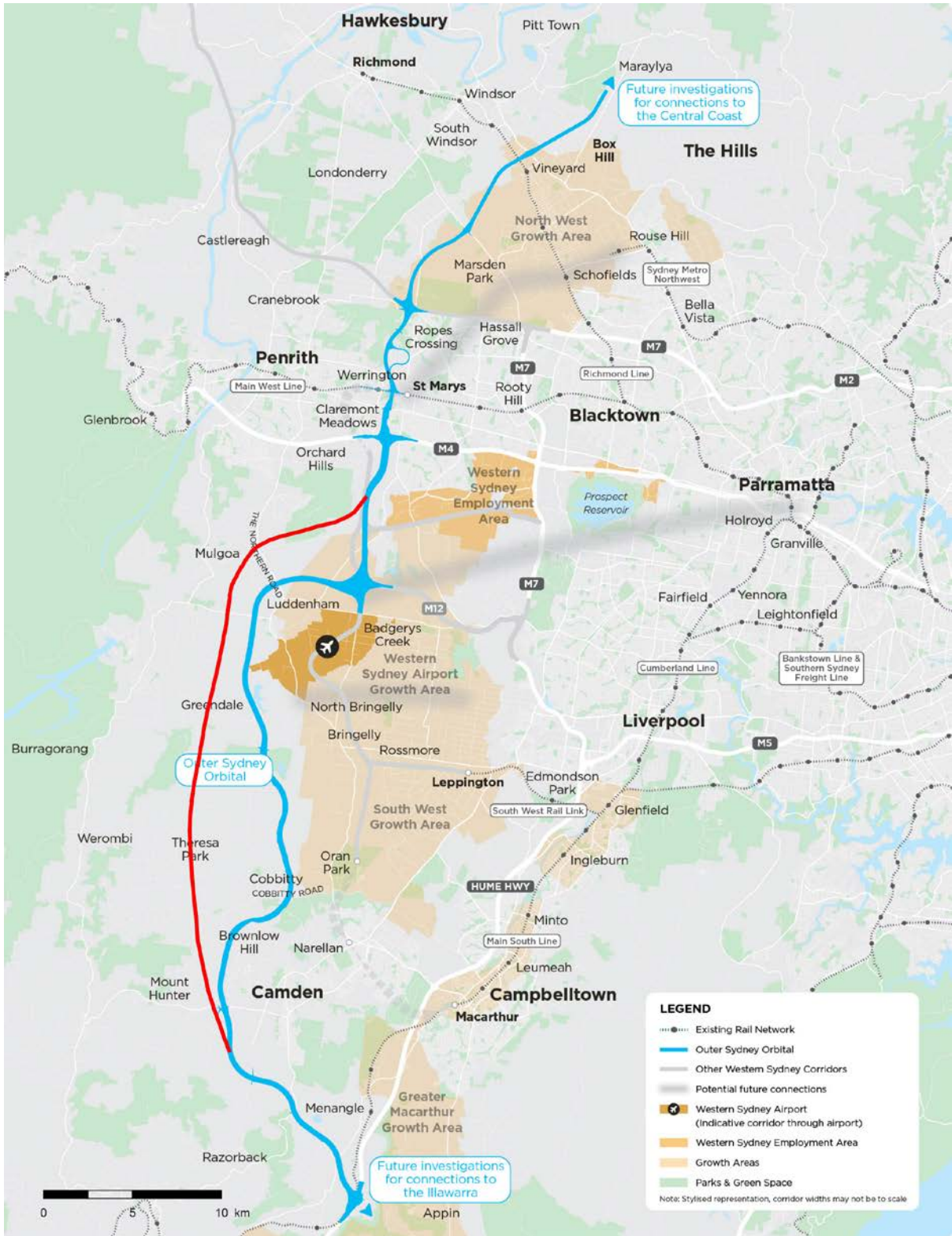
Throughout the Luddenham Village Discussion Paper and pretty well each of the Aerotropolis Plans, particularly the Agribusiness Precinct, northern and western borders are displayed, there is no explanation as to what this border is and why it exists. These borders, or barriers, are actually the path of the recommended Outer Sydney Orbital as it transits from The Hills in the north to Douglas Park in the south. (The Outer Orbital consists to two heavy freight train tracks and a motorway)

Inexplicably the Luddenham community missed the initial proposal and so no questions were raised about the intended route through Luddenham, nor were any submissions made.

In terms of impact in the Aerotropolis, the Outer Sydney Orbital meets with the Western Sydney Freight Line Corridor and then crosses the Sydney Water pipeline to the west of Luddenham Road where Orchard Hills meets Luddenham. It continues south and then crosses Luddenham road and Cosgroves Creek just to the west of the southern end of Twin Creeks estate. At about 1.5 Kilometres north of Elizabeth drive the Outer Sydney Orbital turns through a large right-hand 90 degree turns to the west where it passes through what is currently the Luddenham Raceway, (another attraction gone?). It now makes a large left –hand 90 degree turn at about 2778 The Northern Road and continues to cross Park road at about number 364, it then crosses Willowdene avenue just before 45 Willodene avenue and cuts off all properties on the rest of Willowdene as well as isolating Silverwood Avenue. From there it goes through Greendale as it heads south towards Camden.

This path of the Outer Sydney Orbital removes wide portions of land in the Northern Gateway, continues to isolate land in northern Luddenham but worst of all isolates all valuable agricultural land to the immediate west of the Agribusiness Precinct in Luddenham. Apart from the loss of land the path is a poor choice of direction for it involves two 90 degree turns, one immediately after the other. Heavy freight trains do not like 90 degree turns, this puts not only immense centrifugal pressure on the carriages but also on the track.

There is a much better and more practical path. Don't cross the pipeline at Orchard Hills but rather follow the path of the pipeline the whole way until it crosses under the Northern road, then turn south towards Camden. The pipeline is already a clear path and there is plenty room, both width and headroom, for the orbital to pass under the Northern road and turn south to Camden. Please see the modified path on the next page – the blue path is the original route and the red path is the suggested more practical route; it opens up more agricultural land.



[REDACTED]

From: Patrick Darley-Jones [REDACTED]
Sent: Thursday, 4 November 2021 8:22 PM
To: PPO Engagement
Subject: Submission about the Luddenham Village Discussion Paper
Attachments: Luddenham Village Discussion Paper submission Luddenham Progress Association.doc

Dear Planning Partnership,

Herewith please find attached the Luddenham Progress Association submissions relating to the Luddenham Village Discussion Paper.

We would appreciate a notification that our submission has been received and lodged. Alternatively please let us know if our submission needs to be supplied to a different address.

--

Kind regards,

Patrick Darley-Jones
Secretary:- Luddenham Progress Association
[REDACTED]

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

Luddenham Village Discussion Paper | October 2021

Submission by Patrick Darley-Jones

Scenario 4 is the strongly recommended future for Luddenham and its surrounds. Scenarios 1 & 2 should be discarded as they will provide no future for the township, for the Aerotropolis, nor for the Western Sydney International Airport.

The reasons for recommending Scenario 4 are as follows:-

1/ It was noted on page 7 of the paper that Luddenham Village is smaller than many other local centres in the Liverpool, Penrith and Camden LGAs. Unfortunately since the Aerotropolis was envisaged, and even in this paper, the question has not been asked, "Why has Luddenham remained smaller than other centres?"

There has been a strong local desire to see Luddenham expand but the fact of the matter development around Badgerys Creek and Luddenham was stopped (a 25 year moratorium was put in place around 1969 or 1976) while the years of debate raged about where to place the western Sydney airport. This is why Luddenham has not grown, yet today, there is a strong pent-up motivation to see the township grow.

2/ On page 8 of the discussion paper it is mentioned that Sydney Water are progressing with planning to provide water and wastewater services to Luddenham. Not raised is the question as to why existing water/wastewater services have not been fully provided, indeed the village services in this 21st century are not even 20th century services, Luddenham services are still back in the 19th services. The reason is quite simple and is answered in point 1/ above, Sydney Water could never plan to develop services for Luddenham as no development was occurring in Luddenham.

3/ *What is special about Luddenham Village today?* Luddenham is steeped in the initial history of opening up NSW. 25 years after the first fleet arrived in Sydney Cove Gregory Blaxland found a way across the Blue Mountains in May/June 1813 in his search for useful fertile land. In November that same year Governor Lachlan Macquarie awarded a land package of 6710 acres to Gregory's brother John. John named the property after their family estate in England in Luddenham Kent. Their name is forever recorded here with one of the local streets being called Blaxland Avenue. The history of Luddenham Kent goes back close to 1,000 years when the Domesday Book listed local manor was inherited by William de Luddenham in 1212.

4/ *What is important to keep the same for future generations?* The historic and open village areas need to be maintained. While there are a few heritage listed cottages in the village they are all privately owned and not open to the public they still need to be preserved for the future. There a number of historical public places that are open to the public and which are an integral part of the history of western Sydney, these must be protected and maintained for future generations, they are:-

- a/ 1860 - The first Luddenham primary school building
- b/ 1870 – St James Anglican Church
- c/ 1886 – Luddenham Progress Hall, this was originally built by the NSW Orange Order (a Protestant organisation with strong cultural links to Ireland & Scotland
- d/ 1886 – The Uniting Church, this was built as a Methodist church, it is right

alongside Luddenham Progress Hall and also is a strong representation of the Protestant movement. (The main protestant faith in Australia is served by the Presbyterian Church but this body was not formed here until 1901, The Presbyterian Church of Australia)

5/ *What new or different opportunities could Luddenham Village provide for future generations?* Given the appropriate development opportunities, e.g. Scenario 4, Luddenham could easily/usefully become the feeder town for the workforce needs of both the Western Sydney International Airport and the greater Aerotropolis. Having properties and accommodation close to these sites would help in attracting the best skilled people needed, in turn this growing population will attract other business to set-up operations in Luddenham so adding to the now growing employment opportunities.

6/ *What excites you about the future scenarios shown here?* Scenario 4 is the only exciting scenario shown in the discussion paper. Finally Luddenham will have to opportunity to become the thriving township it wishes to be and have a full range of facilities and services, all the while maintaining its well established historic character.

7/ *What worries you about the future scenarios shown here?* That Scenario 1 is even included in this paper. It was abundantly clear when the Planning Partnership published the Western Sydney Aerotropolis Plan they had completely failed to take into account the wishes and expectations of the local community. A worry now is that that same Planning Partnership and/or the NSW Planning department will only pay "lip service" to this paper and continue with their blind vision for an Agribusiness Precinct to be established in the Luddenham area of the Aerotropolis, against the express wishes of the local population. When the DPI published their Agribusiness Precinct report this had been initiated by the KPMG/NSW Farmers publishing their vision in 2017 called "Think Big, Think Fresh". Both reports used case studies from the Netherlands (Holland) to tell us that there are better ways to grow and sell fresh foods, indeed there are and also indeed there is a need to do more with less in this world of diminishing resources. While the Dutch "Food Valley" success is much quoted there is no in-depth analysis of why it has been so successful. In post war 1945 Holland a returning and newly free population had severe food shortages all mainly due to the effects of war and occupation, the rest of Europe had much of the same problem. Unlike much of the rest of Europe Holland had very limited agricultural land available and were forced to innovate to grow more with less- this they did with great success. In the early 1950's with world populations growing, with surplus production abundant available to most in the west, marketing became the order of the day – the government doesn't want my tanks any more so I'll go back to making and selling more cars. Holland ended up with surplus food and so expanded by marketing not just more but better food to other countries. There is no question Holland has made world breaking innovation in how food is produced over the years and is a leading example of how food can be best produced and sold – it was though initiated by a "Need". Australia is not Holland and we are now part of an established mature food market, the question really is can we woe innovators away from their present successes and get them to establish operations here. Should the historic township of Luddenham be destroyed as part of an unproven and yet to be defined experiment? By the by, the major

market discussed in the Agribusiness Precinct plan was China, considering the behaviour of China today and our diminishing relationship with them one would have to question the efficacy of setting up a new business as part of some wishful bureaucratic thinking

8/ *Describe how you would like Luddenham Village to look in 10-15 years' time*

A very difficult question to ask as the options are not only variable but also conditional on external factors. In short it would be nice to see new housing developments increasing the population anywhere between 50% to 100% so there are more people to support increasing businesses. It would be great to see a new secondary school in the township, this would serve the wider region and include Wallacia, Greendale and Silverdale to name a few. It would be good to see new businesses setting up, this should and would be dependent on growing local needs, without knowing the explicit population mix it is impractical to be specific. A strategically placed hotel would be good, one to service flight crew layovers and international passengers taking early or night flights.

9/ *What type of shops or services do you think the community will need here in 10-15 years' time?*

Partly answered in point 8/ above. Yes, a secondary school would be great to have to service the needs of the wider region. We have no dentist in Luddenham so there is one possibility, perhaps another doctor's surgery as the present one seems to be regularly overloaded. As needs arise retail outlets for clothes, shoes, hardware and whitegoods will be needed, the timeframe is the only question. With a new secondary school included would a town swimming pool be a useful and welcome addition.

10/ *What do you think about having bed & breakfast, clubs or hotels here?*

An interesting question for Luddenham is already home to a club. The original Hubertus Club formed in Badgerys Creek in 1969 was moved to its current location in Luddenham in 1995 after the original site was compulsorily acquired as part of Badgerys Creek Airport. The club, now called the Workers Hubertus Country Club, has been popular with locals over the last 25 years or so, it is the only facility offering full dining facilities and the only licensed premises in Luddenham. Now owned by Blacktown Workers Club, ironically the club has repeatedly been refused permission to expand and offer more services such as low cost worker accommodation because it is so close to Western Sydney International Airport. Many outside observers see this as a bureaucratic nonsense, the club had to move to a site to make way for an airport and the very airport they made way for is now the reason they cannot increase/improve their services. One can only hope that Scenario 4 will be the confirmed plan for Luddenham and the club not only allowed to expand but encouraged to do so to provide even greater services to the growing Luddenham community.

Hotels I've already mentioned in point 8/ above, a necessity for a township providing real support to a growing international airport.

Bed & Breakfast facilities, an interesting suggestion and concept but probably one that doesn't really need to be documented as a service/facility. Bed & Breakfast facilities come in "three flavours", if you like. Flavour 1 is when a multi-bedroom, multi-level building is built in what is deemed a "Resort" area, e.g. in a seaside town. Flavour 2 is when multi-bedroom facilities are used and/or built to service a low cost persistent demand, e.g. supply student accommodation around a university. Flavour

3 is to provide ad-hoc accommodation in an uncertain environment, i.e. on the chance that someone or some people will want low cost accommodation overnight or for a few days. Rarely are multi-room, multi-level buildings built for such occasions, rather local may offer bed & breakfast facilities because they have a spare room or two to make a “few bob”. Luddenham would probably, in the early years of development, fall into Flavour 3 and as such there can be an expectation that existing homes can help provide bed & breakfast facilities, it does need to be legislated but simply allowed without overpowering red-tape.

11/ *What do you think about having more local shops here?* As Luddenham is allowed to grow there will be an increasing need for both current and the growing new residents to have an increased choice of shopping options and this will be welcomed by all.. As the township grows so demand is likely to be the driver for the types of shops to be built, as well as far seeing businesses recognising opportunities to establish new shops here. People will prefer to shop local rather than travel.

12/ *What type of homes do you imagine in Luddenham Village in 10-15 years' time? Single homes, dual occupancy, or terraces? Or a mix of all?* I think the short answer is a “mix of all”. In enabling Luddenham to grow as part of Scenario 4 it will be highly important to have a flexible housing policy so as to meet the needs of different people and their circumstances. At one end of the scale could be the lower cost terraced or townhouse options while at the other end will be the luxury home on a larger than average block to service the need of new executive or business owners. This is one of the development options that does need to be managed with appropriate plans put in place to ensure mixed property types can be provided and at the same time ensure orderly development takes place that preserves the character of Luddenham as an historic town.

12/ *What do you think about having shop top housing along the Old Northern Road? (Where permitted by the aircraft noise contours.)* Quite simply it should be allowed, it should not though be a condition of approving a shop/business. Some businesses may not want housing above their premises, such as perhaps banks or building societies which may have a security issue. Another business may well want to be able to live above their shop and so have more or more flexible operating hours, traditionally such business were news agents, bakeries and small convenience stores. Other businesses may be happy to have housing above their premises so as to have an added stream of income and also perhaps offer added security to the business below because they are sited over the top of the business.

13/ *What do you think about having most shops and services along Old Northern Road? Are there other locations in Luddenham Village we should consider for shops and services?* Clearly this is the most logical strip to have most of the local shops. The length of the shopping strip does need to be considered, at what point will it become too long to walk along and where should alternative shops be positioned. The distance between the Shell service station and the Ampol service station is just over 1 Kilometre (1.06 Km) and going further towards Elizabeth drive could add another 1 to 1.2 Km depending where one stops. 2 Kilometres + is probably too long for a single shopping strip, (Penrith high street is 1Km in round figures and the much vaunted Camden high street top to bottom comes in close to 1.5 Km). If 2 kilometres is indeed too long the then next most likely street to consider for shops would be

Campbell street, it then also has the advantage of backing onto The Northern road (yet to be officially renamed) so enabling the provision of a delivery lane between the two rows of shops as well as easy access between the two streets.

14/ *What type of open space or sports facilities do you think the community will need here in 10-15 years' time?* As already mentioned in Point 9/ a swimming pool may indeed be a very necessary requirement for the township. A couple of well maintained wooded parks with walking and cycling paths would be a welcome addition, perhaps one on the west side of The Northern road between St James's church and The Uniting Church (wooded land already there) and perhaps one on the eastern side on the northern side of Adams road. Luddenham does have a cricket oval but essentially no other sports are catered for. The land to the south and west of the oval (opposite side to Holy Family school/church) on Willowdene avenue could be set aside to cater for futures sports such as soccer, rugby union & league and net-ball courts all of which will have players and supporters locally in the coming years. There has already been a call to establish a junior rugby union team and playing field over the past few years.

Additional: In Scenario 4 references have been made to providing, "a diverse range of food and beverage options, cultural activities, tourist facilities and visitor accommodation" At the time of writing there are 4 food retail operations in Luddenham with a 5th one under construction as well as the full service Workers Hubertus Country Club on Adams road. All of the food outlets close by late afternoon or early evening, (nothing open after 7:00 pm) as presently there is not enough local custom to enable them to stay open. Future food and beverage options can and will be taken up as the population increases and there are calls for more diverse tastes to be catered for.

Cultural Activities, this has been mentioned several times in the Luddenham Village Discussion Paper but with no definition as to what this means! A definition supplied by Wikipedia tells us cultural activities are, "Cultural activities are **sports or activities which contribute to or enhance the historical or social development, appreciation of members of the public.** It is training and refinement of the intellect, interest, tastes and skills of a person". Other definitions can include art galleries, museums, cinemas, period theatres, etc. etc. I would suggest these would occur as and when an expanded and diverse population see an opportunity to include some form or other of a cultural activity. The key matter is that cultural activities, whatever the flavour, will be demand driven.

The two best tourist attractions in Luddenham were "The Train Shed" and Vicarys Winery, sadly both are now gone, buried below what will be runway No. 1 on the Western Sydney International Airport, they attracted a lot of visitors. Today we are left with "The Model Park", owned and run by Sydney Society of Model Engineers and close beside, Luddenham Raceway. The Model Park is open to the public on one Sunday each month and Luddenham Raceway is open every day. Neither can be classified as tourist facilities needing visitor accommodation, the Model Park is once a month and the Luddenham Raceway caters for daily public go-cart driving, personal motor sport experiences and paintball challenges. In 2016 there was a "rumour", (with attendant publicity) that a replacement for Sydney's Wonderland (in Easter Creek) was in the planning stages. This new Theme Park was to be called The Western Sydney Theme Park and it definitely would be sited in western Sydney. One of the locations being explored for this new park was the land abounded by

Adams road and Elizabeth drive. Unfortunately noting has been heard about this planned development over the past few years and Luddenham remains devoid of any real tourist attraction. Would be nice to have one.

Submitted by Trudy and Patrick Darley-Jones
[REDACTED], Luddenham

Loss of agricultural Land – a Solution Suggested by Patrick Darley-Jones

On page 28 of the Luddenham Village Discussion Paper at the bottom of the Scenario 4 it states that, “The Village boundary is expanded, resulting in a loss of agricultural land” and while this may indeed be true under the current plans it does not have to be the case, there is a lot of land still available for agriculture and practical to include in a re-vamped Agribusiness Precinct.

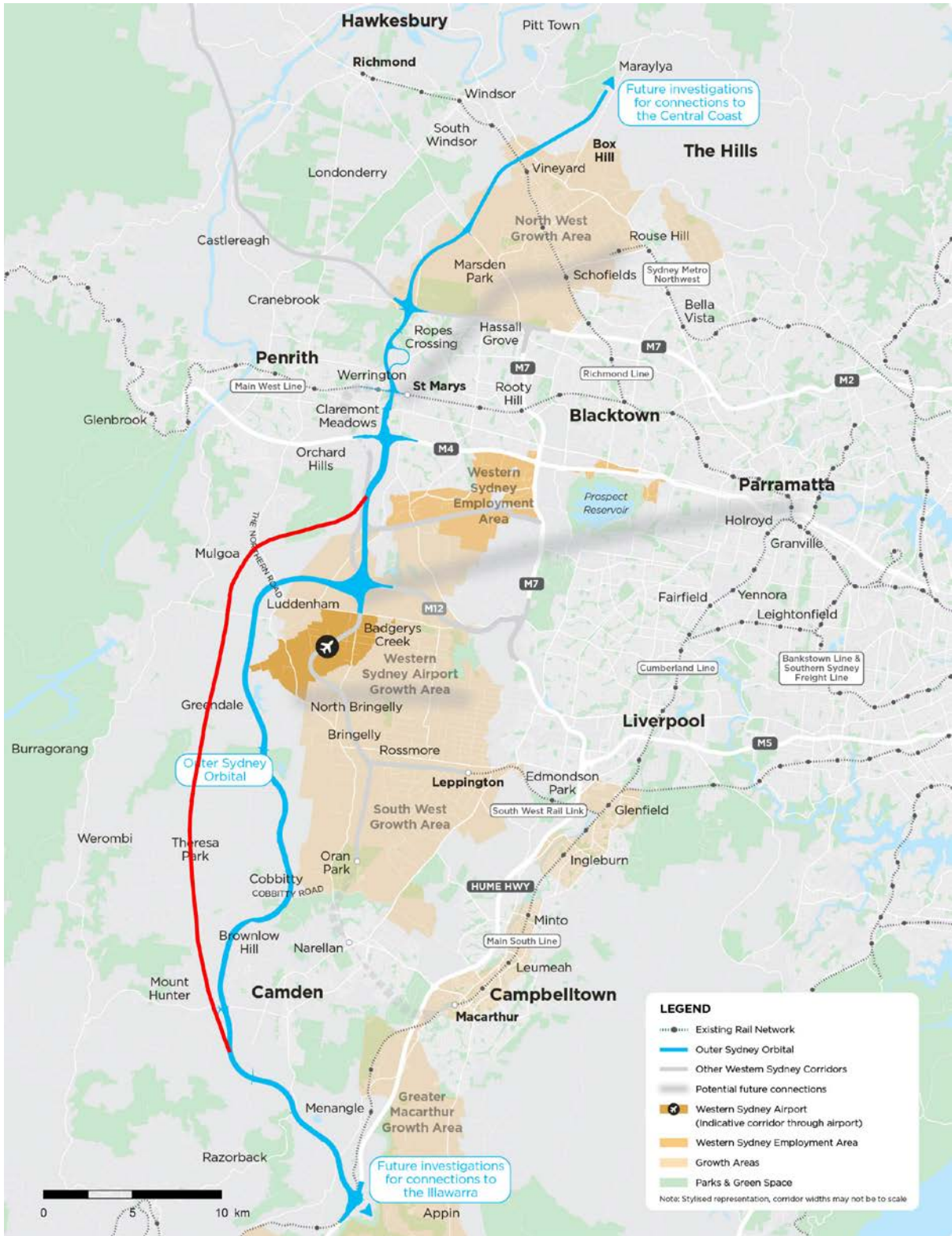
Throughout the Luddenham Village Discussion Paper and pretty well each of the Aerotropolis Plans, particularly the Agribusiness Precinct, northern and western borders are displayed, there is no explanation as to what this border is and why it exists. These borders, or barriers, are actually the path of the recommended Outer Sydney Orbital as it transits from The Hills in the north to Douglas Park in the south. (The Outer Orbital consists to two heavy freight train tracks and a motorway)

Inexplicably the Luddenham community missed the initial proposal and so no questions were raised about the intended route through Luddenham, nor were any submissions made.

In terms of impact in the Aerotropolis, the Outer Sydney Orbital meets with the Western Sydney Freight Line Corridor and then crosses the Sydney Water pipeline to the west of Luddenham Road where Orchard Hills meets Luddenham. It continues south and then crosses Luddenham road and Cosgroves Creek just to the west of the southern end of Twin Creeks estate. At about 1.5 Kilometres north of Elizabeth drive the Outer Sydney Orbital turns through a large right-hand 90 degree turns to the west where it passes through what is currently the Luddenham Raceway, (another attraction gone?). It now makes a large left –hand 90 degree turn at about 2778 The Northern Road and continues to cross Park road at about number 364, it then crosses Willodene avenue just before 45 Willodene avenue and cuts off all properties on the rest of Willodene as well as isolating Silverwood Avenue. From there it goes through Greendale as it heads south towards Camden.

This path of the Outer Sydney Orbital removes wide portions of land in the Northern Gateway, continues to isolate land in northern Luddenham but worst of all isolates all valuable agricultural land to the immediate west of the Agribusiness Precinct in Luddenham. Apart from the loss of land the path is a poor choice of direction for it involves two 90 degree turns, one immediately after the other. Heavy freight trains do not like 90 degree turns, this puts not only immense centrifugal pressure on the carriages but also on the track.

There is a much better and more practical path. Don't cross the pipeline at Orchard Hills but rather follow the path of the pipeline the whole way until it crosses under the Northern road, then turn south towards Camden. The pipeline is already a clear path and there is plenty room, both width and headroom, for the orbital to pass under the Northern road and turn south to Camden. Please see the modified path on the next page – the blue path is the original route and the red path is the suggested more practical route; it opens up more agricultural land.



Future investigations for connections to the Central Coast

Outer Sydney Orbital

Future investigations for connections to the Illawarra



[REDACTED]

From: Patrick Darley-Jones [REDACTED]
Sent: Thursday, 4 November 2021 8:37 PM
To: PPO Engagement
Subject: Luddenham Village Discussion Paper submission.
Attachments: Luddenham Village Discussion Paper submission PDJ.doc

Dear Planning Partnership,

Attached please find a copy of our submission regarding the Luddenham Village Discussion Paper. We would appreciate an acknowledgement of receipt.

Should you have any questions about our submission please let me know

Kind Regards

Trudy & Patrick Darley-Jones

[REDACTED]
Luddenham
[REDACTED]

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 4 November 2021 9:48 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper

Submitted on Thu, 04/11/2021 - 21:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Viktor

Last name

Abrakmanov

I would like my submission to remain confidential

No

Info

Address

Suburb/Town & Postcode

Luddenham

Contact number

Please provide your view on the project

I support it

Submission

I think scenario 4 will be the best for future LUDDENHAM

Main stree of luddenham Village with lots of cafes and restaurants .

Could potentially be unique spot for international tourists. But need to be done in a very unique smart way to be memorable for anyone that visit Sydney. As this could be the last place they visited before getting on the plane.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

[REDACTED]

From: John willmington [REDACTED]
Sent: Thursday, 4 November 2021 11:40 PM
To: PPO Engagement
Subject: Luddenham scenarios

Hi,

Firstly thank you for the opportunity to have my say in the future of Luddenham.

After reading the Luddenham Discussion Paper and looking at the Scenario's that you have proposed I believe the only one that will work is Scenario 4.

As you say scenario 4 will Grow Luddenham Village and with all the development happening it makes sense. For Luddenham to survive it needs people and scenario 4 gives us more residents so I am in favour of that, I would also like to suggest that the residential blocks have maybe a mix of half and quarter acre blocks on larger acreage lots on the western side, and on the Eastern side it would be suitable for higher density like Terrace houses etc.

One thing I can't quite understand whilst living within the ANEC 20 zone of the proposed second runway that has no current timeline for the build is the fact you state that we can reside here still and that most likely noise mitigation would most likely be provided (not confirmed yet) to make the place liveable with the noise?

Why is it we cannot build new houses etc on our land within the ANEC20, but within the scenarios you state is acceptable for us residents to continue reside here as along as we want in the future.

To me this appears to be a double standard and to be fair if it's not directly answered clearly within the scenarios about how we deal with not really being able to do much other than the supposed public projects or non residential?

I feel that it maybe this part of the scenario may need more media attention because we appear to be the forgotten people within these scenarios? We supposedly can continue to live within the noise contours but can't build better noise mitigated houses to cope with the noise whilst living within the contours?

I would really like to see this type issue be addressed within the scenarios and how we are expected to cope with living within the ANEC 20 without developing our houses?

I would also like to see the OLS levels within the village returned to match the agri business zone because as it stands across the road from me that is agribusiness zone can build higher than I can and potentially block my current views of the mountains. This property was once primary production/rural residential land and had no real prospect of doing that?

I look forward to seeing how this all falls into place soon and hope for a good outcome in the end.

Kind regards

John Willmington

 Luddenham NSW

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

[REDACTED]

From: John willmington [REDACTED]
Sent: Thursday, 4 November 2021 11:40 PM
To: PPO Engagement
Subject: Luddenham scenarios

Hi,

Firstly thank you for the opportunity to have my say in the future of Luddenham.

After reading the Luddenham Discussion Paper and looking at the Scenario's that you have proposed I believe the only one that will work is Scenario 4.

As you say scenario 4 will Grow Luddenham Village and with all the development happening it makes sense. For Luddenham to survive it needs people and scenario 4 gives us more residents so I am in favour of that, I would also like to suggest that the residential blocks have maybe a mix of half and quarter acre blocks on larger acreage lots on the western side, and on the Eastern side it would be suitable for higher density like Terrace houses etc.

One thing I can't quite understand whilst living within the ANEC 20 zone of the proposed second runway that has no current timeline for the build is the fact you state that we can reside here still and that most likely noise mitigation would most likely be provided (not confirmed yet) to make the place liveable with the noise?

Why is it we cannot build new houses etc on our land within the ANEC20, but within the scenarios you state is acceptable for us residents to continue reside here as along as we want in the future.

To me this appears to be a double standard and to be fair if it's not directly answered clearly within the scenarios about how we deal with not really being able to do much other than the supposed public projects or non residential?

I feel that it maybe this part of the scenario may need more media attention because we appear to be the forgotten people within these scenarios? We supposedly can continue to live within the noise contours but can't build better noise mitigated houses to cope with the noise whilst living within the contours?

I would really like to see this type issue be addressed within the scenarios and how we are expected to cope with living within the ANEC 20 without developing our houses?

I would also like to see the OLS levels within the village returned to match the agri business zone because as it stands across the road from me that is agribusiness zone can build higher than I can and potentially block my current views of the mountains. This property was once primary production/rural residential land and had no real prospect of doing that?

I look forward to seeing how this all falls into place soon and hope for a good outcome in the end.

Kind regards

John Willmington

 Luddenham NSW

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.



SUBMISSION: WESTERN SYDNEY AEROTROPOLIS

LUDDENHAM

4 NOVEMBER 2021



QUALITY ASSURANCE

PROJECT: Submission: Western Sydney Aerotropolis

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
3 November 2021	Draft - Internal Review	Draft	SF	SF
4 November 2021	Final	Final	SF	SF

CONTENTS

PRELIMINARY	4
LAND AT [REDACTED] LUDDENHAM	5
SUBJECT LAND	5
SUBMISSION DISCUSSION DRAFT WESTERN SYDNEY AEROTROPOLIS EXPLANATION OF INTENDED EFFECT, AND WESTERN SYDNEY AEROTROPOLIS DEVELOPMENT CONTROL PLAN – PHASE 2	7
ISSUE 1: SEQUENCE FOR THE PUBLISHING OF STRATEGIC PLANNING DOCUMENTS	7
ISSUE 2: MISALIGNMENT OR CONTRADICTING INFORMATION	8
ISSUE 3: SUPPORT FOR THE AGRIBUSINESS ZONE	9
ISSUE 4: ADDITIONAL PERMITTED LAND USE RECOMMENDATION	9
DETAILED COMMENTS AND RECOMMENDATIONS	10
CONCLUSION	12

PRELIMINARY

This report is prepared by Think Planners Pty Ltd, on behalf of the Blacktown Workers Club, in response to the NSW Department of Planning's Western Sydney Aerotropolis Explanation of Intended Effect, Luddenham Village Discussion Paper, Open Space Needs Study and Western Sydney Aerotropolis Development Control Plan – Phase 2.

This submission specifically relates to land at [REDACTED] Luddenham which is located within the Agribusiness Precinct. The site is more than [REDACTED] in total area and is currently zoned partly Agribusiness and partly Environment and Recreation under the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020.

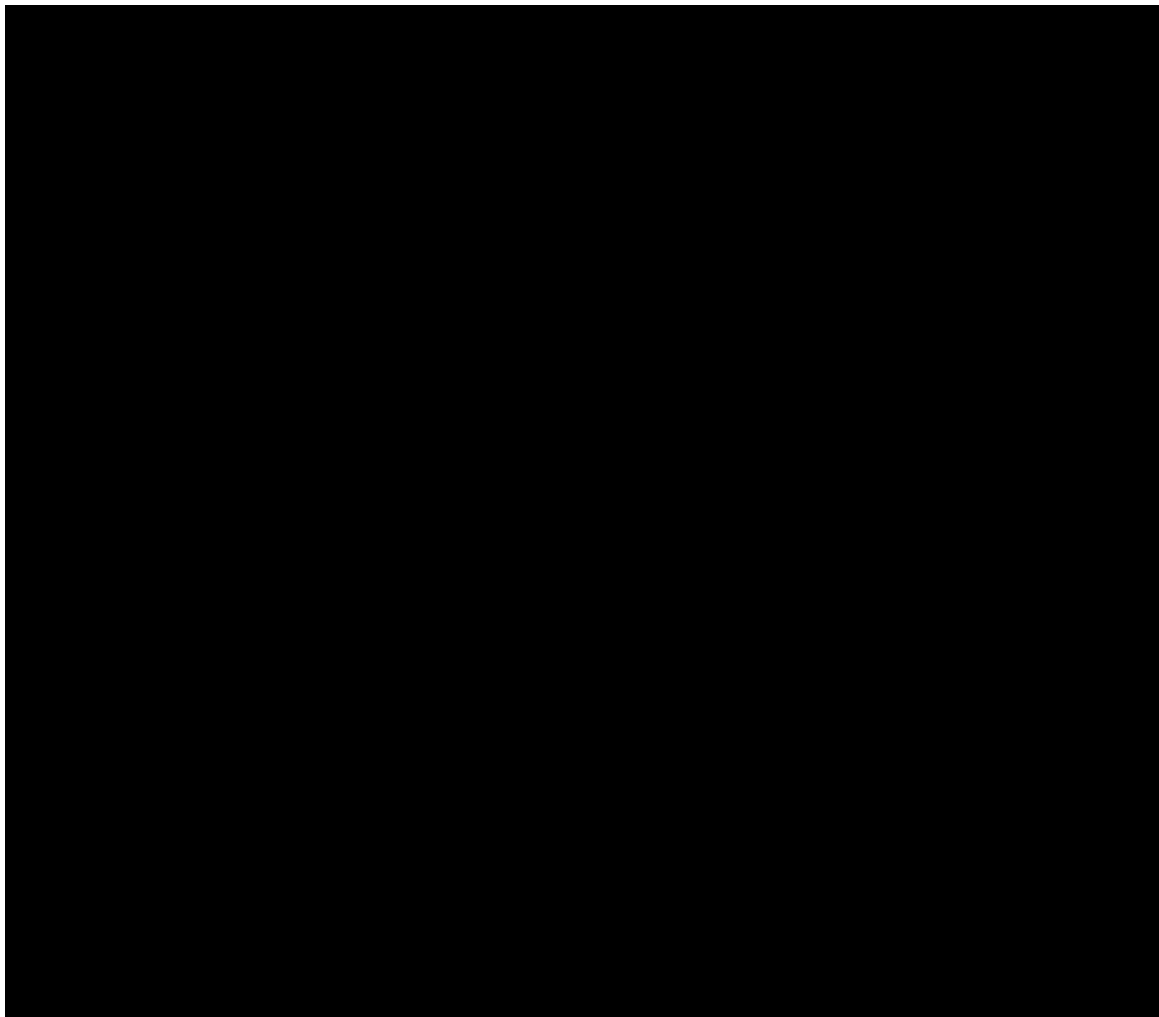
This submission raises several key issues, namely the out-of-sequence approach to strategic planning, inconsistencies within the plan and some site specific concerns relating to the draft Development Control Plan. Further refinement and review are needed in order to facilitate the successful creation of the Aerotropolis through delivery of a coherent planning framework.

LAND AT [REDACTED] LUDDENHAM

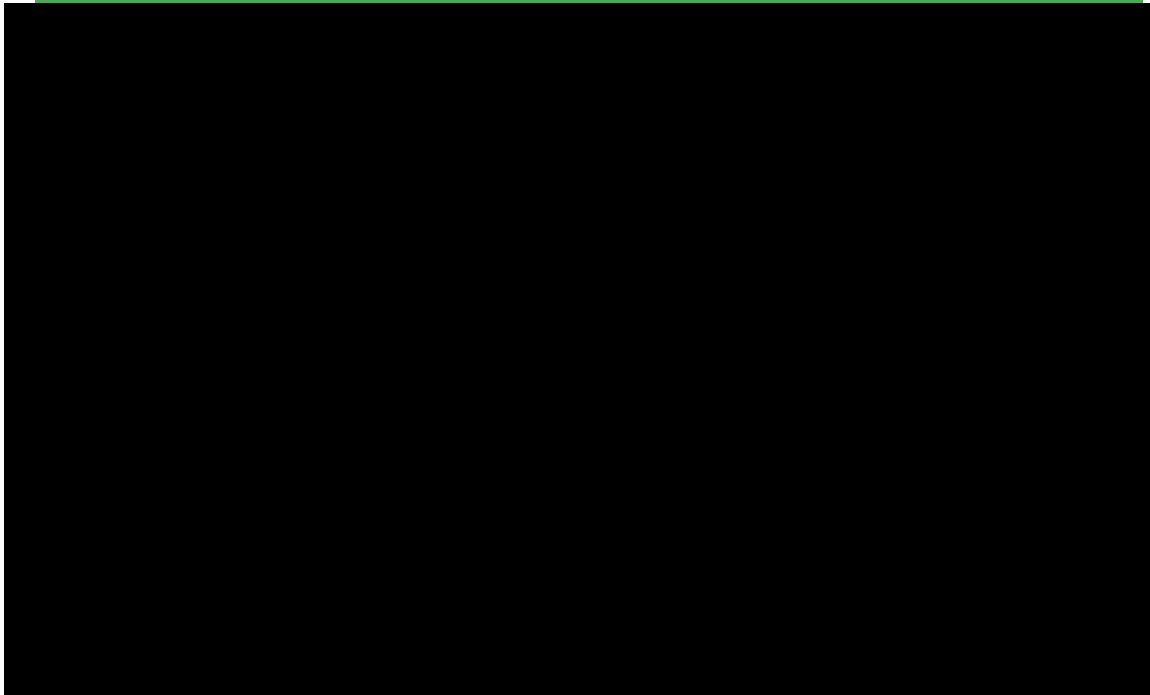
SUBJECT LAND

The subject land is located at [REDACTED] and is [REDACTED] in size located at the [REDACTED]. The land is currently known as the Hubertus Country Club and has been developed as a registered club since 1994. The subject land has been owned and operated by the Blacktown Workers Club since 2015. The subject site adjoins the Western Sydney International (Nancy-Bird Walton) Airport.

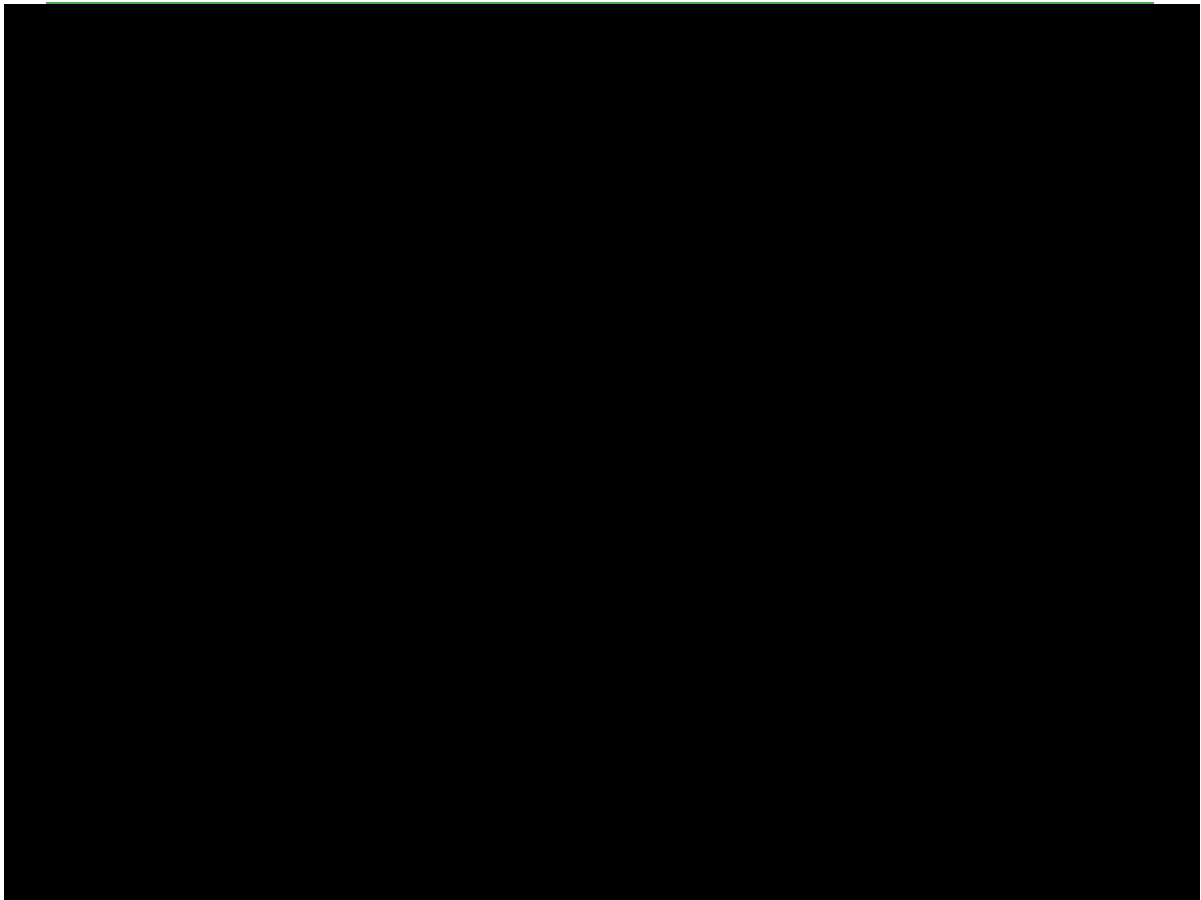
The land at [REDACTED] forms part of the Agribusiness Precinct and the site is shown in Figure 1 below.



The site is currently zoned partly Agribusiness and partly Environment and Recreation under the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020. The zoning is shown in Figure 2 overleaf.



The site is proposed to be zoned partly SP2 Stormwater Infrastructure and partly Agribusiness under the draft zoning maps.



SUBMISSION DISCUSSION | DRAFT WESTERN SYDNEY AEROTROPOLIS EXPLANATION OF INTENDED EFFECT, AND WESTERN SYDNEY AEROTROPOLIS DEVELOPMENT CONTROL PLAN – PHASE 2

This submission raises 4 key discussion points which are discussed in detail below as they relate to land at the [REDACTED] Luddenham.

ISSUE 1: SEQUENCE FOR THE PUBLISHING OF STRATEGIC PLANNING DOCUMENTS

The ability to provide valuable feedback on the draft changes to the State Environmental Planning Policy (Western Sydney Aerotropolis) and draft Development Control Plan is difficult to do given the absence of a revised Precinct Plan. The draft Precinct Plan was on exhibition until February 2021 and this document contained misaligned and incomplete information that has been reported in the several hundred submissions that were received by the NSW Department of Planning. A revised precinct plan is due to be published at the end of 2021 however, in the absence of a coherent Precinct Plan it is difficult to make meaningful comments on the finer grain detail contained within the draft Development Control Plan.

For example, there are details about the road design and setbacks required to specific roads included in the draft Development Control Plan. The proposed road layouts and hierarchy is contained within the Precinct Plan. Without the adoption of a revised Precinct Plan landowners are unable to assess the impact of road design requirements on their properties. The same concern also applied to the setback requirements published within the draft Development Control Plan. In the absence of a revised Precinct Plan which identifies which are the arterial and sub arterial roads, there is no ability to comment on setback requirements that may or may not impact on the subject land.

The sequence for finalising and publishing strategic planning documents is clearly outlined in Figure 1 of the DCP (copy provided overleaf) demonstrates how the draft Development Control Plan is the final policy document. It would be more logical to place the draft Development Control Plan on exhibition after the revised Precinct Plan is published. Clarification and more specific details about when the proposed revised Precinct Plan are going to be published is critical.

Figure 4: Extract from the draft Western Sydney Aerotropolis Development Control Plan

Element	Purpose	Status
Western Sydney Aerotropolis Plan Government Strategic Planning Framework	<ul style="list-style-type: none"> Vision, Structure Plan, planning objectives and principles for the Aerotropolis Aligns with the Region Plan and District Plan Informs Precinct Plans and Master Plans in the Aerotropolis 	Finalised
State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 Planning instrument created under EP&A Act	<ul style="list-style-type: none"> Objectives and key controls for development in Aerotropolis Zones land broadly to permit or prohibit land uses Framework for precinct and master planning 	Finalised Proposed amendment subject to this EIE
Precinct Plan Mandatory plan created under Aerotropolis SEPP	<ul style="list-style-type: none"> Aligns with the WSAP Finer grain structure planning and principles for precinct development Development applications must be consistent with this plan 	Draft exhibited in November 2020 – March 2021 Anticipated to be finalised late 2021
Master Plan Optional plan created under Aerotropolis SEPP for large sites (over 100ha)	<ul style="list-style-type: none"> Aligns with Precinct Plans Unlocks a complying development pathway by setting detailed development and design criteria for permitted development 	Guidelines to be published late 2021
Development Control Plan (DCP) Phase 1 and Phases 2 Guideline created under EP&A Act	<ul style="list-style-type: none"> Guidance and fine grain development considerations Development objectives, performance outcomes and benchmark solutions 	Phase 1 DCP finalised Phase 2 DCP to be exhibited September 2021 Anticipated to be finalised late 2021

Figure 1: Western Sydney Aerotropolis Planning Framework

ISSUE 2: MISALIGNMENT OR CONTRADICTING INFORMATION

The existing zoning map in Figure 2 shows the site as having an existing area of ENZ zoning which has been amended in the revised zoning map to SP2. It is unclear if this means the land is to be acquired in the short term and used for public reaction such as cycleways and the like. This area of land dissects the land owned by the Blacktown Workers Club as such there are concerns about security and access within this site. Further details to clarify the intent behind this revised zoning is requested.

Further, there is a general sense of confusion as some landowners have opposed the proposed SP2 Infrastructure zoning of their land and advice provided by the NSW Department of Planning advises that it is going to be recommended that the SP2 Infrastructure be an overlay map rather than a zoning of the land. Essentially this means that the current zone that applies to the land under the Aerotropolis SEPP would be retained. Further clarification about this matter is necessary and critical.

There is a detailed table of comments and sections where clarification is required provided in the following section of this report. In general, there are several areas within the draft Development Control Plan that need further refinement.

ISSUE 3: SUPPORT FOR THE AGRIBUSINESS ZONE

The suite of documents published are a step forward in establishing the planning policy framework to ensure the success of the Agribusiness zone within the Aerotropolis. The NSW Department of Planning is to be commended on the work completed to date on the Aerotropolis planning package providing a strategic planning framework to guide future development within the broader precinct. The Aerotropolis is the most significant planning exercise undertaken in many years that will stand to greatly enhance the livelihoods of the Western Sydney community. The owners of land at [REDACTED] Luddenham welcome any opportunity to be involved in shaping the future planning for the area.

ISSUE 4: ADDITIONAL PERMITTED LAND USE RECOMMENDATION

The Blacktown Workers Club made earlier representations to the NSW Department of Planning relating to proposed changes to the Schedule 1 Additional Permitted Land Uses contained within State Environmental Planning Policy (Western Sydney Aerotropolis). A copy of this representation is attached to this letter and summarised below.

In the Commissioner's recently published Aerotropolis Independent Community Commissioner's Report, recommendations relating to existing land use rights have been included in recommendation 15. Recommendation 15 advises to include additional land uses (which will not impact on future airport operations) to the allowable existing uses to enable landowners to continue even if these uses may be prohibited under the new zoning, which is a sensible approach in the context of the NSW planning framework.

This recommendation is relevant to the Hubertus Country Club which is categorised as a Registered Club which has become an existing use right development due to the Agribusiness zone that was implemented under State Environmental Planning Policy (Western Sydney Aerotropolis). In the Agribusiness zone Registered Clubs are prohibited development.

The purpose of this representation is to seek to have the subject land included within the Schedule 1 Additional Permitted Uses of State Environmental Planning Policy (Western Sydney Aerotropolis) for the purposes of a Registered Club. This aligns with the principle outlined in recommendation 15 of the Commissioners Report which has subsequently been reviewed by the NSW Department of Planning, Industry and Environment and supported in principle.

DETAILED COMMENTS AND RECOMMENDATIONS

The following table has been prepared to highlight some of the key comments and recommendations. Please note this is by no means an exhaustive list.

Western Sydney Aerotropolis Draft DCP October 2021		
Clause	Topic, Clause	Questions/Comments
1.6	<p>Relationship to Other Documents and Instruments</p> <p>For strategic context, this DCP and subsequent amendments should be read in conjunction with:</p> <ul style="list-style-type: none"> a. The Western Sydney Aerotropolis Plan (WSAP); b. State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP); c. The Western Sydney Aerotropolis Precinct Plan (Aerotropolis Precinct Plan); d. Ministerial Directions 3.5 and 7.8; e. Recognise Country: Draft Guidelines for Development in the Aerotropolis; and f. Draft Aviation Safeguarding Guidelines – Western Sydney Aerotropolis and Surrounding Areas. 	<p>The draft Precinct Plan was on exhibition until February 2021 and this document contained misaligned and incomplete information that has been reported in the several hundred submissions that were received. A revised precinct plan is due to be published at the end of 2021 however, in the absence of a coherent precinct plan it is difficult to make meaningful comments on the finer grain detail contained within the draft Development Control Plan.</p> <p>Refer to previous examples detailed in this submission.</p>
2.1	<p>Starting with County</p> <p>Draft Aerotropolis Precinct Plan Heritage Map (p59): The whole site is shown to have “Low” Aboriginal Cultural Sensitivity that centres around the Environmental Protection Zone.</p> <p>F Draft Aerotropolis Precinct Plan ig 60 (p195) shows a section of Moderate Sensitivity along the west portion of the site (Adams road) that centres around Cosgroves Creek.</p>	<p>In this plan the subject site is shown as Low Aboriginal Cultural Sensitivity.</p> <p>In this plan the subject site is shown as Moderate Aboriginal Cultural Sensitivity.</p> <p>Again, these inconsistencies make it difficult to provide meaningful feedback on the plan.</p>

	<p>Q: <i>Figure 3 Heritage Items within Initial Aerotropolis Precincts (Listed and Unlisted/Potential)</i></p> <p>Map p23 shows an “unlisted item” close to the SW corner of the site on Adams/Anton road intersection.</p>	<p>The subject site is shown in the vicinity of an unlisted item. How can additional details of this be obtained?</p>
4.2.2 PO1	<p>Artificial waterbodies mapped for retention in the Precinct Plan are retained through the development process.</p> <p>Note: A water licence from the Natural Resources Access Regulator (NRAR) may be required for artificial water bodies.</p>	<p>This section of the DCP requests that artificial water bodies be retained yet section 10.3 of the same DCP requests that the same dam needs to be able to be fully drained within 48 hours to ensure that wildlife are not attracted to the site. Clarification about which control takes precedent would be helpful in the planning controls.</p>
6.1	<p>Street Network Functions and Design</p>	<p>Clarification of street network and street hierarchy required to proceed with design including understanding of total width of road dedication, revised site boundaries and required setbacks.</p>
7	<p>Travel Demand Management and Parking</p>	
7.2.4 and 7.3.2	<p>Accessible parking</p>	<p>These two sections of the DCP contradict where one asks for 1% accessible parking and the other asks for 2% - please clarify which control is relevant.</p>
8	<p>Building Siting and Design</p>	
8.1	<p>Building Setbacks and Interfaces</p> <p>Table 5</p>	<p>In the absence of a revised Precinct Plan the hierarchy of roads is not able to be determined, therefore the impact of any building setbacks cannot be established. Again, this reiterates the reason the out of sequence publishing of planning policies has caused confusion.</p>
P01	<p>3. Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.</p>	<p>This contradicts previous clauses/mapping regard dams and waterways, ecology. There is SP2 zoning of the land which was previously ENZ zoning which would encourage the retention of the existing on site dam. This provision and 4.2.2 are contradictory.</p>
11.1.2	<p>PO3</p>	<p>This section of the DCP requests that gas be investigated as an alternative source of energy which is outdated and seems in direct conflict with the provisions that relate to using renewable energy and targets set to 2030. Gas is not a renewable energy source.</p>
15.1.2	<p>C.P01</p>	<p>The setback clauses in this section contradict the setback clauses found in Clause 6.1 of the same DCP. Clarification is needed and further refinement.</p>
15.14.2	<p>PO3</p> <p>Tourist and visitor accommodation are</p>	<p>The control seeks to allow tourist and visitor accommodation where it is located 400m from public transport however there are no details of the future</p>

located close to public transport to provide a high level of amenity to guests.

public transport (e.g. rapid bus) infrastructure that is going to be delivered. In this case the provisions would be better written to detail the aim of the control i.e that future tourist and visitor accommodation should be provided with adequate transport rather than a prescriptive control as it is currently written.

In this case the subject site at 205 Adams Road may be ideal for backpackers accommodation being so close to the airport however this control seeks to preclude this future use.

CONCLUSION

The primary focus for the development of the Blacktown Workers Club land at [REDACTED] Luddenham is to continue to operate the Hubertus Club, provide expanded Club related facilities and other complementary development on this land. The Blacktown Workers Club has a vision to deliver community infrastructure and services that provide for the recreational needs and conveniences.

We look forward to your response on this issue and wish to be kept informed of the progression of the request. In the meantime, should you require any additional details I can be contacted at [REDACTED]

Yours faithfully,

[REDACTED]

Schandel Fortu

24 September 2021

Fiona Christiansen

NSW Department of Planning, Industry and Environment

Email: fiona.christiansen@planning.nsw.gov.au

AEROTROPOLIS INDEPENDENT COMMUNITY COMMISSIONER'S REPORT | ADDITIONAL PERMITTED LAND USE RECOMMENDATION

Dear Fiona

This letter provides representation on behalf of the Blacktown Workers Club who are the owners of 205 Adams Road Luddenham. This letter is also following the submission (copy attached) from the Blacktown Workers Club on 5 February 2021 regarding the draft Precinct Plans for the Aerotropolis. The subject land is legally described as Lot 2 DP 623799 and is currently known as the Hubertus Country Club. The subject land has been owned and operated by the Blacktown Workers Club since 2015.

In the Commissioner's recently published Aerotropolis Independent Community Commissioner's Report, recommendations relating to existing land use rights have been included in recommendation 15. Recommendation 15 advises to include additional land uses (which will not impact on future airport operations) to the allowable existing uses to enable landowners to continue even if these uses may be prohibited under the new zoning- which is a sensible approach in the context of the NSW planning framework.

This recommendation is relevant to the Hubertus Country Club which is categorised as a Registered Club which has become an existing use right development due to the Agribusiness zone that was implemented under State Environmental Planning Policy (Western Sydney Aerotropolis). In the Agribusiness zone Registered Clubs are prohibited development.

The purpose of this letter is to seek to have the subject land included within the Schedule 1 Additional Permitted Uses of State Environmental Planning Policy (Western Sydney Aerotropolis)- for the purposes of a Registered Club. This aligns with the principle outlined in recommendation 15 of the Commissioners Report which has subsequently been reviewed by the NSW Department of Planning, Industry and Environment and supported in principle.

The site currently contains and has a long history of development consents dating back to 10 September 1991 (reference 405/1991) for the Hubertus Country Club House, indoor and outdoor firearm ranges, caretaker's cottage, dam, landfill, shade structure/s and associated car parking area. All of which are still active components of the Club's operations and service to the community.

Future development work at the Hubertus Country Club can be carried out under the existing use rights provisions however, listing the existing use within the Schedule 1 Additional Permitted Uses is the most appropriate planning mechanism to recognise the current land use activities which will not impact on future airport operations.

An extract from the NSW Government's Initial Response to the Independent Community Commissioner's Report is provided in the table below for reference.

Extract from Initial Response to the Independent Community Commissioner's Recommendations			
Commissioner's Recommendations	Preliminary Response	Pathways for Delivery	Timeframes
Recommendation 15: Include additional land uses to the allowable existing uses in the zonings to enable landowners to continue residential and other low impacts uses for land (for example an additional dwelling storey, a shed etc.) even if these uses may be prohibited under the new zonings. These transitional uses must consider and not impact future airport operations.	Supported in principle. Subject to further investigation	Aerotropolis – Responding to the Issues report. Community Guidelines – Existing Use Rights and Permissible Land Uses. Amendment to the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020	Aerotropolis – Responding to the Issues report: Q4 2021 Community Guidelines – Existing Use Rights and Permissible Land Uses: Q4 2021 State Environmental Planning Policy (Western Sydney Aerotropolis): Q4 2021

The Commissioner's Recommendations and the initial response provided by the NSW Government is endorsed by the owners of 205 Adams Road Luddenham.

CONCLUSION | NEXT STEPS

The purpose of this letter is to seek to have the subject land included within the Schedule 1 Additional Permitted Uses of State Environmental Planning Policy (Western Sydney Aerotropolis) for the purposes of a Registered Club.

The landowners would also like to request to have a meeting with the representatives from the Department of Planning, Industry and Environment to discuss both this submission and the future masterplan for the site.

We look forward to your response on this issue and wish to be kept informed of the progression of the request. In the meantime, should you require any additional details I can be contacted at schandel@thinkplanners.com.au.

Yours faithfully,



Schandel Fortu

5 February 2021

Western Sydney Aerotropolis Team

NSW Department of Planning, Industry and Environment

Dear Sir / Madam

We are writing to provide our commentary to the Draft Aerotropolis Precinct Plan which is currently on public exhibition until 26 February 2021. Blacktown Workers Club are the owner of Hubertus Country Club at 205-215 Adams Road Luddenham (L2, DP623799), a Club which has operated successfully since its construction in 1995 and which continues to provide for the local community to this day.

With the airport currently under construction the Club recognises that change to the area is inevitable but remain firmly committed to operating Hubertus Country Club for the local community now and into the future.

Generally we support the strategies proposed in the Draft Aerotropolis Precinct Plan including the delineation between *employment zone centre* and *agribusiness*, however there are some aspects that specifically affect our land that we remain concerned over.

1. **Road Network.** The indicative road network shown on figure 22 of the draft precinct plan shows a street hierarchy and network from primary arterial roads to local streets. Cl3.3.8 of the draft precinct plan notes that "*higher order roads are fixed*", and referencing figure 22, relevant higher order roads appear to be Adams Road and Anton Road. This is understood and supported.

However figure 22 also indicates a *lower order* road directly through the existing club building which we do not support. The operation of the Club, together with the community events that the Club operates, requires a spatial configuration of the land that would be severely disadvantaged by a proposed road through the middle of it.

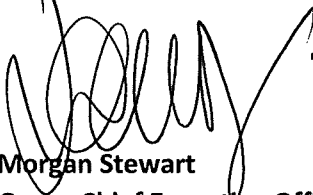
Imposing a road structure onto land is understood where land may be currently undeveloped, which is generally the case of much of the precinct, and particularly where those uses will change with the application of the agribusiness zoning. However in the case of the Club, there is quite a substantial building already on the site and the use of that land and existing club building will not change. The Club will continue to operate and as such we do not support the application of a road through the Club.

2. **Existing Dam.** The Club currently has an active sub-group that uses the existing dam extensively for model boating purposes. The precinct plan appears to completely remove this dam, replacing it with a far narrower green strip and two roads.

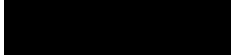
The existing dam is an important part of the Club's cultural and community and we do not support the aspect of the draft precinct plan proposal that requires its effective removal.

Thank you for the opportunity provide our commentary. We recognise that this process is at its beginning and would welcome the opportunity for more detail discussion over the intentions for the land.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Morgan Stewart', written over a faint, illegible stamp or watermark.

Morgan Stewart
Group Chief Executive Officer
BLACKTOWN WORKERS CLUB GROUP



From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 10:34 AM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: final-submission_ [redacted] -luddenham-05112021.pdf

Submitted on Fri, 05/11/2021 - 10:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Antoinette

Last name

Lee

I would like my submission to remain confidential

No

Info

Email



Address

[redacted], Luddenham

Suburb/Town & Postcode

2745



Please provide your view on the project

I support it

Submission file

[final-submission_ \[redacted\] -luddenham-05112021.pdf](#)

Submission

In summary:

The Draft documents have been released for comment out of sequence with the SEPP & the Draft DCP referring to and relying on the Precinct Plan.

The Draft Precinct Plan has not been released in its' corrected form, the ability to provide valuable feedback is therefore critically inhibited. Please see the attached submission.

The process for making a submission is extremely difficult to determine and convoluted thus exacerbating the ability to provide valuable feedback.

We request that the date for submissions be extended to ensure a fair process.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

5 November 2021

2210755

Department of Planning Industry and Environment
Luddenham Village Discussion Paper
Locked Bag 5022
Parramatta NSW 2124

Dear Sir / Madam,

CATHOLIC EDUCATION DIOCESE OF PARRAMATTA'S SUBMISSION ON THE LUDDENHAM VILLAGE DISCUSSION PAPER

1.0 Introduction

This submission is made on behalf of Catholic Education Diocese of Parramatta (CEDP) in response to the Department, Industry and Environment's (Department) release of the Luddenham Village Discussion Paper (Discussion Paper).

CEDP commends the Department for progressing this important strategic plan and for welcoming stakeholder feedback in its preparation and finalisation. As a key landholder and provider of important services and schooling within Luddenham, CEDP welcomes further engagement with the Department and would be happy to meet with the Department to discuss the content of this submission, and if necessary, provide additional support and consultation prior to further work being undertaken to finalise the plan for Luddenham Village.

This submission will provide an overview of CEDP and the specific site that lies within the Luddenham Village area. The submission then details:

- CEDP's support for growth planning in the Luddenham Village, particularly scenario 4 which is set out in the Discussion Paper.
- CEDP's support for proposed improvements to active transport connections in Luddenham Village, while noting there is a need for specific consideration of how these active transport connections are integrated with local schools. There is also a need for public transport access points to be considered, including how these will be integrated with local schools to allow for students to easily utilise active transport modes to and from school.
- CEDP's willingness to assist the Department with further consultation in relation to the planning of the Luddenham Village.

1.1 Overview of CEDP and Luddenham site

Catholic Education is the second largest provider of school education in NSW. Catholic Education Diocese of Parramatta operates 80 schools in Western Sydney and the Blue Mountains. Quality learning and teaching is a core value of Catholic Schools, which they offer from preschool to Year 12. They also have several programs that engage with parishes, and the local and wider community. These include volunteering, Vocational Education and Training courses, Post School Pathway Programs, Family Educator Projects, and the Duke of Edinburgh scheme. This work creates and sustains valuable links which create mutual benefit for the school and wider community.

Of the 80 schools operated by CEDP, one of these is located in Luddenham Village, being the Holy Family Catholic Primary School, located at 32 Willowdene Avenue, Luddenham. This school is situated in the south-western corner of Luddenham Village, as shown in **Figure 1** below.

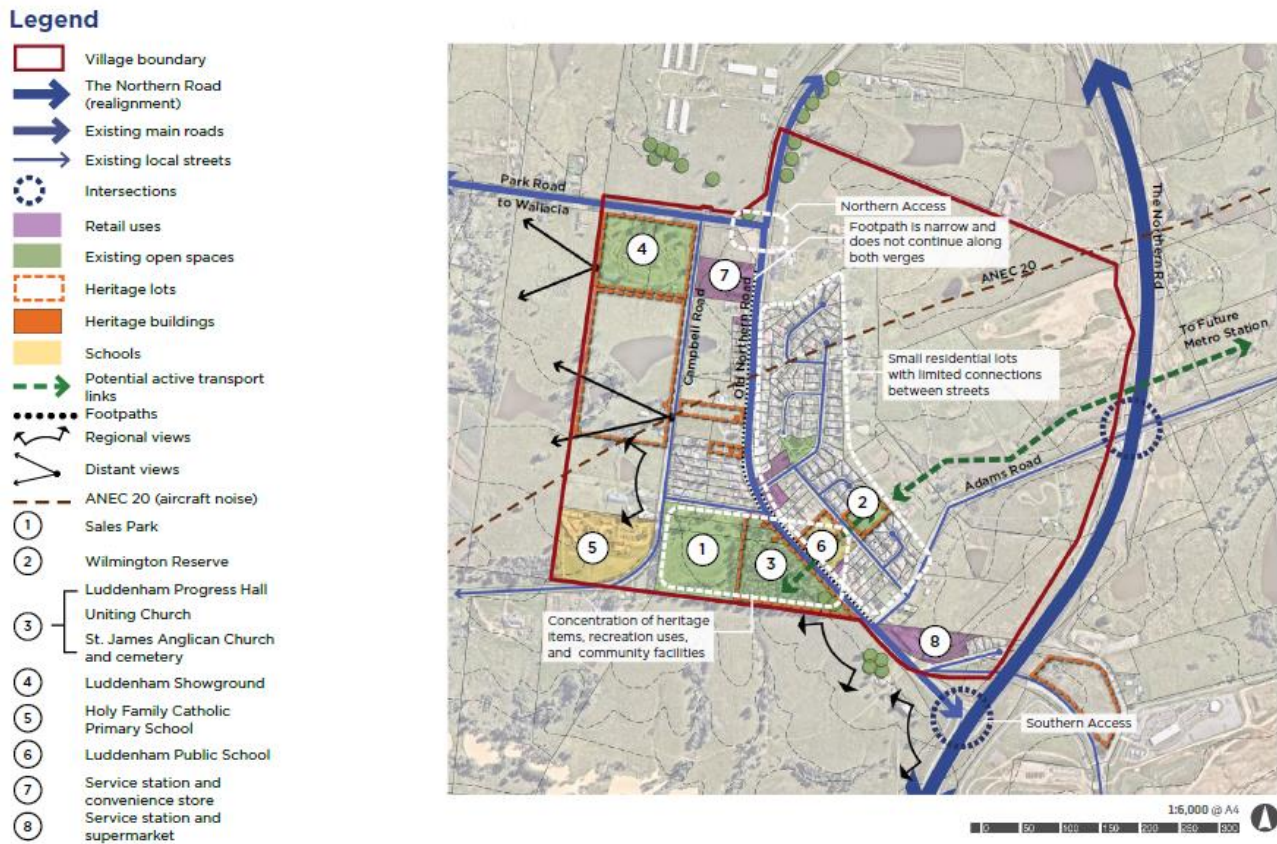


Figure 1 Site identification plan (site marked as number 5 and highlighted in yellow)

Source: Department of Planning, Industry and Environment

2.0 Key issues

2.1 Support for growth planning

The Discussion Paper poses four different scenarios for the future planning of Luddenham, including:

- **Scenario 1** – No change from previous exhibition (no residential growth).
- **Scenario 2** – Service Centre (everything in scenario 1, with the addition of hotel, motels and serviced apartments, and registered clubs).
- **Scenario 3** – Sustain (550 new homes and an increased population that sustains a few more shops and services).
- **Scenario 4** – Grow (1,200 new homes and an increased population resulting in Luddenham Village becoming a town centre).

CEDP strongly believe that the planning of Luddenham Village should involve planning for the growth of the area, with all residential growth to occur north of the ANEC 20 area. While both scenario 3 and scenario 4 would include residential growth outside of the ANEC 20 area, scenario 4 would allow for Luddenham Village to grow at an appropriate rate. This involves the provision of an additional 1,200 new homes, in turn supporting a population increase and delivering approximately 10,000m² of retail floor space (which is comparable to other local centres, as evidenced in the case study analysis undertaken in the Discussion Paper). As such, it is recommended that scenario 4 be adopted as this would enable Luddenham Village to grow into a town centre, which is commensurate for an area in such close proximity to the prospective Western Sydney Airport, and will afford future residents with greater amenity.

2.2 Support for improvements to active movement connections

CEDP commend the Department for its consideration of numerous initiatives targeting improvements to active transport connections. The provision of active transport connections is important in improving the health of residents, as they can walk to their destinations, while also improving the general movement throughout the area, and reducing traffic. Therefore, CEDP is highly supportive of the Department weighing up the following potential active transport improvements:

- including active transport connections (walking and cycling paths) in lands identified for stormwater infrastructure where practicable;
- upgrading the streetscape along the Old Northern Road to make it safe for pedestrians and cyclists;
- connecting the parks and open spaces in and around the village, so that people can walk and cycle between them more easily and enjoyably; and
- street and tree upgrades throughout various parts of Luddenham Village (including around the perimeter of the Holy Family Catholic Primary School owned by Catholic Schools).

Notwithstanding this, the Discussion Paper does not include any detail as to how such pedestrian movement connections will be integrated with schools in the Luddenham Village. This is an important consideration that will allow for children in the locality to actively travel to and from school in a safe environment, while also reducing traffic demands in the locality. As such, it is recommended that the final Luddenham Village Plan includes details of how active transport connections will be safely integrated with local schools, given that this will allow for significant health and safety benefits for children, while alleviating traffic demands.

Additionally, it is noted that the Discussion Paper lacks any proposal to improve public transport access points, nor does it detail how public transport access points will be integrated with local schools. This is an important consideration that will need to be included as part of the final Luddenham Village Plan, as public transport is a key part of active transport, especially for children travelling to and from school that would require safe access to public transport as part of their commute.

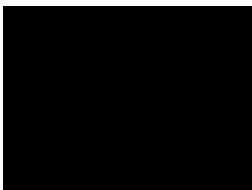
3.0 Ongoing dialogue

CEDP should be consulted and be provided with a platform to contribute to future precinct and master planning. Ongoing dialogue between CEDP and the Department of Planning, Industry and Environment is necessary to ensure that the above recommendations are taken on board. In this regard, CEDP invite the Department to meet with them to further discuss these recommendations at your earliest opportunity.

4.0 Conclusion

Thank you for the opportunity to provide a submission to the Luddenham Village Discussion Paper. CEDP looks forward to working with the Department to deliver its vision for Luddenham Village and would welcome any further opportunities to contribute to future precinct and master planning. Should you require any further information in relation to the matters raised in this submission, please do not hesitate to contact the undersigned.

Yours sincerely,



Costa Dimitriadis
Urbanist, Planning



Gordon Kirkby
Director, Planning



From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 11:26 AM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: cedp-submission-on-luddenham-village-discussion-paper.pdf

Submitted on Fri, 05/11/2021 - 11:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Costa

Last name

Dimitriadis

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Sydney 2000

Please provide your view on the project

I am just providing comments

Submission file

[cedp-submission-on-luddenham-village-discussion-paper.pdf](#)

Submission

Please see attached submission on behalf of the Catholic Education Diocese of Parramatta (CEDP).

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

Celestino Pty Limited
ABN 74 165 629 783

642 Great Western Highway
Pendle Hill NSW 2145
PO Box 438
Pendle Hill NSW 2145

t 02 9842 1218
f 02 9842 1059
e info@celestino.net.au
w celestino.net.au

5th November 2021

Department of Planning, Industry and Environment
Luddenham Village Discussion Paper
Locked Bag 5022,
Parramatta NSW 2124

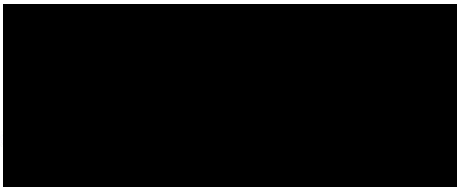
Please find enclosed our submission on the Luddenham Village Discussion Paper.

Celestino's land holdings span over 490 hectares within the Western Sydney Aerotropolis and we have a longstanding interest in the area. Celestino's 52 hectare contiguous parcel of land, at the corner of the (old) Northern Road and Park Road is located within the strategically important Luddenham and is well positioned to deliver on Government objectives for the wider Agribusiness Precinct and Aerotropolis.

The enclosed submission details our support for Luddenham Village - Scenario 4 and provides proposed recommendations to address our concerns in the finalisation of the Precinct Plans due late 2021.

Celestino wishes to thank the NSW Department of Planning, Industry and Environment and the Western Sydney Planning Partnership for the opportunity to make this submission. If you would like to discuss any aspect of it, or require further information, please contact me.

Yours sincerely

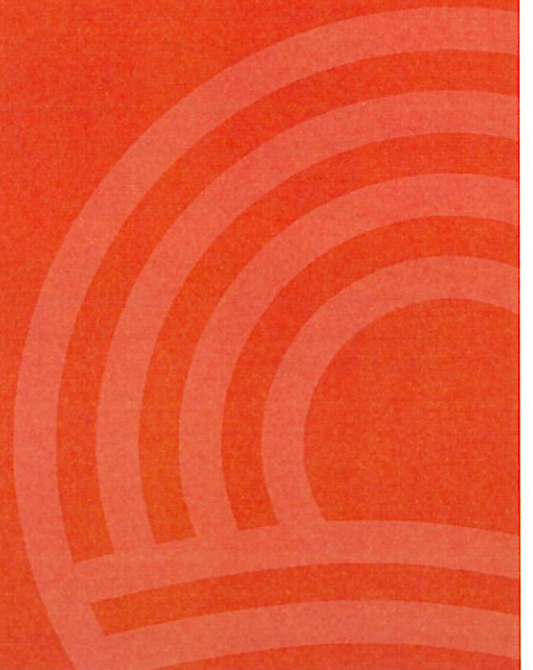


CELESTINO 

SUBMISSION TO
PUBLIC EXHIBITION OF WESTERN
SYDNEY AEROTROPOLIS
LUDDENHAM VILLAGE PLANS


LUDDENHAM

5 NOVEMBER 2021



The Western Sydney Planning Partnership (WSPP) is to be commended on the significant work it has undertaken to develop the Luddenham Village Discussion Paper, revised Development Control Plan and Explanation of Intended Effect. Celestino also commends WSPP for listening to the local Luddenham community and wider stakeholder group to further investigate how Luddenham Village can be a sustainable and viable Local Centre and not forgotten within the Aerotropolis.

Celestino fully endorses the vision of the Agribusiness Precinct and specifically the vision for Luddenham Village outlined in the Luddenham Village Discussion Paper. Celestino share Government's vision that the Agribusiness Precinct's heart is Luddenham Village, which will be a true mixed-use destination for local, regional, national, and international visitors to celebrate the merging of the rich history of Western Sydney with its future on the global stage. Luddenham Village has the opportunity to become a true destination within the Aerotropolis with its own unique character, adding to variety of experience different to that of Sydney Science Park or Bradfield.

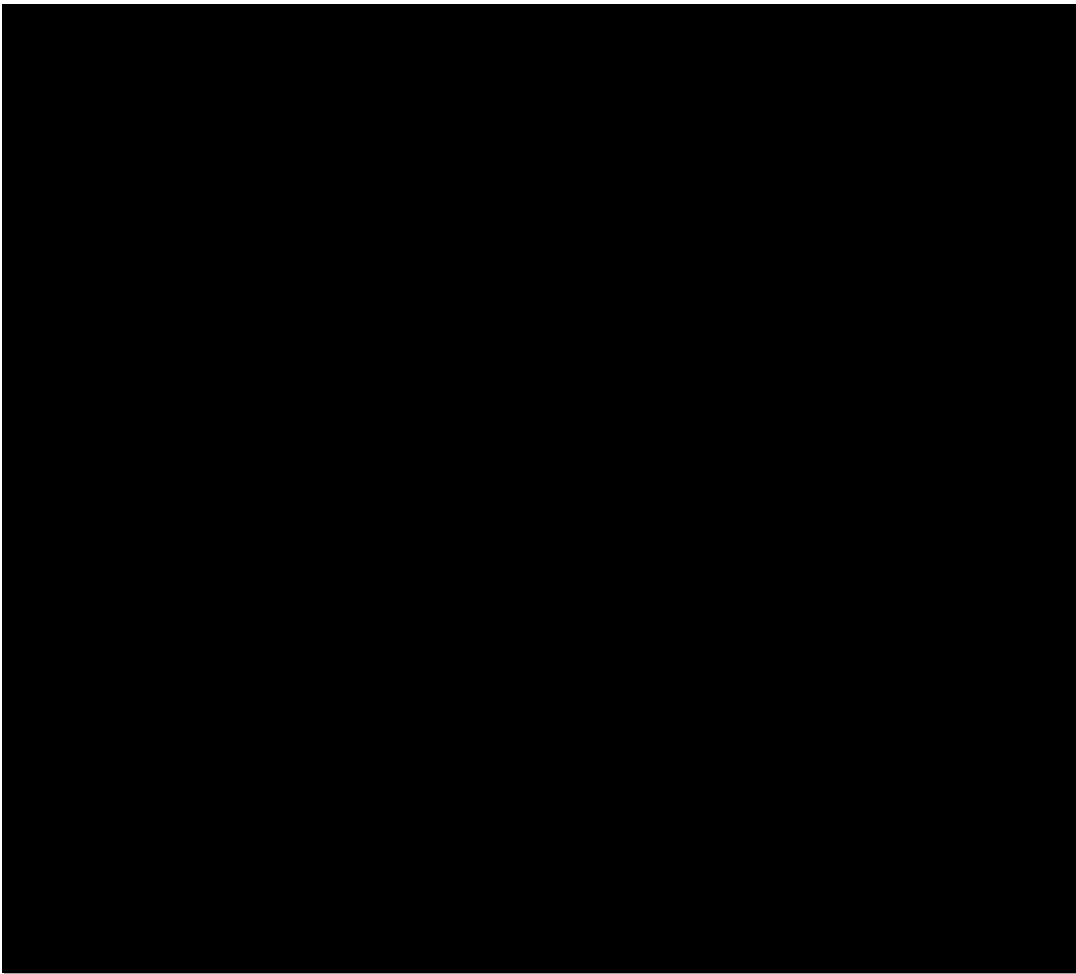
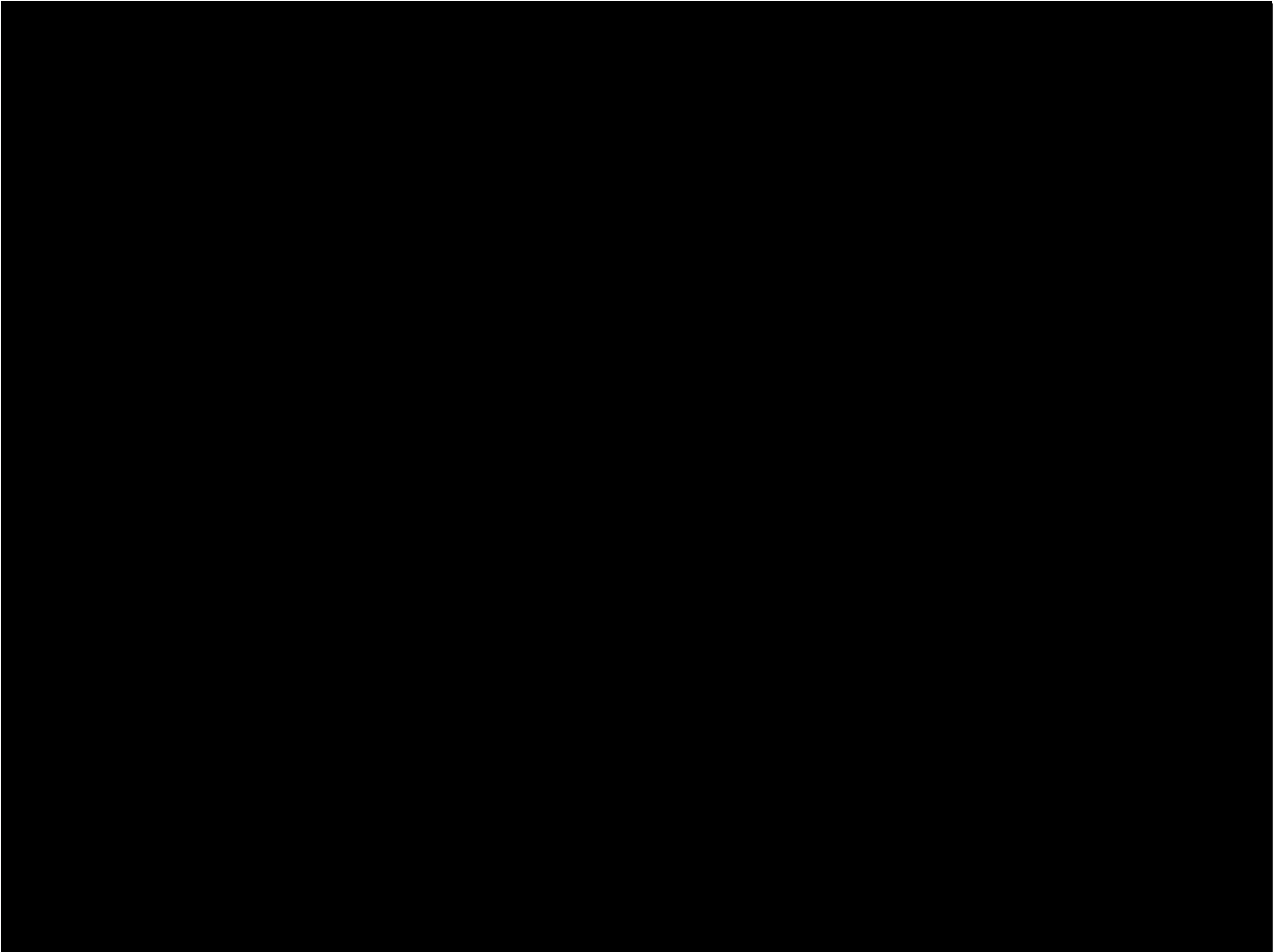
Luddenham Village Discussion Paper Scenario 4 is supported for the following reasons:

- **Provides a logical mixed-use extension of Luddenham Village** to allow this amenity to expand in the future to service local, regional, national and international visitors and ensuring the Agribusiness Precinct within the Western Parkland City will be resilient and adaptable into the future;
- Introduction of circa 1,200 new dwellings (outside of ANEC/ANEF 20 contour) and up to 10,000sqm of retail will **support the viability of jobs and existing small businesses**;
- **No further need for schools in Luddenham** due to existing Luddenham Public School and Holy Family Primary School;
- **Accelerates and can be the centrepiece for a world class Agribusiness Precinct**;
- **Compliments the heritage of Luddenham Village** and surrounding amenity including the Luddenham Showgrounds with uses to create active frontages, promote a walkable village and provide amenity to the local community, workers, business and residents;
- **Avoids triggering future planning proposals**, which otherwise creates an unnecessary process for both landowners and Government; and
- Supports the growth of the Aerotropolis, **revitalises the heritage Luddenham Village**, in a compatible nature similar to the towns of Bowral or Berry, which will be unique compared to the scale and form of the wider Aerotropolis.

In the finalisation of the Precinct Plans in late-2021 Celestino still seeks clarifications from WSPP on the following matters:

- **Height controls for 'agribusiness' uses need to be clarified** and should support such as food-based warehousing and logistics or allow for flexibility through design excellence to create view corridors. Heights of 30-40m should be considered;
- **Remove the 20 Ha Intensive Food Production Area** as it conflicts with the Draft Precinct Plans (including land use plan, road network plans etc) and places significant, arbitrary restrictions on development which will limit development and employment opportunities and inhibit achievement of the objectives to the Agribusiness Precinct;
- **Further clarity is required for interface between Luddenham Village and surrounding Agribusiness uses.** Celestino are open to engaging with Government on how a buffer between residential and agribusiness uses could potentially be delivered within our site via the arterial road in the draft precinct plans (**Figure 2**) which intends to redirect truck and car movements off the Old Northern Road and around Luddenham Village; and
- **The proposed undisturbed soil network USN should be removed**, and clarifications added that allows for dams be allowed to be integrated into both site specific and broader aerotropolis integrated water management systems.

In conclusion, Celestino's [REDACTED] site located at [REDACTED] presents a unique opportunity for activation of Luddenham Village and the Agribusiness Precinct. Scenario 4 within the Luddenham Village Discussion Paper is supported by Celestino as we can successfully contribute to the WSPP vision for Luddenham Village.



Edna Grigoriou

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 1:54 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: luddenham-village-discussion-paper---[REDACTED]-thr-luddenham.pdf

Submitted on Fri, 05/11/2021 - 13:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Andrew

Last name

Jennings

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Pendle Hill

Contact number

+

Please provide your view on the project

I support it

Submission file

[luddenham-village-discussion-paper---\[REDACTED\]-thr-luddenham.pdf](#)

Submission

Submission attached

I agree to the above statement

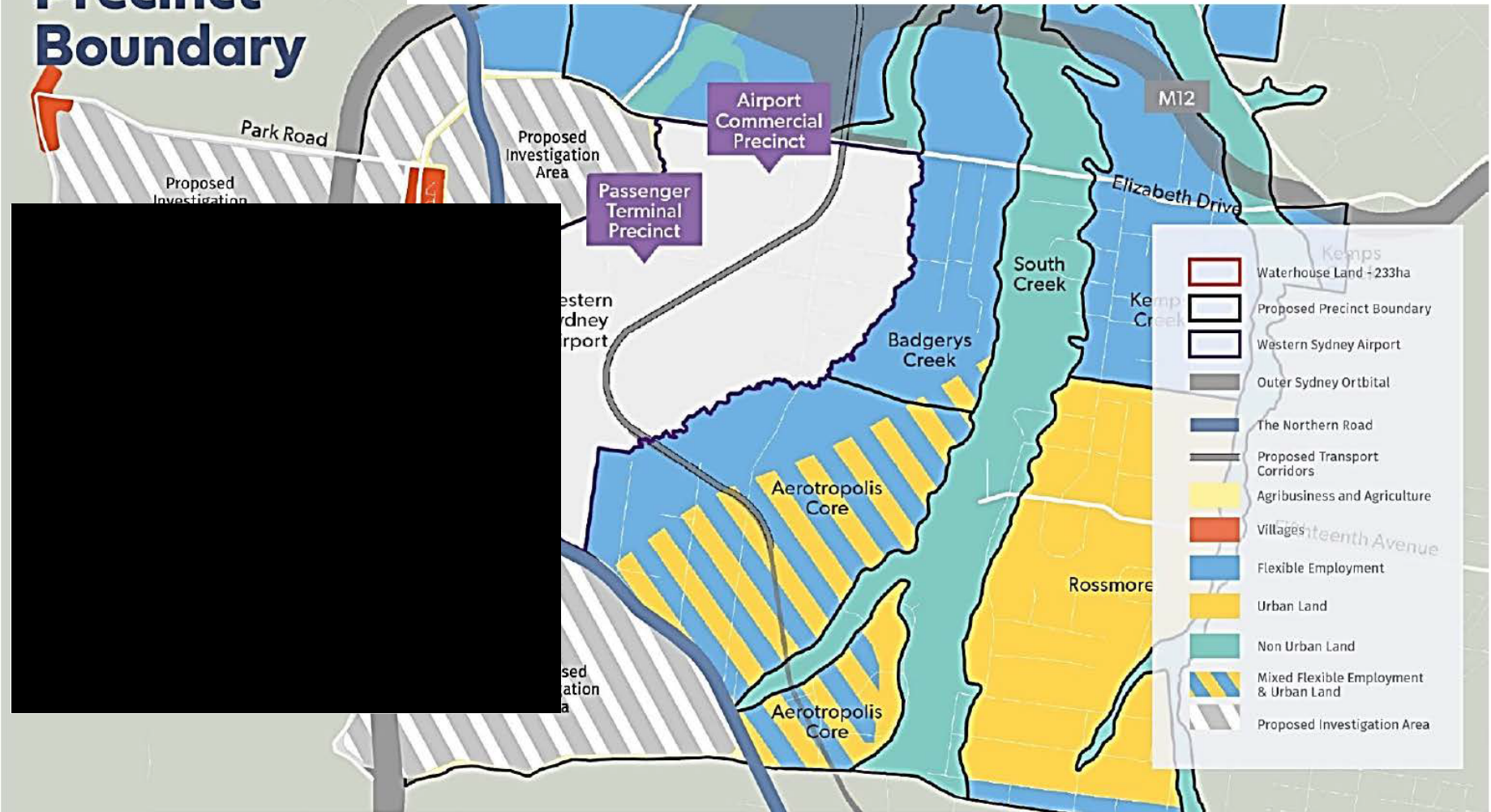
Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

Proposed Agribusiness Precinct Boundary

A re-shaped Agribusiness Precinct directly west of the airport gives the best connectivity to the WSA cargo entry, places business under the airport noise contours and on large land holdings away from residential town areas. This also brings an extra six large landowners into play to provide the competitive tension necessary to facilitate the best value and outcomes for the WCAA and its Foundation Partners. This enables the Government to grow the NSW economy value and create over 2500 jobs.



From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 2:23 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: proposed-agribusiness-precinct-boundary.docx

Submitted on Fri, 05/11/2021 - 14:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Paul

Last name

Walker

I would like my submission to remain confidential

No

Info

Email

[Redacted]

Address

[Redacted]

Suburb/Town & Postcode

Luddenham

Contact number

[Redacted]

Please provide your view on the project

I support it

Submission file

[proposed-agribusiness-precinct-boundary.docx](#)

Submission

The Community Commissioner's Report recommends that the role of Luddenham Village in the future of the Aerotropolis including understanding of the population scale and housing needs reconsideration to ensure its viability. The locals feel very strongly that rezoning an existing community and residential village as Agribusiness has undermined its value and confused landowners about what they can and cannot do. It is more logical that Agribusiness or other industrial uses should be placed under the flight path and existing residents outside the noise contours should be allowed to remain as they are.

The EIE has significantly expanded the area of the Luddenham Village to allow residential and the town to remain as is. Whilst this is welcomed, it has significantly decreased the available land in the agribusiness precinct. It is restricted even further if you

consider all of the smaller fragmented ownership, the requisite infrastructure corridors and open space network.

The government has already reduced the agribusiness precinct once before at the LUIP stage removing 780Ha of land from Dwyer Road Southern section.

Hence, to facilitate the government vision for all of the different uses and business operations within the agribusiness precinct, the boundary needs to be expanded further West under the flight path as per the map attached.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

4 November 2021

Department of Planning, Industry and Environment
Western Sydney Aerotropolis Precincts Submission
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Sir/Madam,

**RE: SUBMISSION TO THE WESTERN SYDNEY AEROTROPOLIS PRECINCT
NOVEMBER 2021**

We act on behalf of the owner of land (Naro Pty Ltd) located at [REDACTED], Luddenham, being [REDACTED]. The total area of the site is approximately [REDACTED]

My client has owned this land since the 1980's and over the years a number of compulsory acquisitions have occurred including recently, road widening that has resulted in the mother lot [REDACTED] being divided by The Northern Road into two parcels.

Our firm has been engaged to provide a submission to the Aerotropolis Precinct Strategy. Figure 1 below illustrates the area of land in which I am representing as part of this submission.

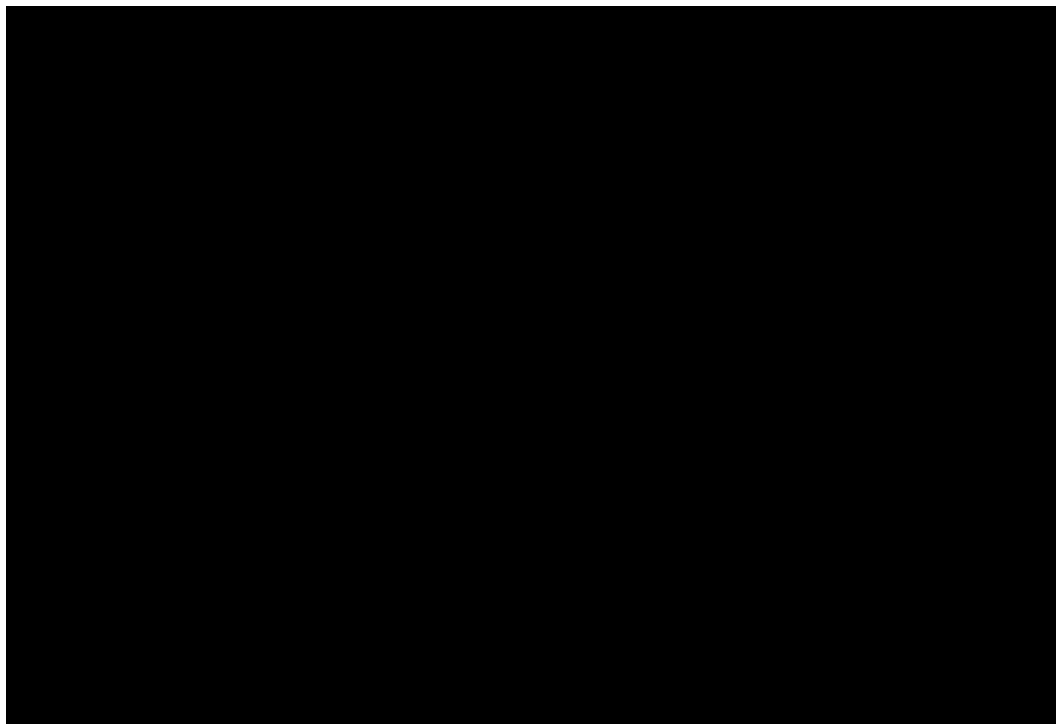


Figure 1 – Subject site relating to this submission.

■ **Sydney Office**
Suite 15, Level 1
469-475 Parramatta Rd
Leichhardt NSW 2040

■ **Brisbane Office**
3A Cambridge Street
West End QLD 4101

t. 02 9569 1100
f. 02 9569 1103
e. gat@gatassoc.com.au
w. www.gatassoc.com.au

The Department would be aware that our firm made a submission on behalf of the owner on the 11 March 2021 and we provide a copy of that document as part of this submission.

Although it is acknowledged that changes have been made to the current plan that took into consideration our earlier submission, with some of the land being retained for Agribusiness, it is our submission that the changes have not gone far enough and there are some fundamental planning principles that have not been considered.

My client's site is being affected by several varying land use zones, which include infrastructure such as Stormwater, open Space, Environment and Recreation and Agribusiness.

A review of the Land Use map, which is attached at Figure 2, illustrates that my clients' site (in red) is being broken up quite significantly by a series of varying land uses.

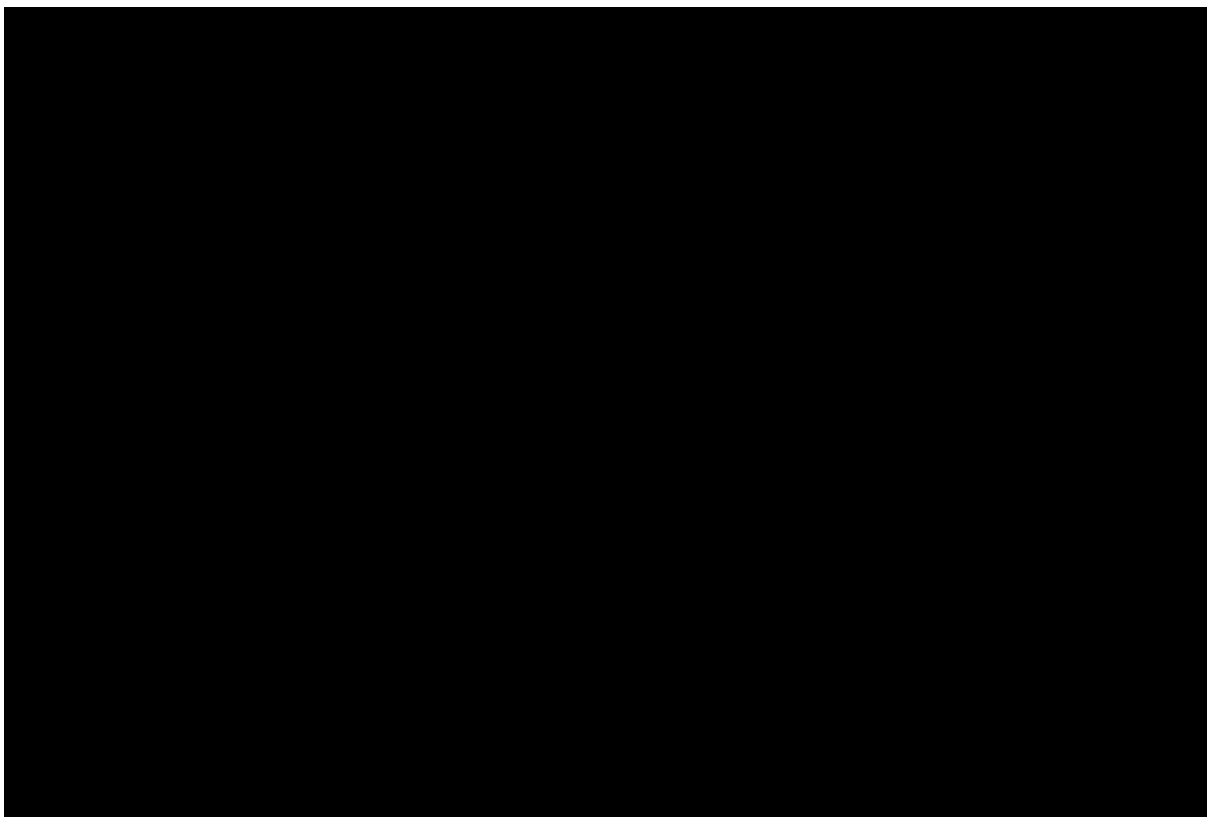


Figure 2 – Fragmentation of the site created by various land zonings.

This creates a series of fundamental issues relating to land fragmentation as well as serviceability, from an access point of view. This will be discussed in more detail as part of this submission.

The Aerotropolis document titled "Responding to the Issues" dated October 2021 acknowledges that the open space network has been determined in a manner that provides for recreational spaces such as playing fields, picnic areas, cycle paths for the current and future community. The provision of open space must have in our submission functionality and a public benefit that has a purpose. When you apply this principle to the subject site, we question some of the rationale behind the location of the proposed open space.

For instance, the document now provides for a slither of open space along the north eastern boundary of the subject site along the old section of The Northern Road, directly opposite the

existing retail hub of the Luddenham Village. This lineal provision of open space does not meet function, nor does it have any connectivity with other open space.

Figure 26 of the “Western Sydney Aerotropolis Open Space Needs Study” illustrates existing parks as well as new parkland. It is noted that the parkland also includes the area set aside for stormwater infrastructure. The use of stormwater infrastructure as open space is a general practice and there is no disagreement that the dual use of those areas should be encouraged. This allows this space to be used for paths for both pedestrians and bikes and a space the community can use for recreation.

On my clients site it is noted that there is a significant amount of land being set aside for stormwater purposes and some of that land is situated on the high side of the site. That is, above the lower lying land that would form part of the stormwater function. Given this, the use of this land, by the nature of its width, will mean its function is not only for stormwater, put also for open space. This impose is significant in terms of land area and given its use for open space, as well as for stormwater purposes, we question the need to provide for a lineal park along The Northern Road.

As Figure 26 also indicates, there is existing open space located to the north of my client’s site and is known as the Sales Park. This is shown in figure 3 below and noted as area 1.

As the aerial photographs indicate and reinforced in Figure 3 below, there is a number of churches, a cemetery and Progress Hall located directly north of our site. This is noted as area 3 in figure 3. This area is being identified as Environmental and Recreational land.

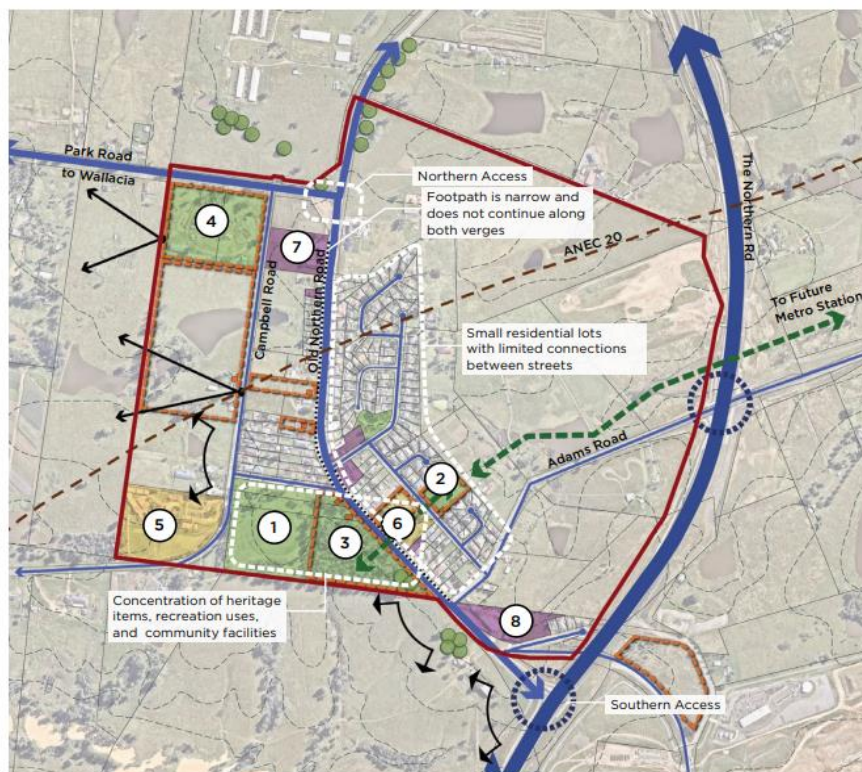


Figure 3 – Luddenham Village site features.

In referring to Figure 26, contained within the “Open Space Needs Study” and reproduced in Figure 4 below, one can clearly see that there is an opportunity to create an appropriate linkage of open space with the drainage system located to the east of the Luddenham Village through the church/cemetery land given most of this land is vegetated.

As Figure 3 illustrates, the mapping in the report identifies this area as a “concentration of heritage items, recreation uses and community facilities”. The provision of this link is a far more proactive and logical proposition rather than simply providing a linear park along The Northern Road.

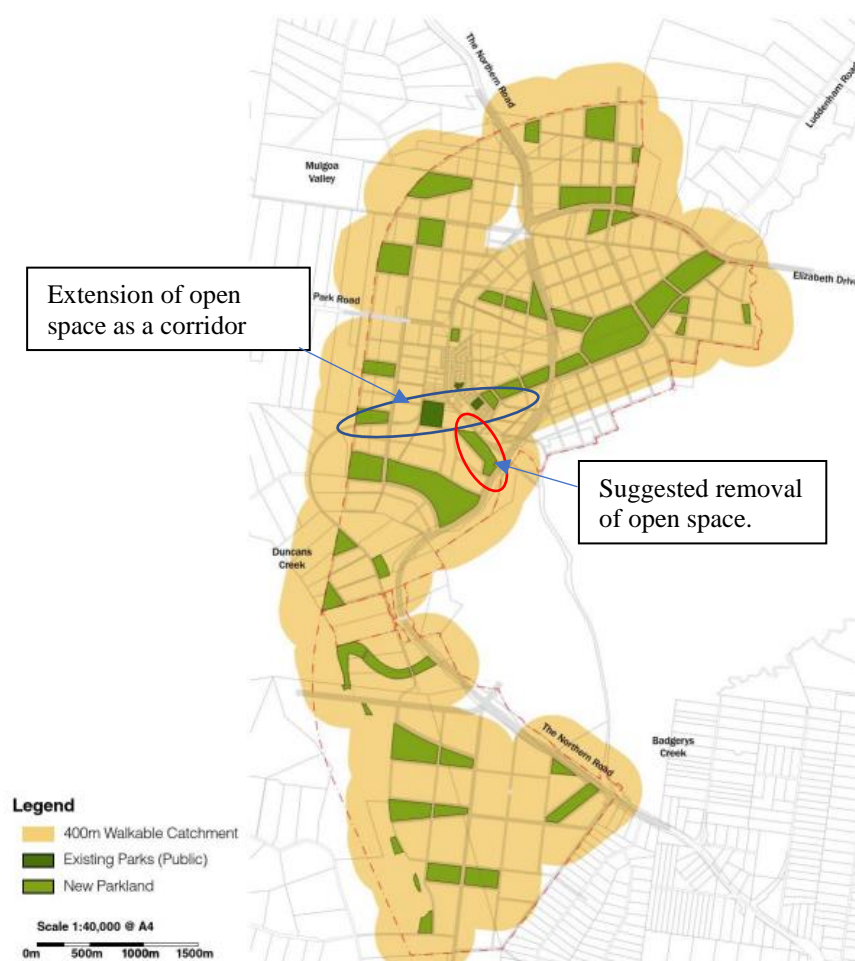


Figure 4 – Existing and proposed open space.

It is clear through Table 14 of the “Open Space Needs Study” that the linear park has been set aside, in my view, not for its function as open space but for scenic and cultural values. It is our submission that this can be achieved through appropriate development control standards which would allow separation and setbacks of built form off The Northern Road to obtain scenic views and to address cultural values.

It is a matter of fact, as evidenced through the photographs provided in the original submission that anyone standing along The Northern Road will be looking down over built form and therefore the scenic value is district rather than local. This is acknowledged by the documentation prepared by the Department which refers to the views available from this point to the Blue Mountains.

The provision of linear open space does not provide connectivity. It is a linear park which links to nothing. The provision of open space and a greater use of the land to the north of our site provides connectivity and biodiversity outcomes. Our site has no vegetation as evident by the aerial photographs along this stretch of land and hence no biodiversity value. If the purpose is to provide a “viewing platform” for scenic views, this can be provided by a small pocket park opposite the existing retail hub along The Northern Road together with the built form controls stated earlier.

The stated principle that this open space provides a landscape and parkland entry as a gateway into the village can be achieved through appropriate setbacks and landscaping outcomes, with a pocket park rather than identifying open space land along the whole length of The Northern Road.

The provision of the linear park will cut off road access to the remaining land set aside for Agribusiness purposes and does not achieve, in our submission, the objective of the Planning Act, which is to promote the orderly and economic use and development of land. Any suggestion that the utilisation of road access through the western side of the site, through other sites, does not respect the topography of the land nor does it consider the timing of such infrastructure given there is no road access. As stated in our earlier submission, the proximity of this site to the airport and in particular, to the western entry of the airport should be given a higher strategic value.

The proposed open space along The Northern Road needs to be considered in the context of the Luddenham Village plan and should form part of any consideration of the appropriateness of this land being set aside for open space purposes.

We note in the Luddenham Village Discussion Paper that there is still an ongoing process to determine the way Luddenham Village should be developed and as part of that process, there are a number of key things in which the government needs to resolve, these being identified on page 4 of the Luddenham Village Discussion Paper, and repeated below:

- *What parts of Luddenham we need to protect,*
- *What Luddenham could contribute to the Aerotropolis,*
- *What Luddenham should look like in the future, and*
- *How Luddenham could grow in the future.*

Given the location of this site, which actually abuts the Luddenham Village, any planning of my client’s site should have regard to the Luddenham Village. That being said, there are some fundamentals the Luddenhem Village Discussion Paper has underplayed and has taken a conflicting view as to the location of existing services.

The discussion paper identifies that retailing occurs in three (3) main locations along The Northern Road and although this may be the case, it is extremely important to acknowledge that the main and the largest retail location is in fact directly opposite my clients’ site and evident through the photos provided in the March 2021 submission. From a commercial

perspective, the heart of the Luddenham Village is towards the intersection of The Northern Road with the new realignment.

Figure 5 of the Discussion Paper and reproduced as Figure 5 in this submission, illustrates that the area which fundamentally has the main retail area has been set aside for a future entry from the airport and could include café, club, and hotel. It is our view that the document, which seems to imply the main area for shops and services should be to the north, fails to acknowledge the southern end is the main shop and services area. There is little to no retailing to the north of the Luddenham Village and therefore to suggest that the Luddenham Village be broken into two (2) retail precincts makes no planning sense given the scale and size of the Luddenham Village, both currently and in the future.



Figure 5 – Place outcomes

Figure 5, of the Luddenham Village Discussion Paper as reproduced above, reinforces my earlier comment of connectivity of open space with the green links, shown in the green dotted line, being provided through the Luddenham Progress Hall and associated churches and cemetery. Any suggestion that the open space along The Northern Road provides connectivity is incorrect. It simply provides scenic value which can be achieved through appropriate planning controls because it's use from a functionality perspective does not meet the test.

The other critical issue of concern is the acquisition process. We note that in responding to the "Issues Paper" dated October 2021 the State Government has indicated that the acquisition of

land will be done through Councils. The document also makes reference in general terms that acquisition will occur when land owners are ready however this is problematic and these are general motherhood statements, which from an implementation perspective cannot be facilitated. Based on available information, there are no documents that show how Council will have appropriate funding for this acquisition process and there are no funding mechanisms or plan showing rates or the like for various elements for this infrastructure. From the information provided, to enable acquisitions to occur at an earlier stage there needs to be a contribution plan or funding strategy otherwise development will not occur. This would mean that development will actually be prolonged and land owners and particularly larger land holders, like my client, would be immensely disadvantaged because the orderly and economic development of land will not occur because there is no mechanism from a funding perspective to acquire the land. In essence, it's a "chicken and egg" debate which will occur through the development of this land which we respectfully submit is not practical, logical or appropriate. There needs to be clear direction and actionable outcomes.

As previously stated in our earlier March 2021 submission, other than a small portion of land to the south western corner of the site, there is no environmental or biodiversity value on the land. Therefore, the principles to achieve biodiversity or environmental outcomes on this site through the zoning of this land is fundamentally not true. One that basis, to set aside significant areas of land for infrastructure where this land could be better utilised for employment purposes, given its immediate proximity to the airport seems to make no planning sense.

As stated, there is a greater ability to potentially rationalise these infrastructure/open space areas rather than cutting the land into smaller parcels. This point was reinforced in Figure 2 that illustrates how my clients land is being broken down into parcels of land that does not facilitate development but simply sterilises the land.

The above concerns and the position my client are being placed fundamentally goes against all the principles of planning 101 in so far as you do not break up land which is capable of development where you have significant land ownership because land fragmentation prevents the orderly and economic development of land. Yet, some of the proposed land uses over this site goes against those principles.

It is also noted that the acquisition map does not reflect all the land that needs to be acquired. The Environment and Recreational land to the south western corner of the site has been excluded and should form part of the acquisition process, including any zoned Environment and Recreational land. There has been no consideration of the slither of land on the southern side of the realigned Northern Road. This is illustrated in Figure 5 of this submission. This land is still being set aside for Agribusiness purposes however access to this land is problematic. This land should form part of an acquisition process for the airport as access to this land is only through, as evident in the photographs in the early submission (Photo No.15), a 3 metres high by 3 metre wide tunnel under the realigned Northern Road.

We are extremely concerned that no one from the Government has walked or has set foot on this land to understand the issues and the topography. There seems to be a reliance on aerial images.

We request and have suggested on many occasions, a site inspection.

In summary, the area set aside for stormwater infrastructure is far more extensive in size and will be used for open space purposes as well. Given this and the fragmentation of this land, we respectfully submit that the open space along the entire length of The Northern Road is not

required and at best, a small pocket park as a viewing platform, with appropriate built form controls, would achieve the same planning outcomes. This outcome would allow better access to the Agribusiness land and a better interface/connection to the main retail hub of Luddenham Village.

We also respectfully submit that a acquisition strategy be made public with values, typical of a standard Contribution Plan which reflects the strategy.

Should you have any questions we would be more than happy to assist. We welcome a meeting to discuss given my client is one of a few larger based land owners in the area and is significantly being impacted by open space and infrastructure zonings.

Kind regards,






Gerard Turrisi
GAT & Associates
Plan 2116


11 March 2021

Department of Planning, Industry and Environment
Western Sydney Aerotropolis Precincts Submission
Locked Bag 5022
PARRAMATTA NSW 2124

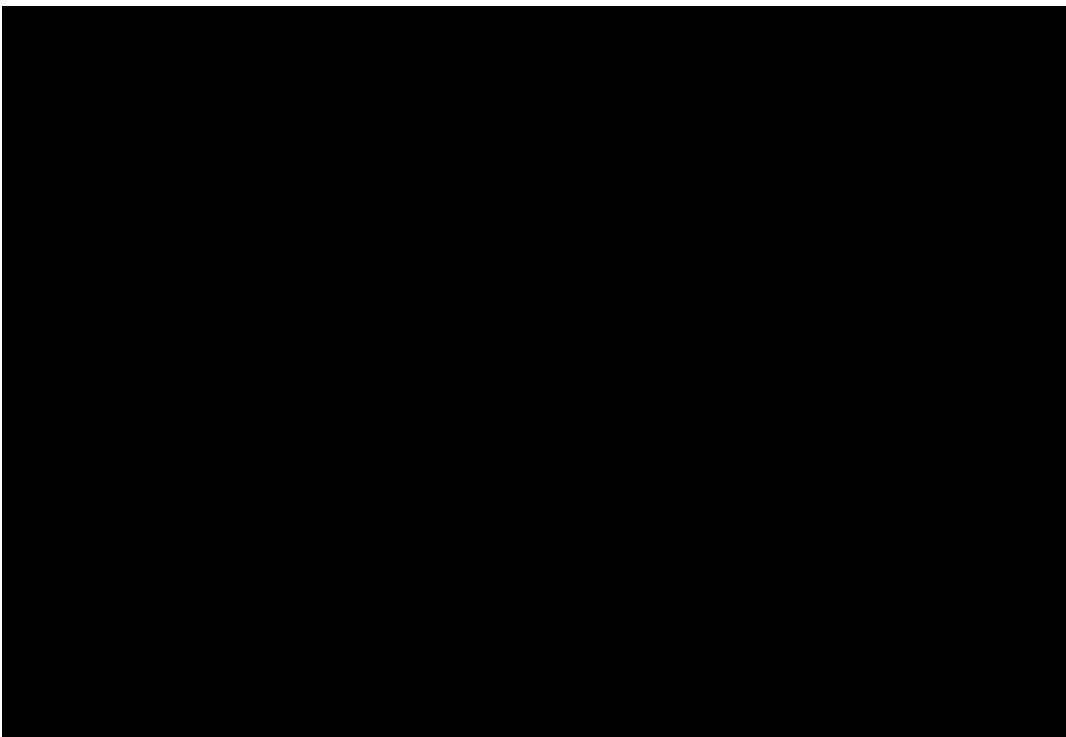
Dear Sir/Madam,

**RE: SUBMISSION TO THE DRAFT AEROTROPOLIS PRECINCT PLAN
NOVEMBER 2020**

We act on behalf of the owner of land (Naro Pty Ltd) located at 



My client has owned this land since the 1980's and over the years a number of compulsory acquisitions have occurred including recently, road widening that has resulted in the mother lot ( being divided by The Northern Road into two parcels.

Our firm has been engaged to provide a submission to the Draft Aerotropolis Precinct Plan. Figure 1 below illustrates the area of land in which I am representing as part of this submission.



■ **Sydney Office**
Suite 15, Level 1
469-475 Parramatta Rd
Leichhardt NSW 2040

■ **Brisbane Office**
3A Cambridge Street
West End QLD 4101

• 02 9569 1100
• 02 9569 1103
• gat@gatassoc.com.au
w. www.gatassoc.com.au

After reviewing the Draft Precinct Plan, we strongly oppose the land being set aside for open space and we respectfully submit that the land should maintain its zoning as identified under State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (SEPP(WSA)2020).

As stated, the subject land is currently zoned under the recently made SEPP (WSA) 2020 as AGB Agribusiness and in part, being a small area, ENZ, Environment and Recreation.

It is our submission that the land has never been identified, in its totality, as having environmental value, otherwise the site would have been zoned ENZ under SEPP (WSA) 2020.

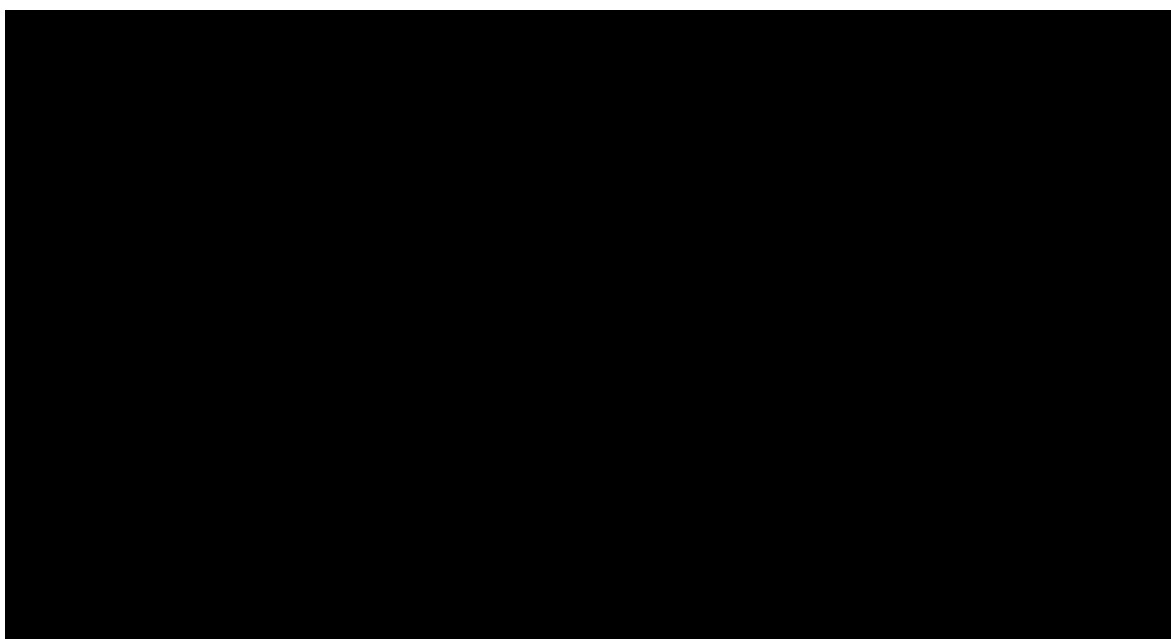
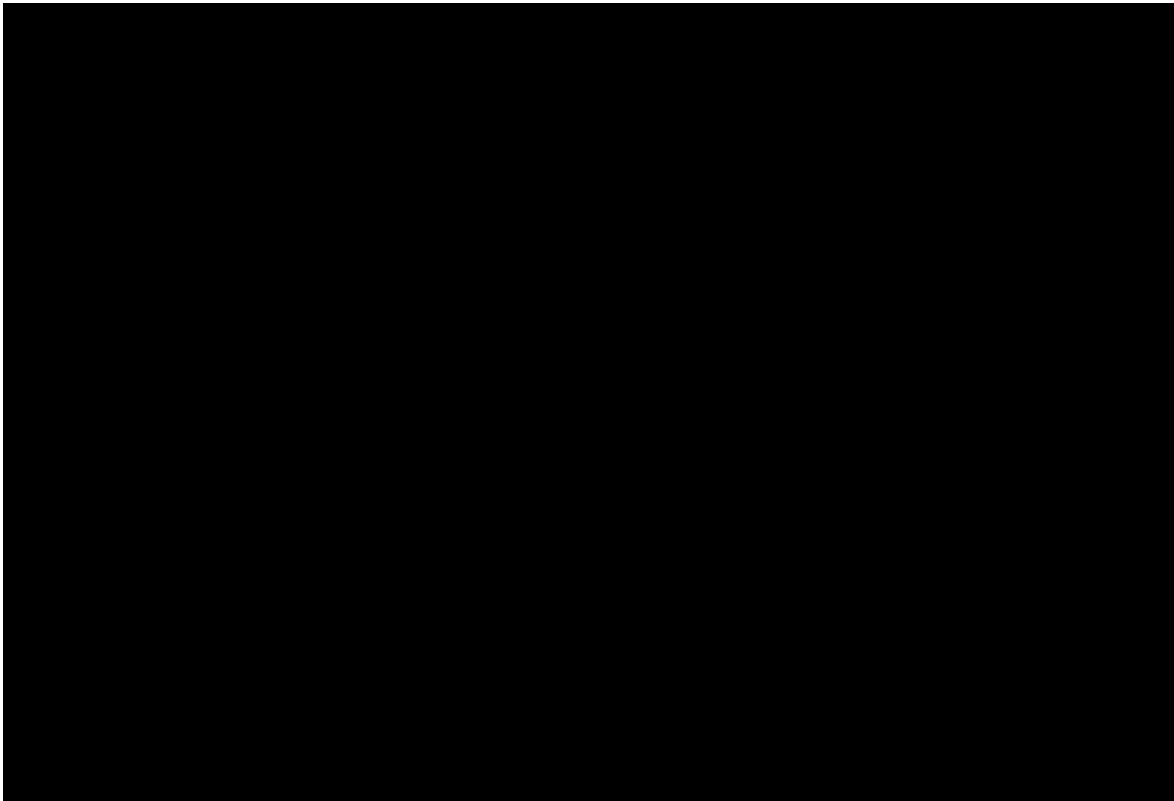


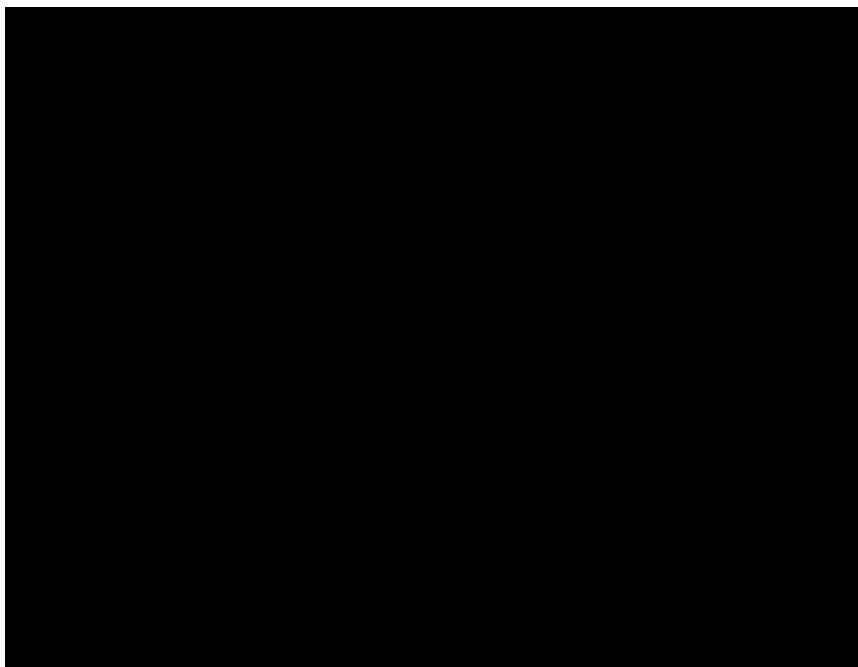
Figure 2: SEPP(WSA)2020 Zoning Map in the context of my client's site.

My client's land is generally clear of any significant vegetation as evident in the aerial photographs provided below and has been pasture improved over many years as part of livestock grazing. The site has little environmental benefit for it to be entirely set aside for recreational purposes. As will be detailed, there are no natural corridor linkages.

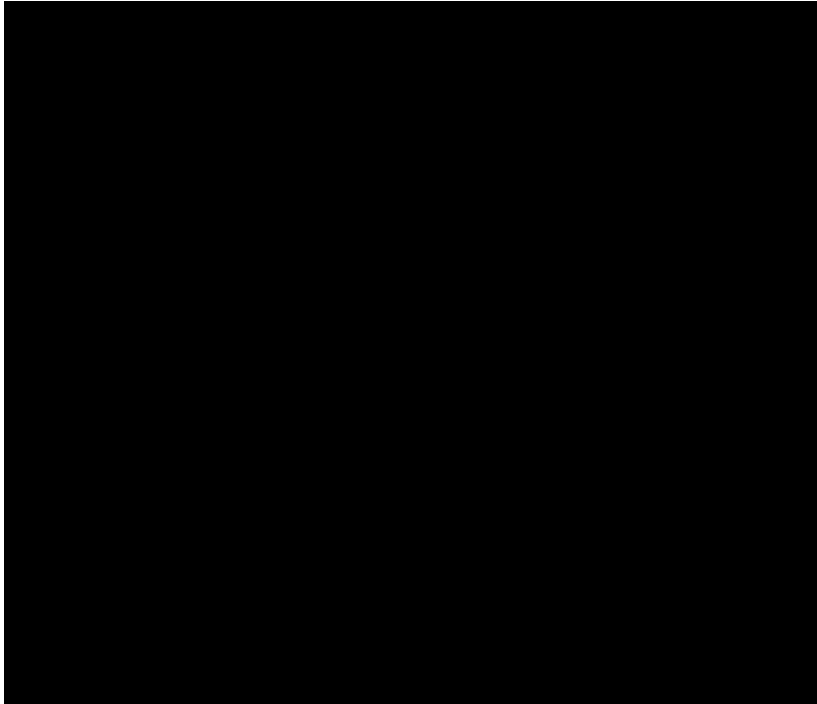


Aerial Image No. 1 – Subject Site

Aerial Image No. 1 shows the subject site, which excludes the realigned The Northern Road. It illustrates there is little vegetation over the site. The aerial shows a significant area as grass land. The dry creek lines and areas around the farm dams, including a pocket of vegetation to the south west corner of the site are the only vegetated areas. These areas correlating with the Biodiversity Map under SEPP (WSA) 2020.



Aerial Image No. 2



Aerial Image No. 3

Aerial Image Nos. 2 and 3 reinforce from a more micro perspective that there is very little vegetation on this site. We have also marked the location of the dam walls. Without these walls, there would be no water on this land.

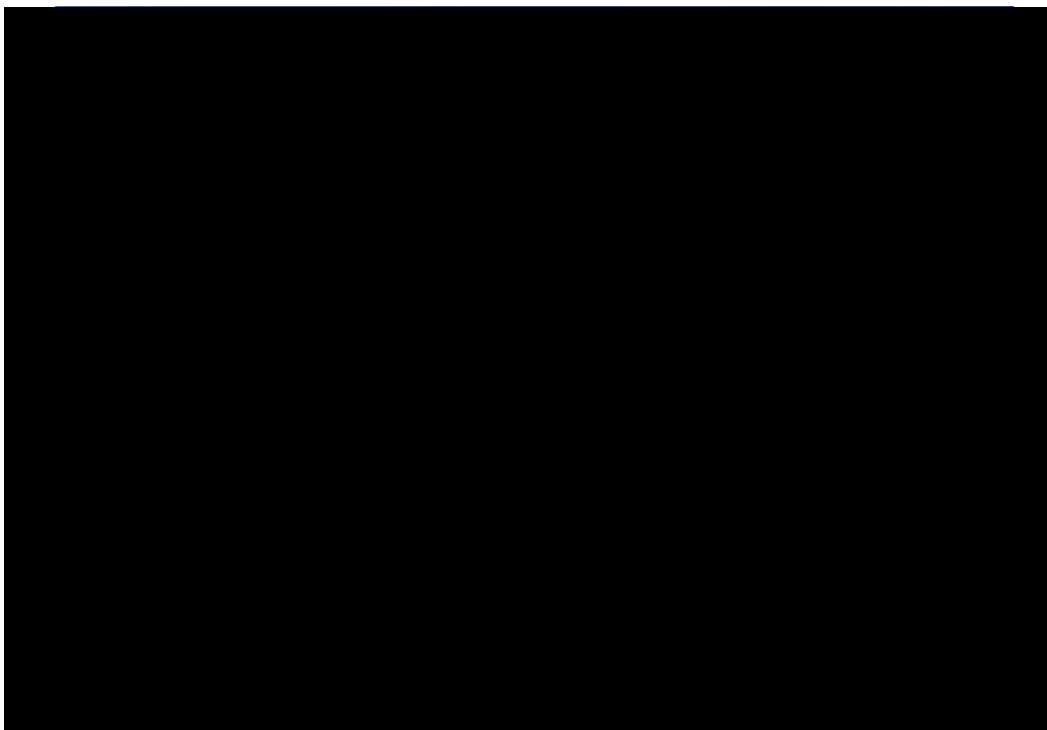


Photo 1

Photo 1 identifies the subject site looking from the Luddenham shops over The Northern Road. Note the existing two storey houses on the subject site which are below the road level. The Northern Road is the ridge line.

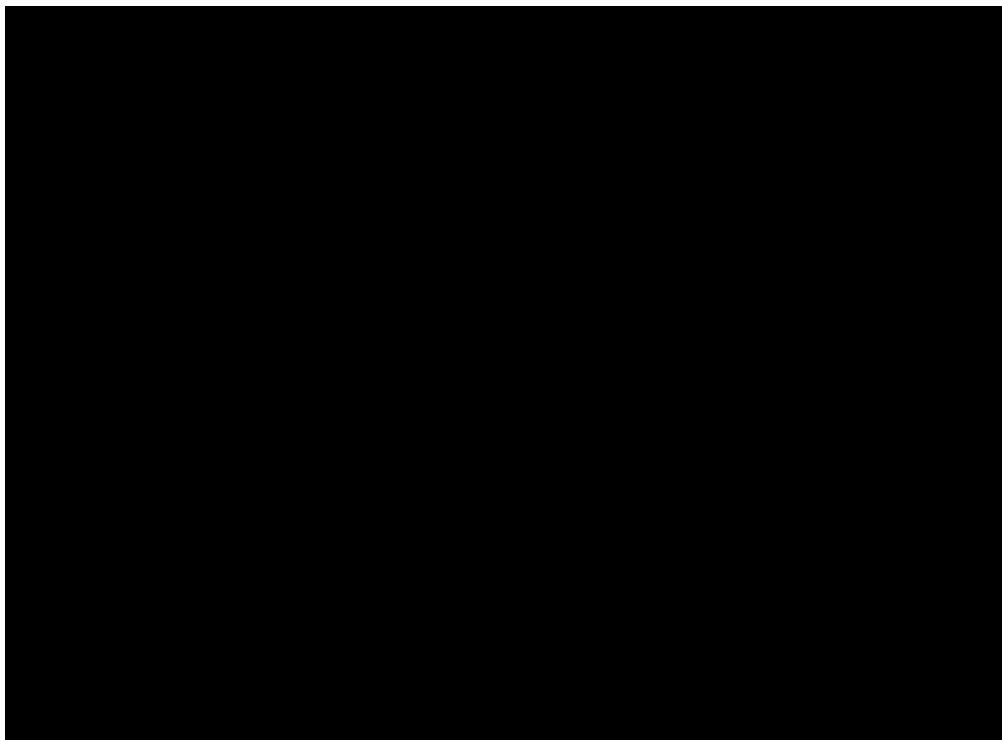


Photo 2

Photo 2 shows the Luddenham shops directly opposite the subject site. This is the retail/commercial hub of the Luddenham Village.

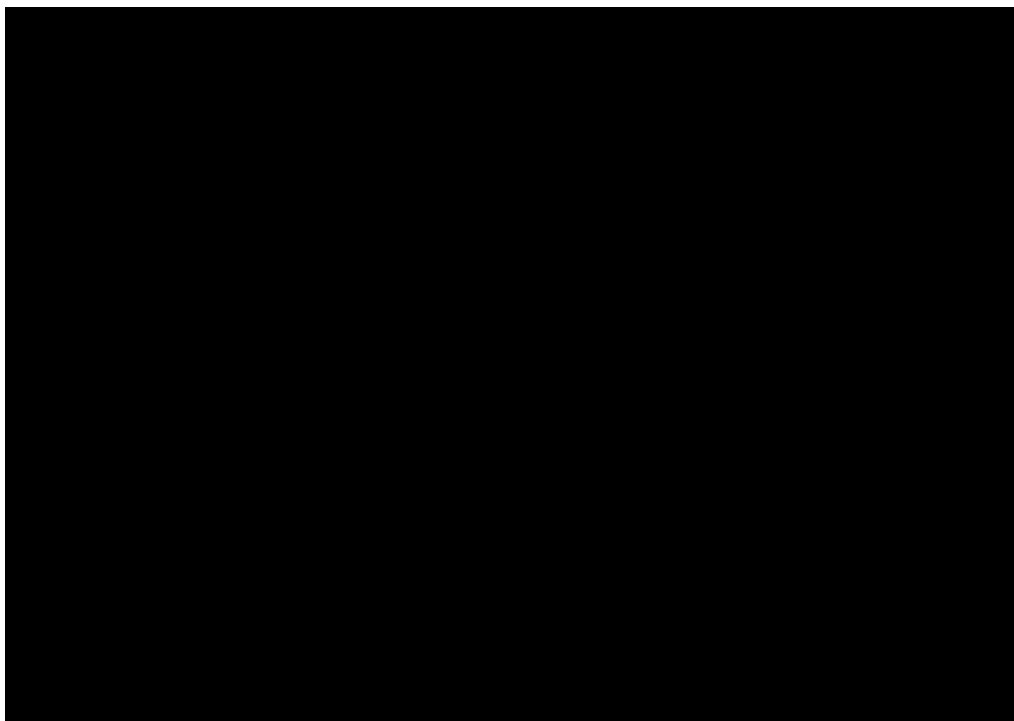


Photo 3

Photo 3 illustrates the shops located along the ridge. The photo is taken from the front area of the existing houses. This is the retail/commercial hub that sits on the ridge. The site does not sit on the ridge.

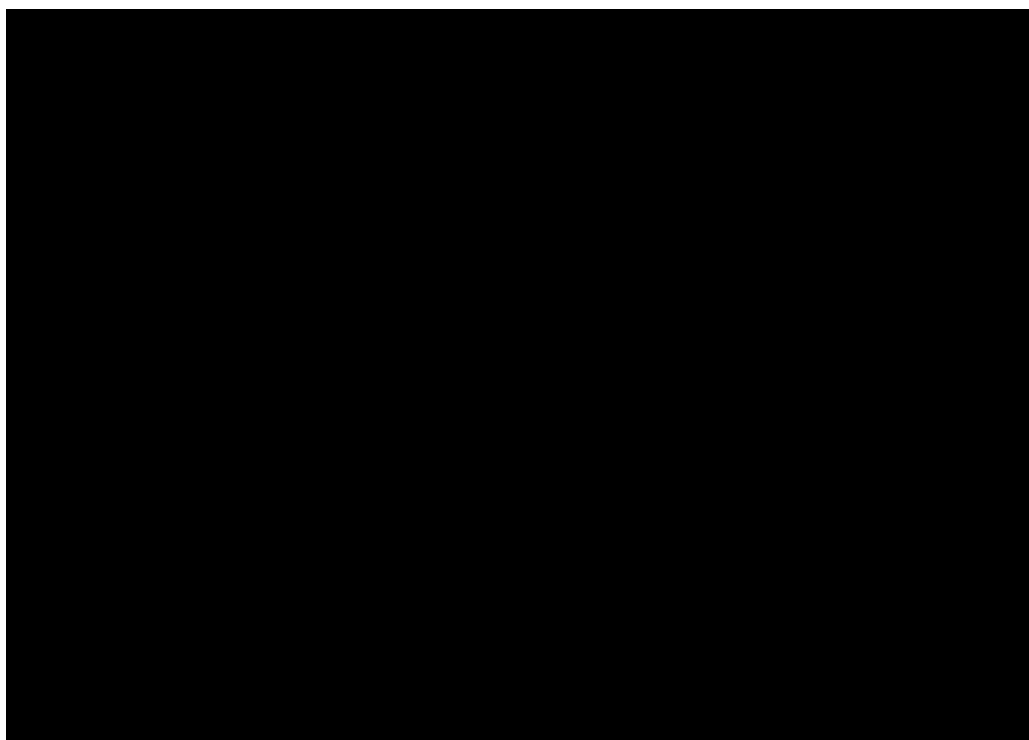


Photo 4

Photo 4 shows the entry into the Luddenham shops, directly opposite the subject site.

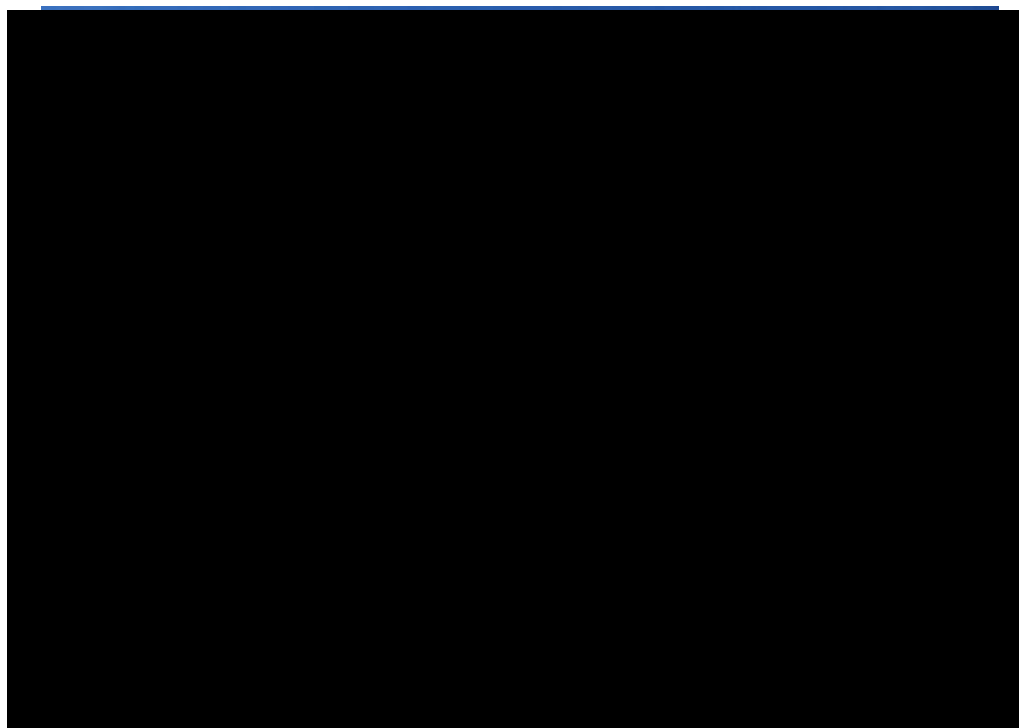


Photo 5

Photo 5 illustrates in the distance, the signalised intersection of the old The Northern Road with the new realignment of The Northern Road that provides direct access to the freight and logistical entry to the airport site. This photo illustrates the upgraded infrastructure that allows easy access from this site.

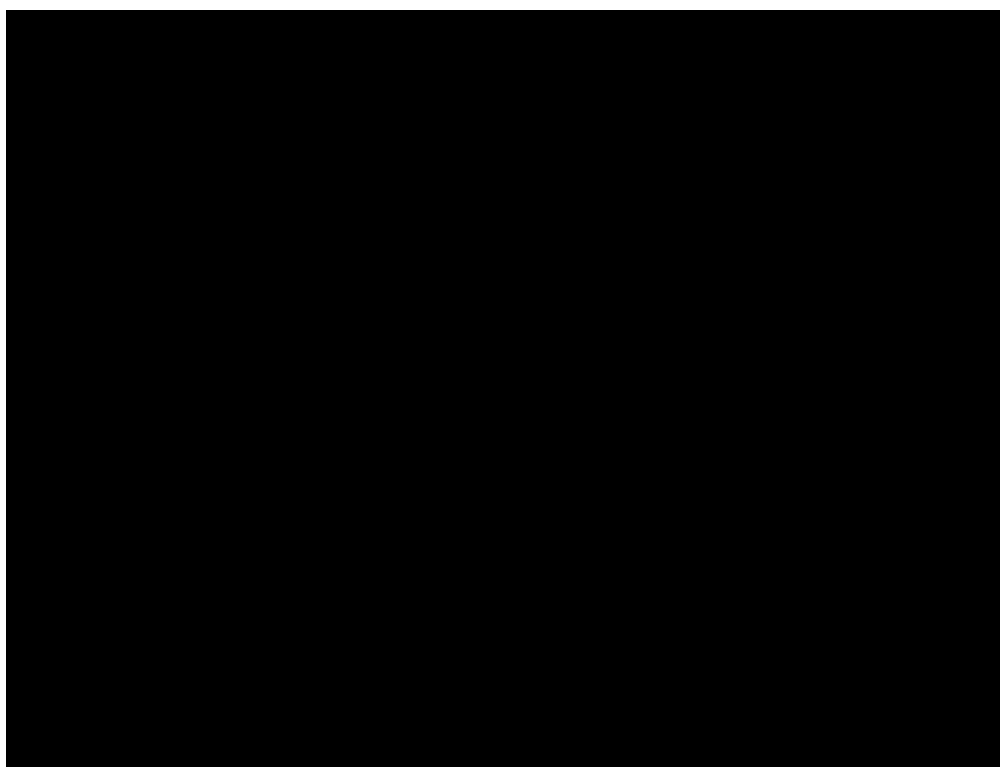


Photo 6 identifies the airport site as being constructed, reinforcing the site's proximity to my client's site, which is also reinforced in Figure 1.

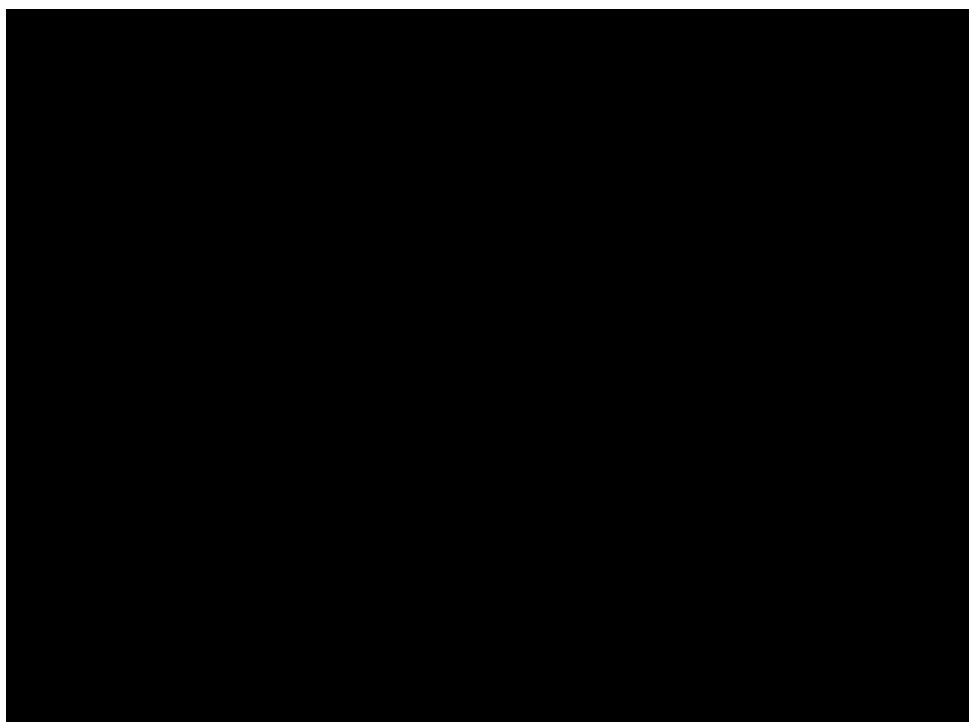


Photo 7

Photo 7 reinforces the undulating nature of the land form which consists of natural depressions (dry creek lines) with vegetation located along these depressions. They are not natural wet areas.

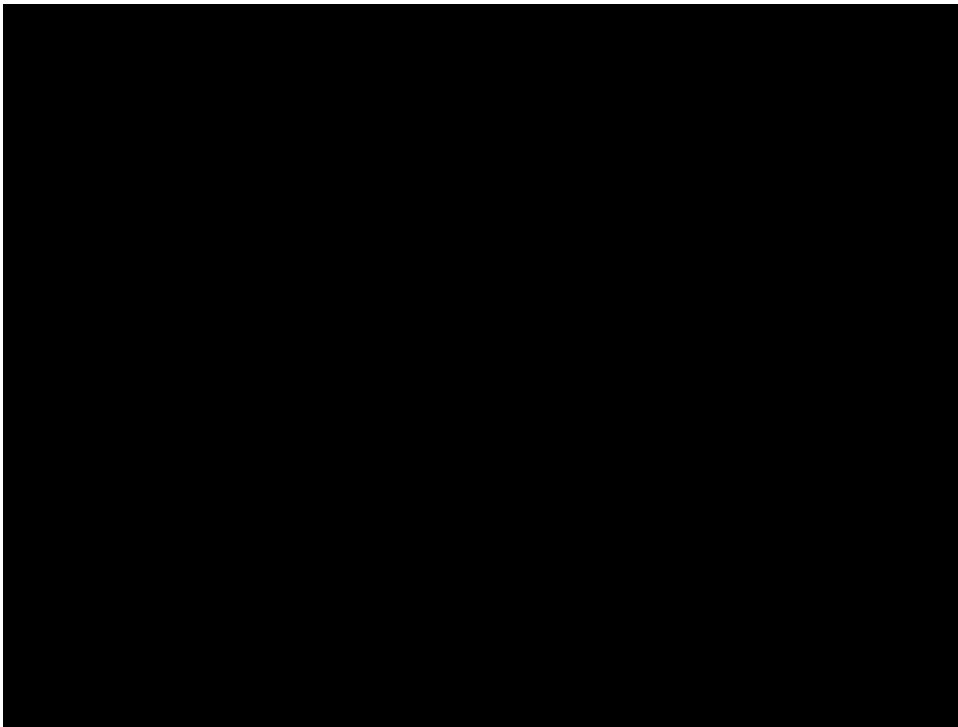


Photo 8

Photo 8 illustrates development along the ridge, namely the Luddenham shop/commercial village noting the amount of significant grass land used by my client for grazing, reinforcing limited vegetation on this site.

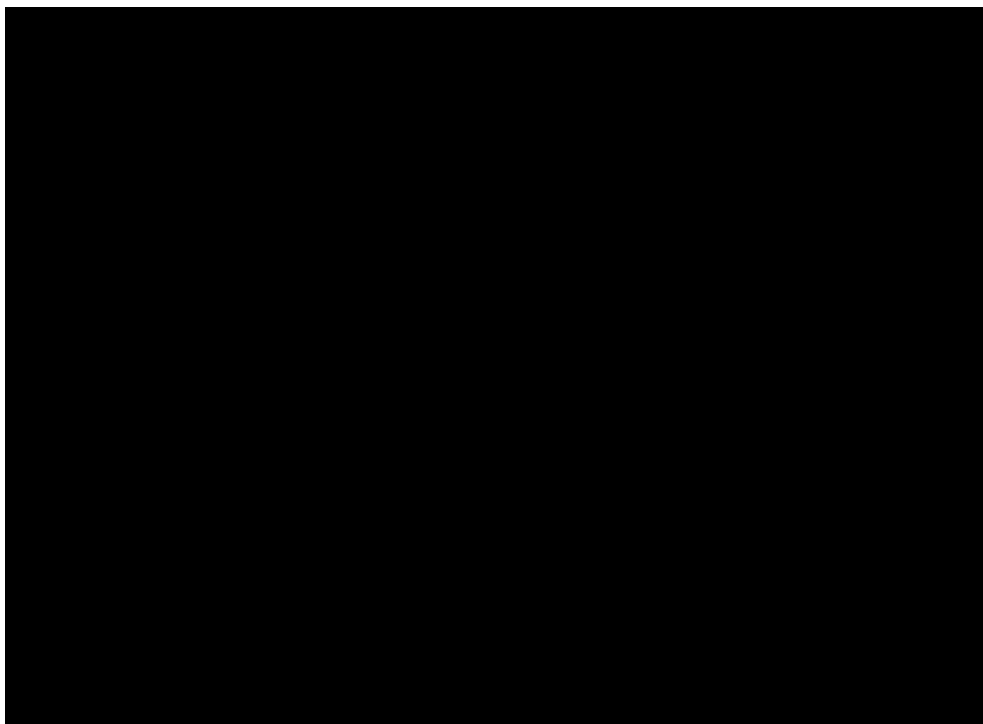


Photo 9

Photo 9 shows again another dry creek on the site with some vegetation within those depressions.

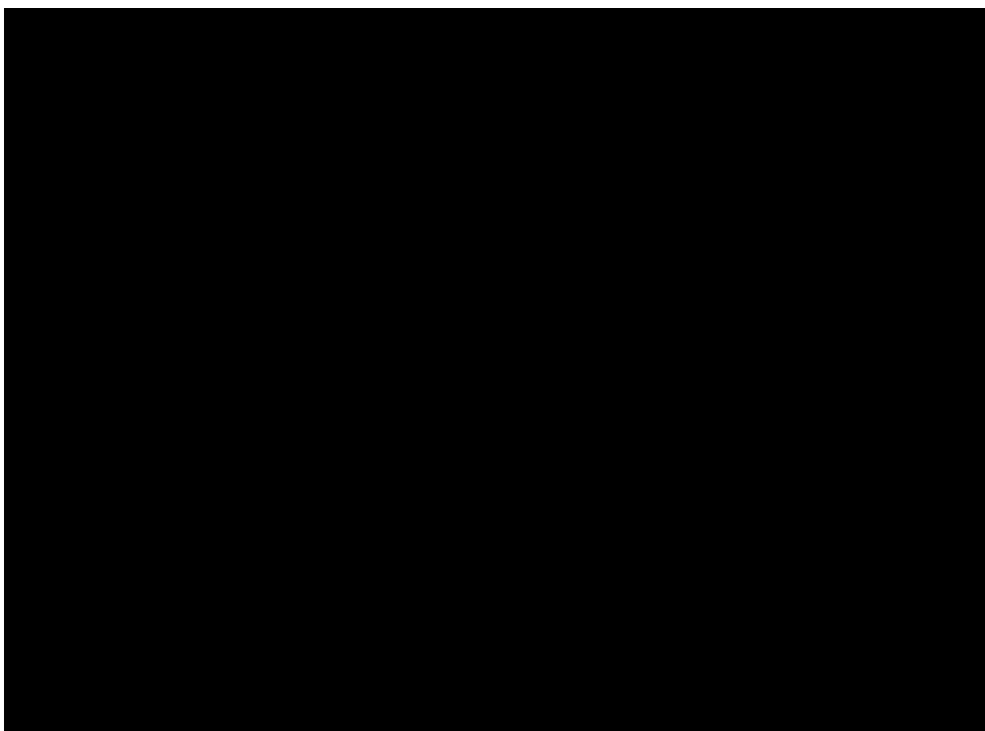


Photo 10

Photo 10 reinforces that the water bodies located on the land are man-made dams. Hence water holes are for cattle. If these dams did not exist, they would be dry creek lines. The photo also shows large areas of grazing paddocks.

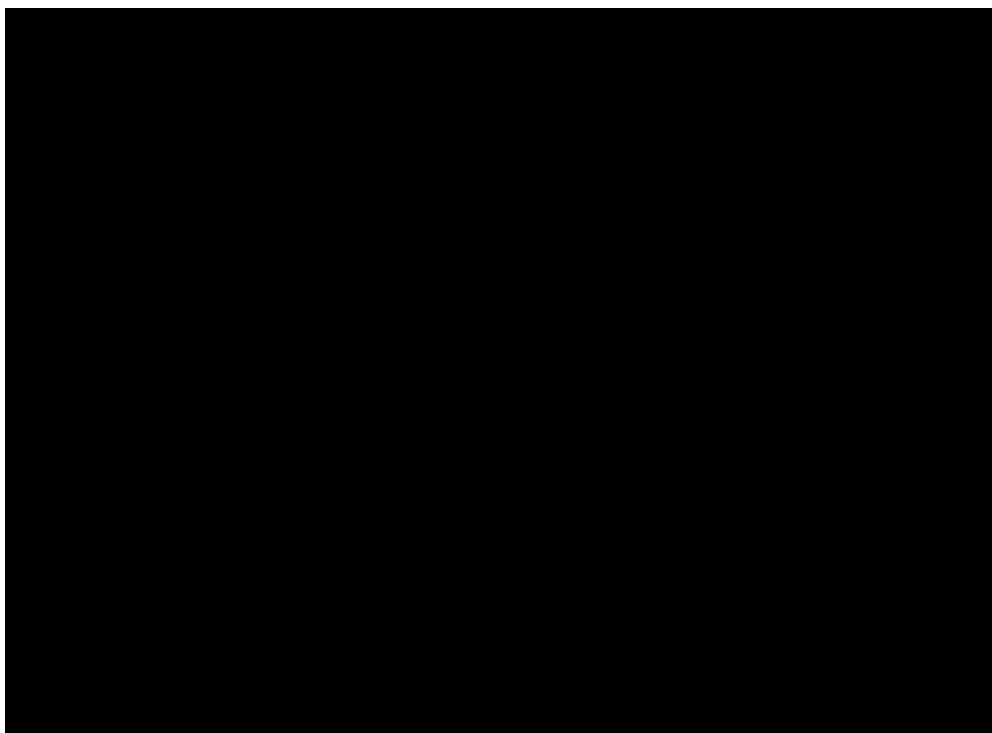


Photo 11

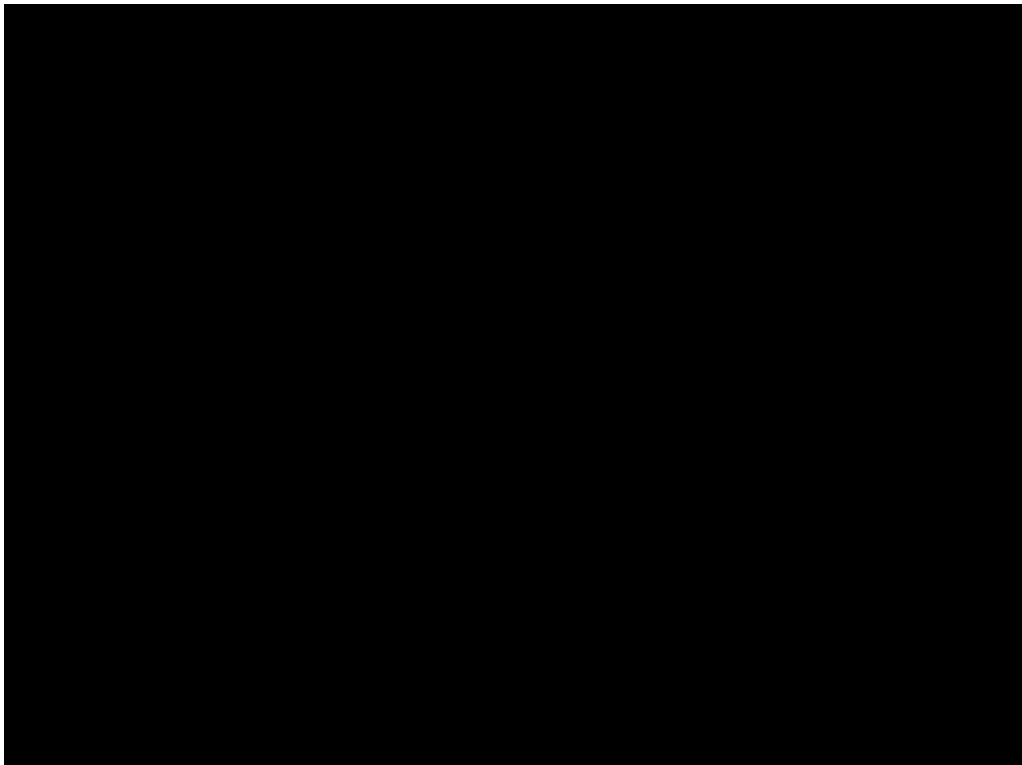


Photo 12

Photographs 11 & 12 illustrate the extent of area set aside for grazing. There is little to no vegetation.

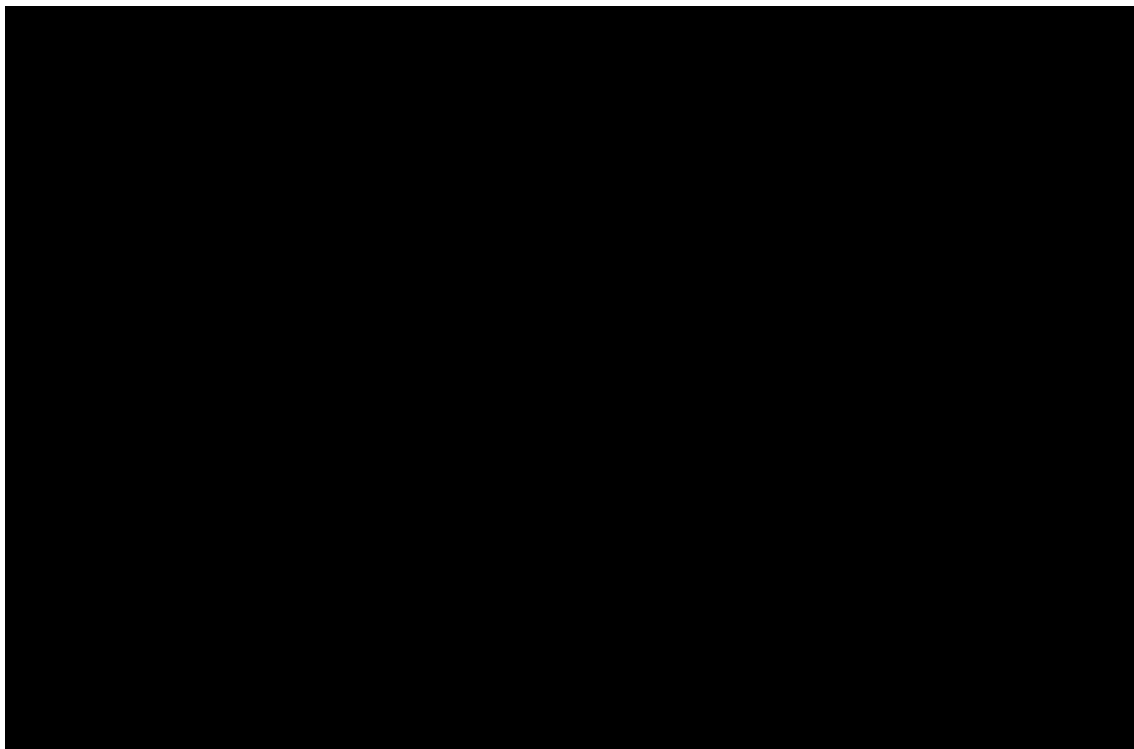


Photo 13

Photo 13 shows another example of a dry creek line and the undulating nature of the land form.

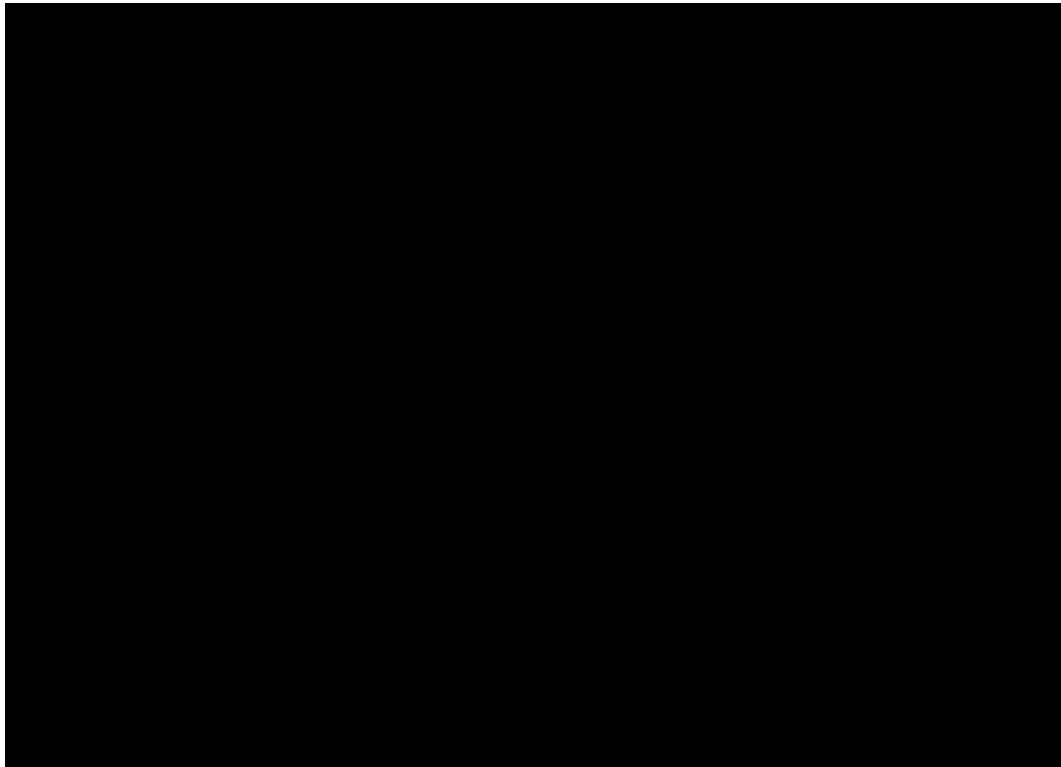


Photo 14

Photo 14 illustrates the subject site noting that the airport site is at a level consistent with the highest point of the subject site. The remaining land is lower and less visible.

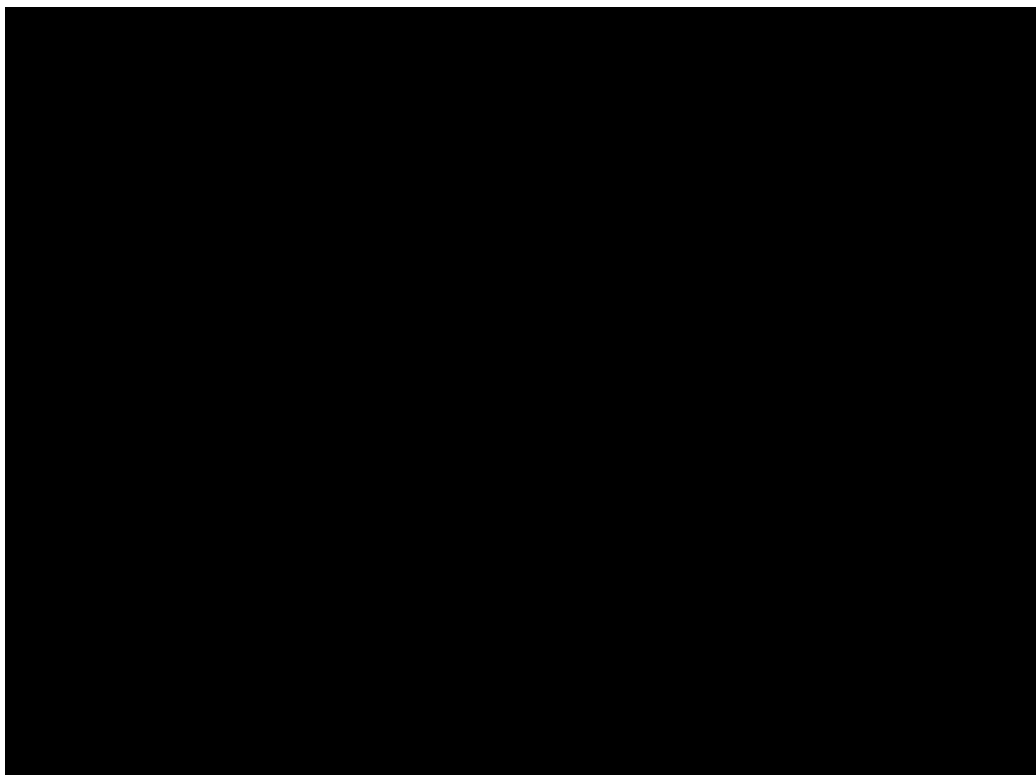


Photo 15

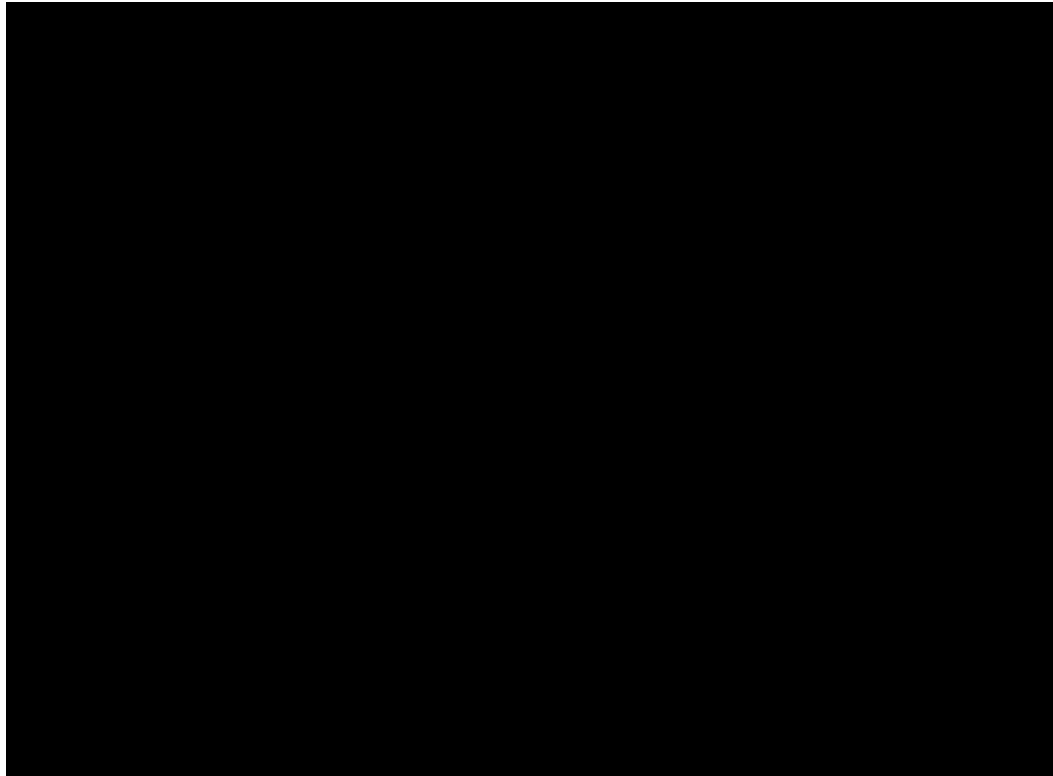


Photo 16

Photographs 15 & 16 illustrate how the new The Northern Road sits above the subject site. The dam seen in Photo 16 is man-made.

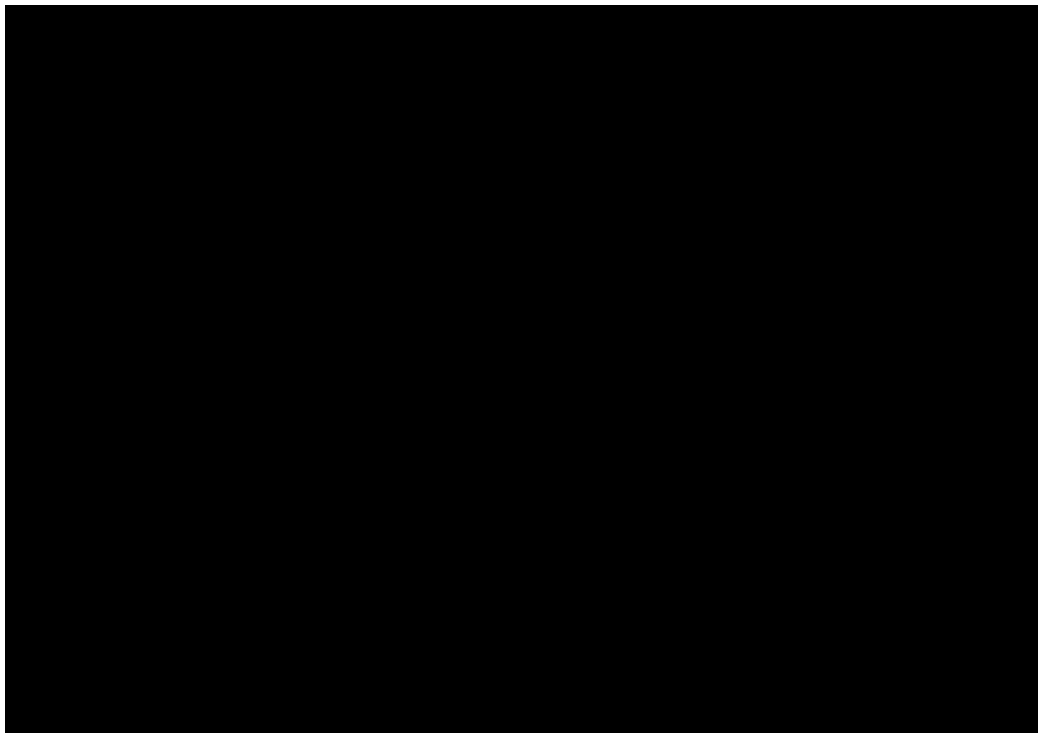


Photo 17

Photo 17 shows another example of a dry creek line.

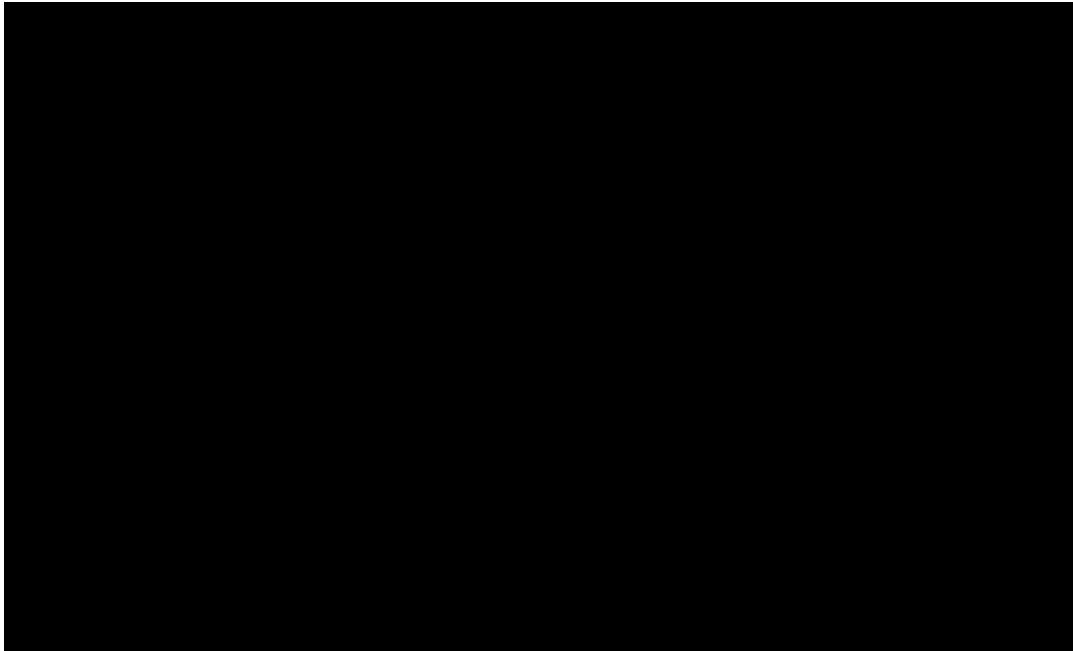


Photo 18

Photo 18 reinforces large tracks of land which are cleared and available for development with no significant vegetation on it. The vegetation which is visible is mapped under SEPP (WSA) 2020 as Biodiversity and Environment and Recreation. The remaining land is not constrained.

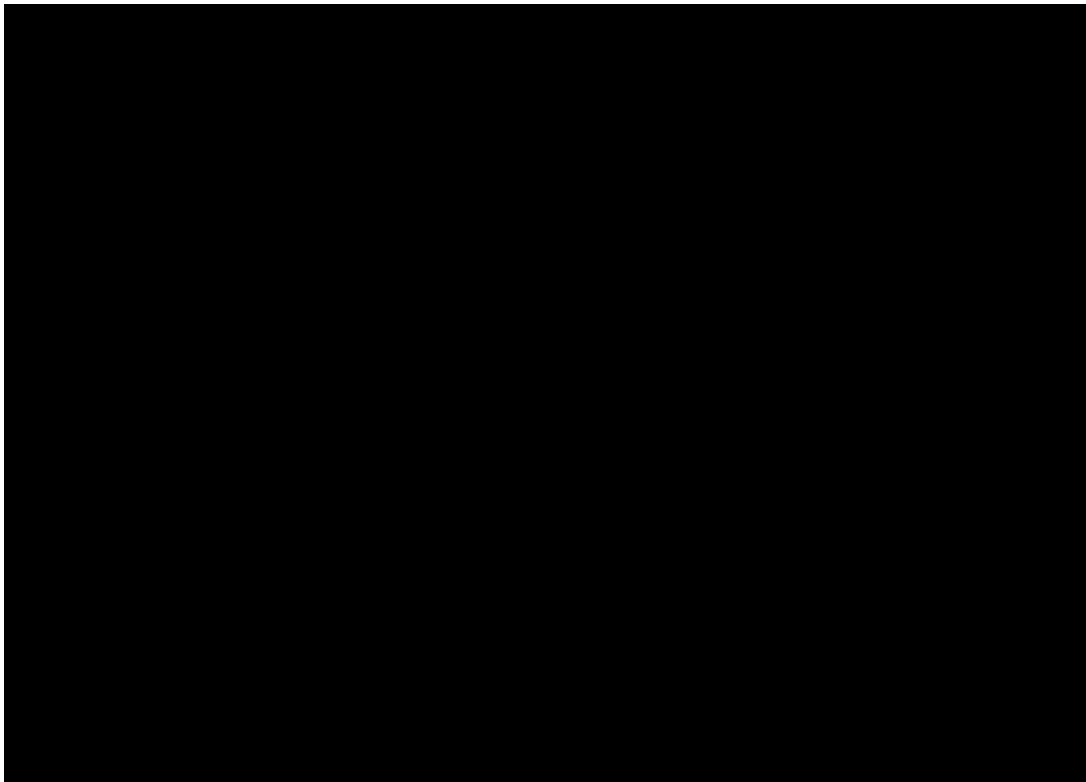


Photo 19

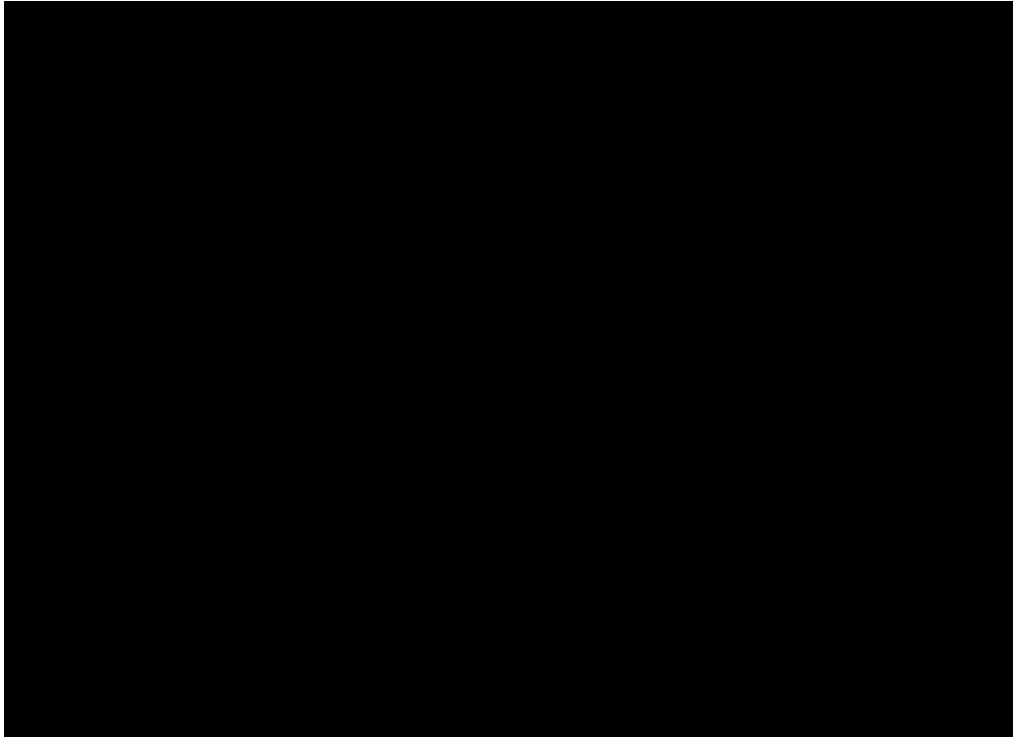


Photo 20

Photographs 19 & 20 identifies vegetation mapped for Environment and Recreation and is being retained.

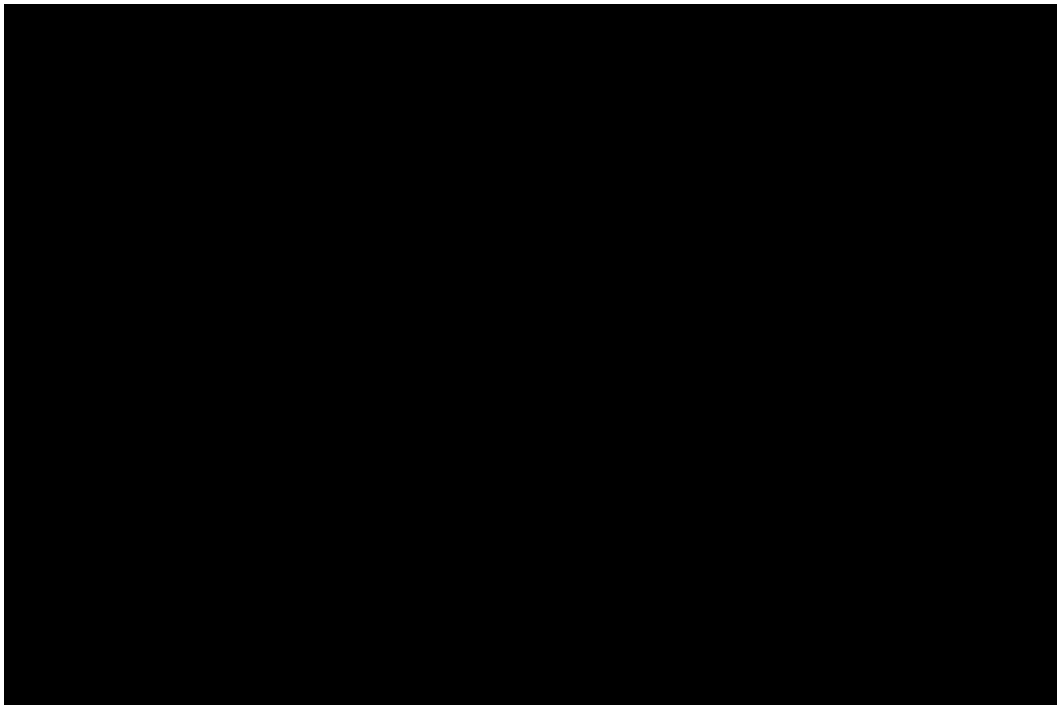


Photo 21

Photo 21 shows the man-made dam with The Northern Road above, being the ridge line, with construction works for the airport visible on the ridge. This photo also reinforces the levels between the two sites are in places lower than the airport site.

Under SEPP (WSA) 2020, the subject site is shown, in part, as having high “*Biodiversity Value*”. This occurs to the south western corner of the site and in part within the depressions contained within the site. This has been illustrated in the photos above. This means that the remaining portion of the land is therefore not restricted and is capable of being developed. Figure 3 illustrates the area as identified in the mapping as biodiversity.

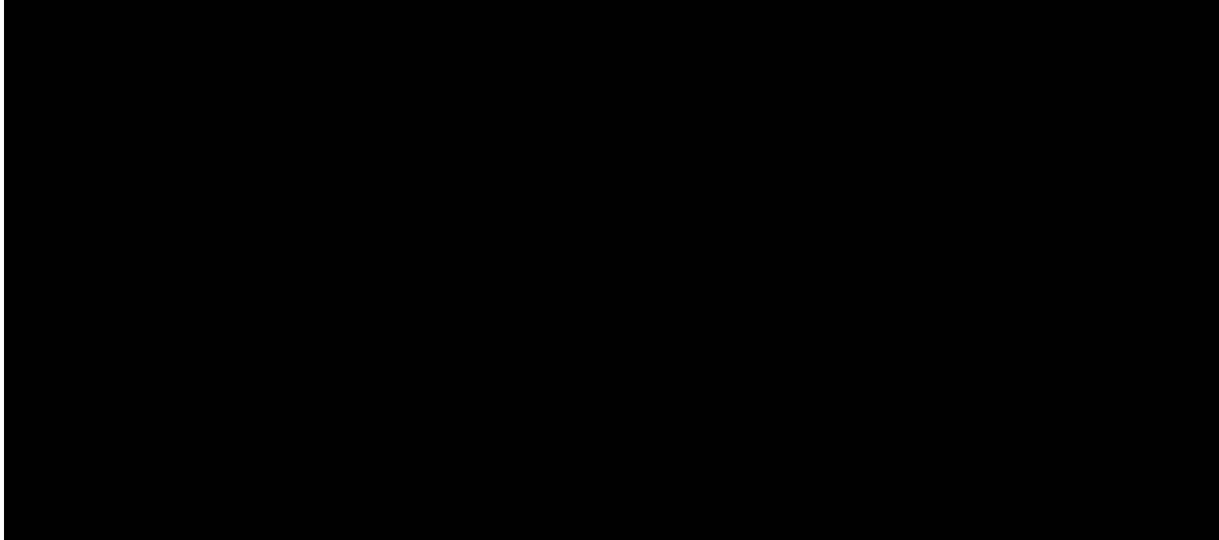


Figure 3: *SEPP(WSA)2020 High Biodiversity Value Areas*

The proximity of the subject site to the Western Sydney International Airport gives greater justification for it to be set aside for agribusiness, noting that the access to the airport will be off The Northern Road. See Figures 4 and 5.

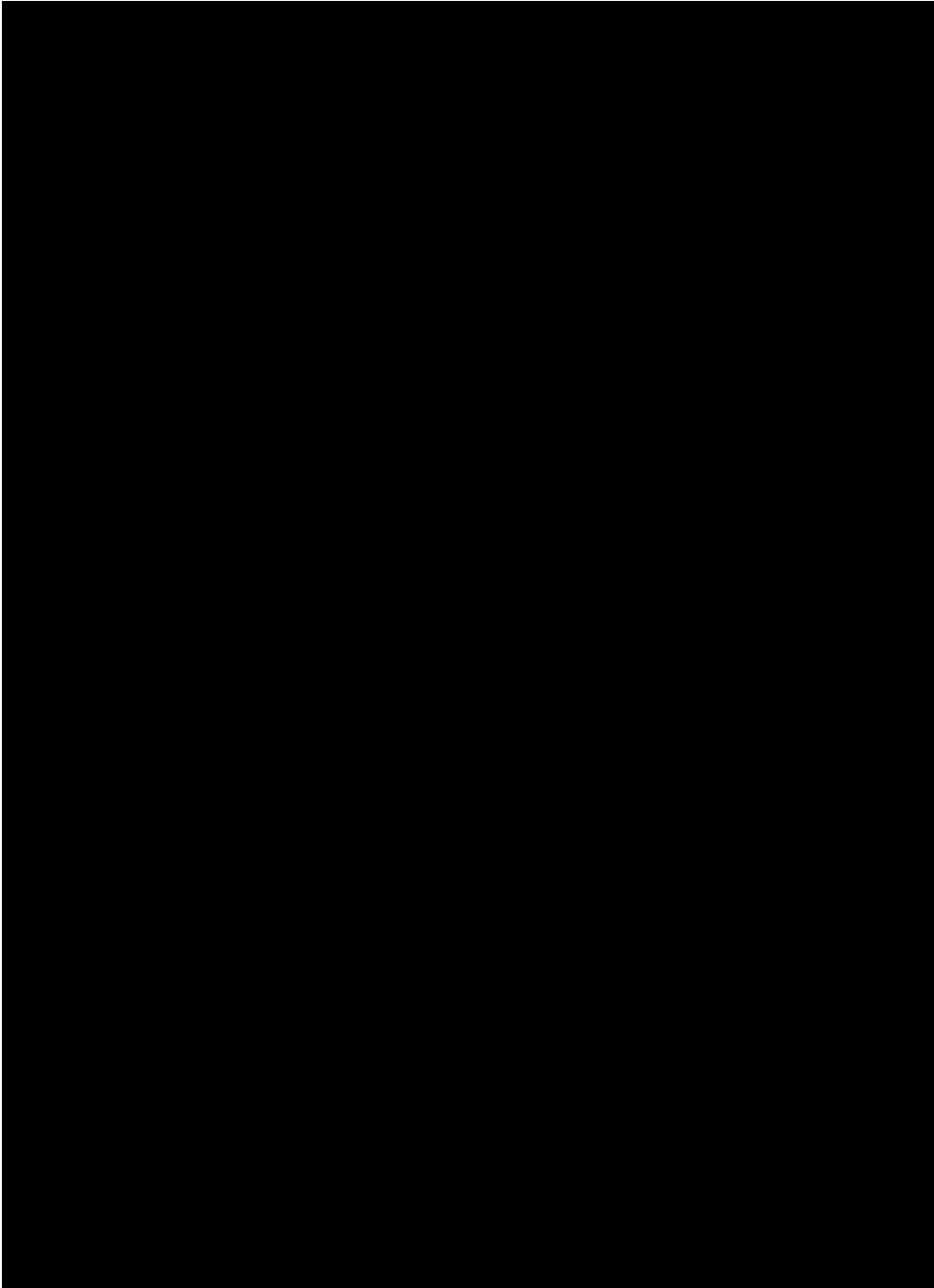


Figure 4 – Structure Plan within the Draft Precinct Plan

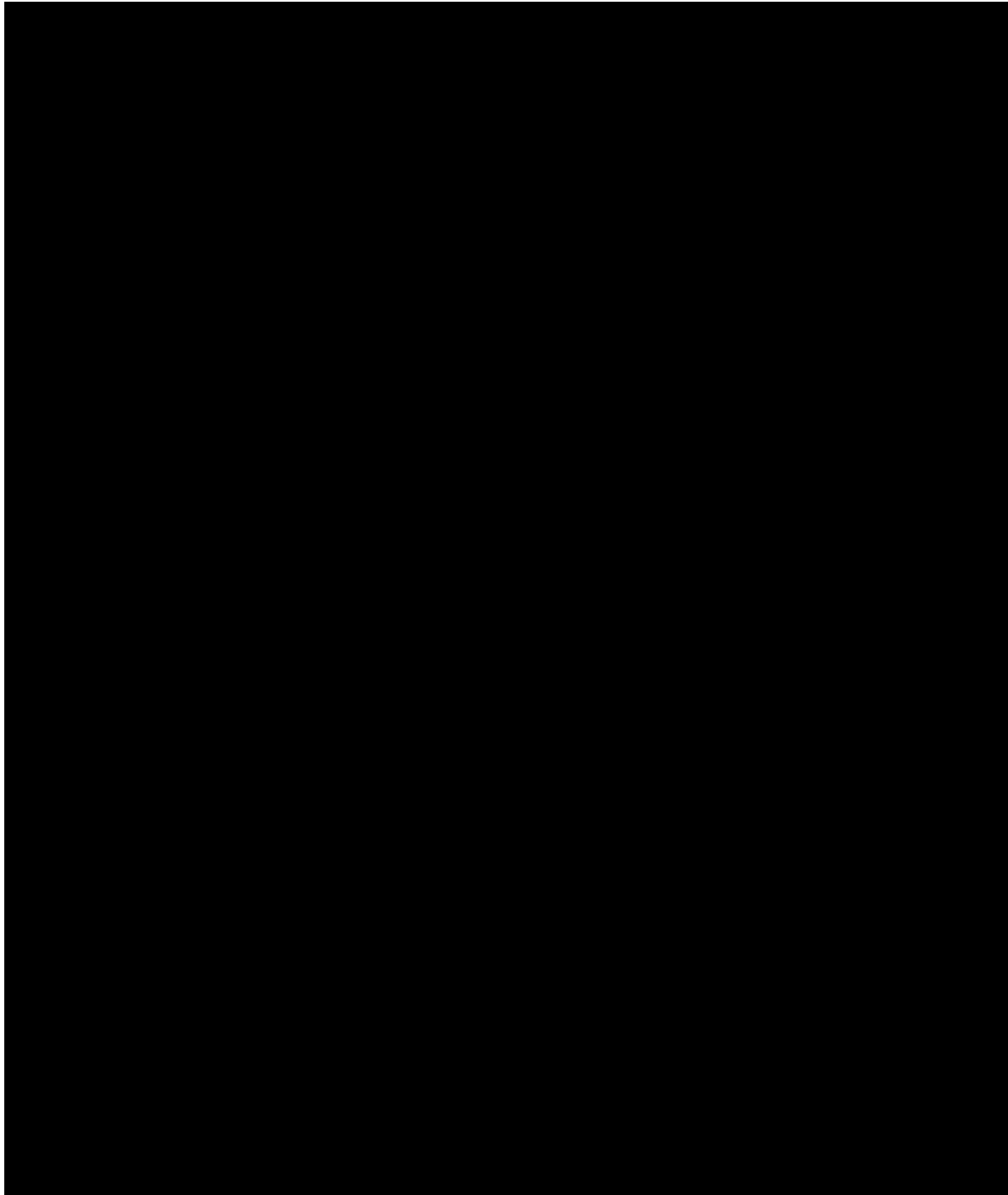
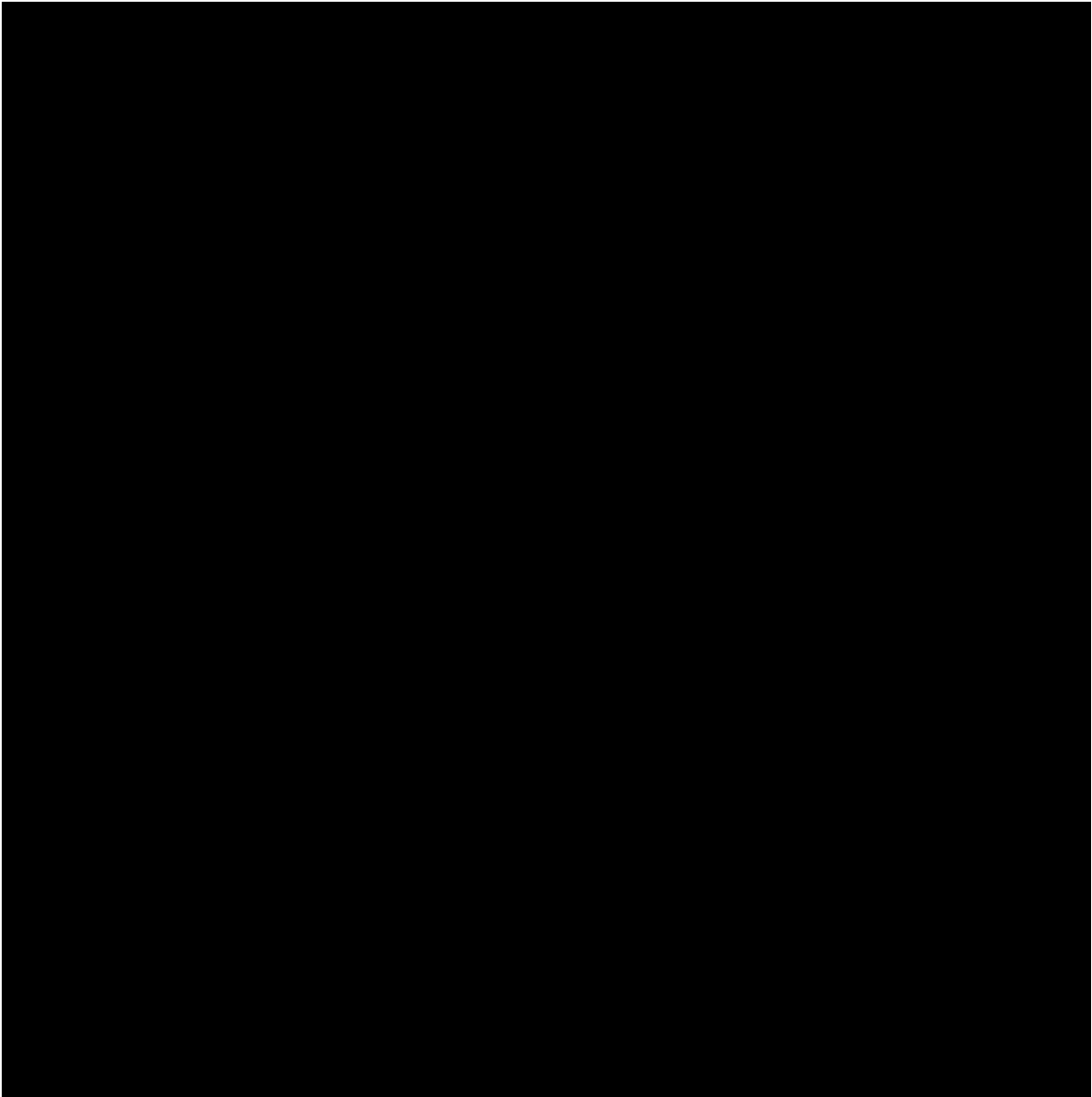


Figure 5 – Draft Precinct Plan of the Development Layout

From a transportation perspective, employment land on the western side of the airport site is a far better proposition given the location of the entry to the air freight and logistic uses within the airport site. The zoning map reflects this employment use and, in our submission, this is why the land is zoned Agribusiness. See zoning map at Figure 2.

Furthermore, it is important to note that my client's land is sandwiched between the Outer Sydney Orbital and the airport site and with the upgrade of The Northern Road, reinforces its benefit as employment land next to the airport. Therefore, this land has greater strategic value and is more desirable for employment purposes. Hence, this is why it fits within an Agribusiness zoning as identified in the original structure plan for the airport site (Western

Sydney Aerotropolis) Stage 1 Initial Precincts and its zoning under SEPP (WSA)2020. The original Structure Plan is attached as Figure 6 for reference.



In referencing figure 6, the structure plan illustrates the subject site as agricultural and agribusiness land. Unlike the Wianamatta South Creek corridor, where there is significant environmental land, as shown on the Structure Plan, it was always reasonable for that land be zoned for open space purposes and to create appropriate linkages/corridors. On our site, there is no actual open space connectivity or linkages. Therefore, the current structure plan and current zonings are a logical proposition given this site's location to the Luddenham Village, (which extends opposite my client's property given the retail/commercial hub), access to the airport site and the fact this site adjoins the airport land.

These points are also reinforced in the current structure plan map contained within the Draft Precinct Plan which forms part of the exhibited document, and identifies the areas that are considered of value (refer to Figure 4 of this submission). As the Structure Plan shows, other than the south western corner of the site and the dry creek lines/depressions, it was never mapped for either Environment or Recreational purposes. On that basis, to change the land from employment purposes to open space, where there is no environmental constraint/value, also evident by the Biodiversity mapping or linked to any vegetated corridors, seems to make no planning sense.

The structure plan acknowledges that Ropes Creek, Kemps Creek, Badgerys Creek, Western Sydney parklands and South Creek all contribute to an open space network combining recreation, stormwater management and biodiversity. Land to the western side of the airport site is generally divorced from that open space corridor. To now consider a piecemeal approach in terms of providing additional open space where there is no strategic merit for it to be used for open space purposes, is not sound planning.

Under the structure plan, the subject site is identified as the Northern Luddenham precinct. The plan acknowledges the land as being suitable for employment purposes given its proximity to the Outer Sydney Orbital, agricultural and agribusiness opportunities and the Western Sydney airport. This area, from the early stages of strategic planning for the airport, has identified this land as Agribusiness, that encourages high technology and research, logistics and development associated with food production and processing. Given the proximity of the site to the airport and of greatest importance, its ownership as one large holding, this site should be maintained for employment purposes as it provides greater opportunity for redevelopment, as site amalgamation is not an issue. To restrict this site as open space and to try to create corridors, which don't exist, does not seem to be a logical decision given that the structure plan and zoning of this land would indicate otherwise, that is, that the western corridor should be set aside for an agricultural and agribusiness precinct.

Development within the agricultural and agribusiness area includes agricultural products, intensive horticultural farming, food processing and food resource and technology. To create green areas within this precinct can still be linked to horticultural farming, food processing and the like. One does not need to simply set aside one large area, especially when there is limited mapped vegetation on the site as evident by the photographs provided. The sterilisation of this land for open space within some sort of a broader context is irresponsible in our submission.

The Western Sydney planning partnership document titled the "Draft Aerotropolis Precinct Plan" dated November 2020 identified Key drivers. One of the Key drivers (Driver No. 2) is a Landscape-led outcome, It states, *"The connected natural system of Wianamatta-South, Badgerys, Kemps, Cosgroves and Duncans Creeks will be retained and optimised to create a connected, walkable and liveable city"*.

None of those creeks falls on my client's site. Duncan Creek is further to the west and south west. This area of land was never foreshadowed for anything other than for employment purposes reinforced by the earlier studies and the adopted structure plan associated with the Western Sydney Aerotropolis land use and infrastructure implementation plan, hence its current zoning under SEPP (WSA) 2020.

The area, which is now proposed to be set aside for open space on my client's site does not fall within that driver and therefore to identify our site as open space is in our submission inappropriate. Furthermore, the draft precinct plan should not conflict with the zoning made

under the SEPP(WSA)2020. The land does not have any creek lines and with respect, the depression on the land, especially on my client's site, is through the undulating nature of the land. This has been demonstrated in the photographs provided which illustrate the dry creek lines. There is no natural ecosystem which exists and the retention of water on my client's site is generated through the damming of the depressions to create water holes for livestock, which currently utilise the land.

There are no natural or vegetated corridors, which is clearly different to the areas identified under Key driver No. 2.

The draft Precinct Plan identifies that the objectives associated with agricultural and agribusiness precinct is to locate land uses, which are value added in the context of industries, freight and logistics that benefit from access to the Outer Sydney Orbital and air side access to the airport. Access for freight is on the western side of the airport site and again this site's close proximity to that direct access reinforces why this land should be kept for employment purposes. Therefore, this site meets these objectives and to identify this land for any other purpose does not have any value in our submission.

The subject site is removed from significant creek corridors and is removed far enough that it doesn't impact or support the healthy, liveable or sustainable communities within the existing water corridors.

The zoning of this land for employment is not in conflict with native vegetation, tree canopy or other significant vegetation. As the aerial photos and photographs clearly illustrate, the site is cleared with very limited vegetation even within the depressions. The area to the south west of the site is identified of significance and rightly, should be incorporated for the purposes of open space however the remaining portion of the site should be maintained as zoned under SEPP(WSA)2020. The open space zoning should only be confined to the south western part of the site and the dry creek lines/depressions.

Figure 7, being an image from the draft Precinct Plan reinforces the points made above. That is, Cosgrove, Badgerys and Wianamatta South Creeks are removed from the site from a catchment perspective given the old The Northern Road and the new The Northern Road is the boundary of those catchments. The subject site, with its dry creek lines, is the beginning of the feeders into Duncan Creek but Duncan Creek, as identified, is some distance away as illustrated in Figure 7.



Figure 7: Creek Lines as Mapped

The Precinct Plan makes reference to opportunities and challenges and it is our submission, this site meets more opportunities than challenges. The opportunities is it's accessibility, its land holding size, being one of a handful of large land holdings in the precinct, the fact it has very limited site constraints such as biodiversity and its connection to the airport given it's proximity abutting the airport land.

There is no valued connectivity on this site in terms of existing vegetation or biodiversity values which would create corridors or to regenerate the land for any other purpose. The sites proximity to the Luddenham Village reinforces that the suitability of this land for employment purposes makes more sense given its proximity being directly opposite the retail/commercial hub of the village. The key retail/commercial uses of the Luddenham Village are opposite my client's site and not within the area mapped "local convenience" within the village as illustrated in Figure 29 of the draft Precinct Plan.

There is no impact on heritage over this land. The mapping of Aboriginal Cultural Sensitivity is based on an assumption that there may be artefacts because there is a view that the depressive are creek lines, however as stated, these are not wet creek lines but natural depressions.

The principles of developing a blue green corridor along creek lines is one which clearly is an opportunity to maximise water management and to provide for appropriate wildlife corridors and the like. It is our submission, evident through the aerial photos and site photographs provided, that the creek lines are best described as dry creeks and the retention of water in the system has occurred due to man-made dams, which are evident in the aerial photos and photographs provided.

There is limited vegetation, as stated, and therefore there are no blue green corridors. The subject site falls out of the Wianamatta South Creek Corridor, which is considered to be of regional ecological significance and the green spine within the Aerotropolis. This point has been reinforced in Figure 7 of this submission and comments made to that Figure. This site, being on the western side of the airport land, falls outside of this corridor. It is also important to note that even with the land being zoned for Agribusiness, this does not preclude the ability for the land to maintain some form of vegetation through the provision of built form controls. This is acknowledged and accepted in our submission via the Environment and Recreation zoning under SEPP (WSA) 2020. We are not seeking to change this, however, to simply sterilise the entire land from an employment perspective does not make any planning sense when there is no ecological rationale or benefit to do so. It does not form part of any established biodiversity mapping or any identified corridors.

There is still opportunity in the corridors zoned as Environment and Recreation to increase urban tree canopies and to support this, one can holistically, through built form controls introduce additional tree canopy outcomes. . It is also important to note that Cosgrove Creek terminates on the eastern side of Luddenham Village and does not extend through the subject site in a manner which has been portrayed in the precinct plans. The Northern Road is the ridgeline and creates a clear delineation of the topography between the catchments. This has been illustrated in the attached photographs.

This land can be set aside for employment purposes while ensuring an increase in tree canopy and the retention of landscapes to mitigate heat island effect through the development of built form controls within the employment land as part of the Precinct Plan. Controls such as street trees and landscape percentages on development sites can achieve such outcomes. It would be in our submission more appropriate to share the responsibility/outcome of urban tree canopies through the whole precinct rather than simply identifying areas within the employment lands.

The site is not flood affected and, on that basis, it is more desirable for employment utilisation. The land is undulating and provides natural depressions rather than wet creek lines. Therefore, there is more than ample opportunity for the site to be redeveloped as it has no constraints. When one reviews the riparian corridors within the precinct plan, it is our submission that this site does not meet the objectives. That is, the site has no vegetation or riparian zones to maintain as there are no water bodies on this site other than dams which are man made. There is no need to retain or integrate high value riparian corridors into the precinct as identified in the mapping, other than to the south western corner of the site and this is being retained. The issue of maintaining a healthy creek system is in our submission not relevant on this particular site given these are dry creeks with little to no vegetation. So, when one reviews the relative objectives of the actual riparian corridor outcomes, identified

in the draft precinct plan, this site is not in conflict with them and reinforces that the land for the purposes of employment is a far more superior outcome compared to it being used as open space.

Figure 14 of the Precinct Plan identifies Undisturbed Soil Networks and identifies the subject site as being undisturbed soil within creeks, riparian corridors and broader landscapes parklands. It is our submission that this is a false representation of the land. There are no wet creek lines or significant corridors on the subject land and as stated what is of significance has been mapped under the SEPP and zoned for Environment and Recreation. There is no proposal to change this. The land has been pasture improved and over time the land has been recontoured so to say that the land has not been disturbed is again incorrect. There has been earthworks along the depressions to create the dams and there has been in the past substantial movement of soil on the premises to facilitate it's use for grazing purposes.

From a land use perspective, the area on the western side of the airport has always been identified in the structure plan as agricultural and agribusiness as stated previously. Residential and commercial land uses have been identified on the other side of the airport, to the east. To create open space for people working in this area, given its employment status and the type of uses proposed, seems to apply a false assumed need as population of employees to land area will be significantly less in this area compared to the eastern side of the Precinct. Given this site is clearly removed in terms of connectivity to the greater population of the area we question the need for open space of this size in this area. Residential areas from an accessibility point of view are removed from this area. Employment in a commercial zone has greater population per land area. Adopting other principles like tree canopy along public streets will still maintain appropriate canopy and public domain outcomes without the need to restrict this land for open space purposes, while still allowing cycleways and the like to still provide recreational outcomes. This approach would align with the actual precinct objectives in terms of the public domain and canopy cover objectives.

It is also considered that the location of the open space on this site is disconnected to the existing and future residential demand given its proximity and location. Therefore, the provision of open space of this scale does not seem to be well planned given the sites proximity to the airport and more importantly the connection from a logistical point of view to the commercial entry to the Western International Sydney Airport site.

It is also important to note that the area being identified as open space actually has a disconnect to the western parklands city nor does it connect flood planning because this land is actually not flood prone land. It doesn't connect with any corridors to justify its proposed use under the Draft Precinct Plan. Therefore, to identify this land as open space is in our view inappropriate. The inclusion of water in the landscape images through the Draft Precinct Plan paints a picture that simply does not exist and is evident through the site photographs.

Figure 16 within the Precinct Plan stipulates the site is of high ecological value. It is with respect that the water bodies and waterways identified have been illustrated far more significantly (visually) on the map than in reality. This has been demonstrated by our submission via the attached aerials and photos. There are no natural corridors, which this plan would indicate, from a water body perspective, given the dry creek lines. We respectfully submit there is no highly ecological value in terms of the waterways on our site and is not dependent upon any ecological systems outside of our site, other than the land identified to the south west which we respectfully submit could be included as being retained for open space purposes.

It is acknowledged within the precinct plan, under the requirements for biodiversity and vegetation, that it proposes to retain and protect 227.1 ha of Existing Native Vegetation. However, the vegetation on this site is not classified as being of value and on that basis, when one reviews the corridors, this aligns with land to the immediate north and east of the system where the creek systems are more significant.

The fact that the site is undulating does not prevent it to be appropriately designed and facilitated through appropriate built form controls for employment purposes. The site's location with its interface with the village and its access to new road infrastructure, in my view, supports connectivity from a land use perspective between the village and employment uses on this land. As stated on multiple occasions, it is acknowledged that a small portion of the land to the south west is of significance and should be kept for open space purposes, including the depressions zoned as Environment and Recreation in the SEPP (WSA) 2020.

Objectives under the scenic controls such as increasing tree canopy can be still achieved through employment lands and there may be appropriate points on the site where one maintains some view corridors noting that the undulating fall of the land would still enable buildings to be below the ridgeline, being The Northern Road. Luddenham Village and the airport site already sit along the ridgeline and they will still be visible from a broader catchment. As the photographs show, the airport site and the retail/commercial hub of Luddenham Village generally sit above the subject site.

The requirement for scenic and cultural connection is to retain high quality vegetation and as stated on numerous occasions, this is not the case here. The site is not in conflict with the requirements BGI and BG2 of Section 3.2.9 of the Draft Precinct Plan and aligns with BG4.

These requirements are as follows:

- BG1 Retain high quality vegetation on ridgelines and implement tree planning initiatives for ridgelines.* **[Not Applicable]**
- BG2 Locate local parks along ridgelines to coincide with existing, high quality stands of vegetation.* **[Not Applicable]**
- BG4 Avoid new urban land uses, including residential or employment uses, on ridgelines; instead, focus them below the ridgelines to preserve views to and from ridges.* **[Site is below the ridge line]**

The suggestion of locating parks along ridgeline needs to coincide with existing and high quality strands of vegetation and again this is not the case on this site and therefore the justification to identify this land as open space has no strategic merit. As stated, there is more than adequate opportunity to locate built form below the ridgeline due to the undulating nature of the land and therefore view corridors can be maintained. This land would not be in conflict with the scenic and cultural connection as identified in the Draft Precinct Plan.

As previously stated, the site is below the ridge line and both the airport site and Luddenham Village generally sit above the subject site.

There is no objection in having open space as shown within Figure 18 of the draft Precinct Plan that aligns with the Environment and Recreation zoning under SEPP (WSA) 2020.

View corridors can also be achieved over the site with viewing corridors designated along the dry creek lines, which are also zoned as Environment and Recreation, while still maintaining employment land. That is, to use built form controls to deliver environmental outcomes.

The mapping over this site, which indicates existing remnant vegetation is illustrated far more broadly than the reality as illustrated in the aerial photographs and photographs where the vegetation is limited. The current Environment and Recreation zone aligns with the dry creek lines and to show in Figure 18, large vegetated areas, is a false representation of what is on the ground.

The potential corridor to the south western corner of my client's site does not take into account the Outer Sydney Orbital route, which will divorce any link to the west. If one is seeking to enhance corridors/linkages, it would be as documented in Figure 8 of this submission.

In addition, various images/figures within the draft Precinct Plan show vegetation over this site but again, the aerial photographs and photographs illustrate that this is not correct. Therefore, the starting point is not a site that is heavily vegetated.

As a general strategy, the Precinct Plan identifies appropriate cycleways and again cycleways can also be provided through urban land/employment land to maintain a network of connectivity through the precinct. The land does not need to be zoned for open space to provide such infrastructure. Again, this can be clearly achieved and is available through design.

The site is located on a signalised intersection as identified in the bus network plan and therefore maintains and reinforces an appropriate connection along The Northern Road to the freight and logistic entry to the airport site. This has also been illustrated in the photographs provided.

It is also considered more appropriate, if more open space is required, that this be provided around residential and/or commercial zones rather than the broader agribusiness employment lands which focusses on agricultural and/or agribusiness type uses given population numbers v's land area as previously detailed.

The provision of open space on the fringe of the Precincts is a more logical proposition rather than placing it on this site as this land is not taking advantage of its strategic location and its proximity to the airport and particularly its proximity to the freight and logistic entry.

Again, if open space is required to create linkages, then the land to the immediate south of the airport (Enterprise land as per the structure plan) should connect with the eastern corridors where there is significant native vegetation. If a square metre rate would need to be applied, then one would submit that you would consider the agribusiness land to the south of the airport site rather than to the north west as it has greater connectivity to open space and connects with Duncan Creek. In addition, it must be noted that the Outer Sydney Orbital route, which would be the west of this precinct, would create a disconnect to the so called, open space corridor, which is being developed on the western side of the precinct. There will be no direct connectivity and the Outer Sydney Orbital route would actually destroy that outcome while land to the south would still allow for the extension of a corridor through adjoining land even those outside of the SEPP (WSA) 2020 land. This has been illustrated in Figure 8 below.

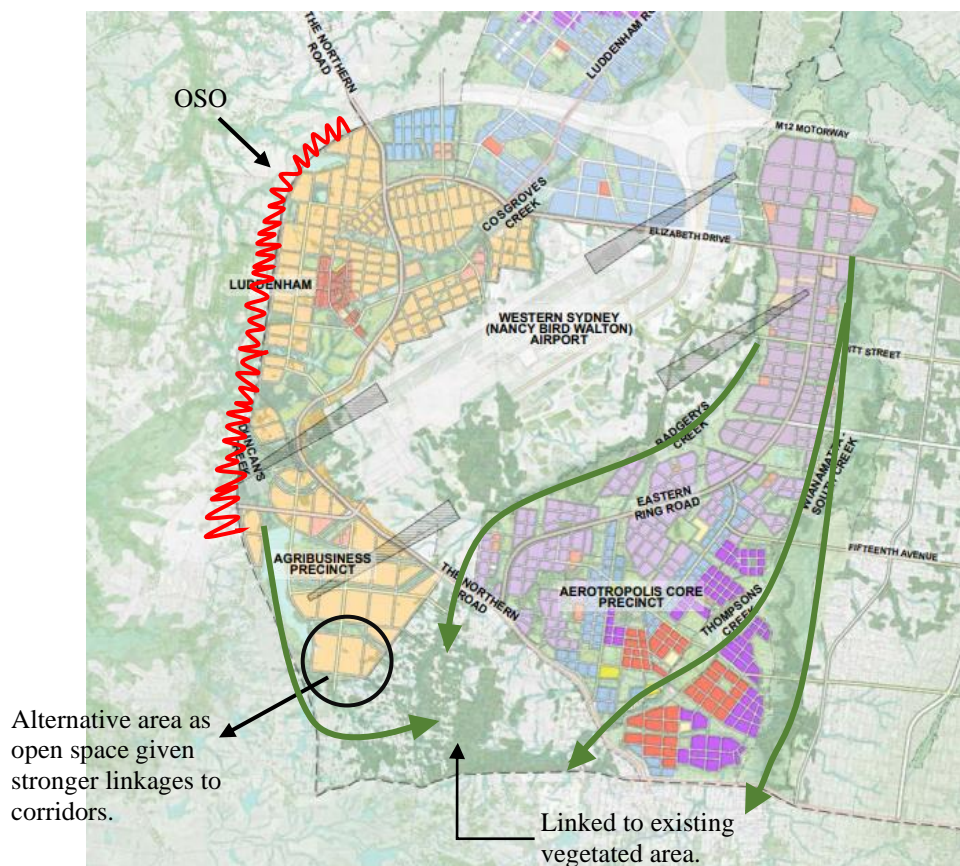


Figure 8: Open Space Linkages

As the precinct plan acknowledges, land use and built form frameworks are underpinned and are formed by land zones and the fact that the site in our submission is appropriately zoned for Agribusiness, supports a far better proposition than open space for the reasons as identified in this submission.

The other important issue is land ownership. This is a significant land holding in terms of size, in one ownership, and to be able to coordinate and facilitate land when it is fragmented is somewhat problematic. This would not be an issue for this site. Therefore, the redevelopment of the site for employment purposes in such close proximity to the airport would be a lost opportunity being such a large land holding and would be conflicting with sound planning principles.

It is interesting to note that Figure 29 of the draft Precinct Plan, which identifies Hierarchy of Centres, seems to relocate the retail/commercial uses of the Luddenham Village further away than it's current location. The retail/commercial uses are more directly opposite the subject site and therefore have a strong link to this site. The proximity of the existing village in terms of its local convenience would therefore underpin, and also have some logic in terms of its connectivity to the airport and to the subject site.

It seems to me that the Precinct Plan acknowledges its significance within the agribusiness precinct but at the same time seems to be relocated, which is incorrect. As the aerial photo and photographs indicate, when you have a look along the Luddenham Village the key convenience and activities are actually located opposite the site and not in the location as identified by Figure No. 29. It would be more appropriate to acknowledge the existing centre

in its current position and have built form around the centre, as an appropriate transition to the agribusiness uses which would also take advantage of The Northern Road and future Outer Sydney Orbital routes.

Under the open space topology, nature parks, have been identified on the subject site. These are parks that will be designed to protect and preserve areas with native vegetation and/or will be used for retaining and managing stormwater flow through the precinct. In the first instance, it should be noted that the subject site has limited existing native vegetation and the depressions are dry creek lines rather than a wet creek system. Therefore, the subject site and the requirements which categorises nature parks, are not met.

Figure 41 of the draft Precinct Plan does not reflect the topography of the site and the area shown in blue which indicates waterways is factually incorrect to the actual terrain and catchment area as evident in the aerial photos and photographs.

As the image shows below, Figure 9, the land to the south of The Northern Road – New Alignment is owned by my client and forms part of the mother lot and is connected by a tunnel as shown in Photo 15. At the time of acquisition by RMS, they refused to acquire this land and argued it was usable notwithstanding its width and length. It is our submission that this land should have been acquired by the RMS (now Transport NSW) or by the Airport Authority given it is sandwiched between The Northern Road and the airport site.

We respectfully submit, this land needs further discussion as it has no functional use due to the realignment of The Northern Road. The land to the east of the mother lot, as shown in Figure 1, also consists of small pockets left over from various acquisitions over the years and leaves this land isolated. These pockets also need reconsideration. These pockets should be acquired by the Government.

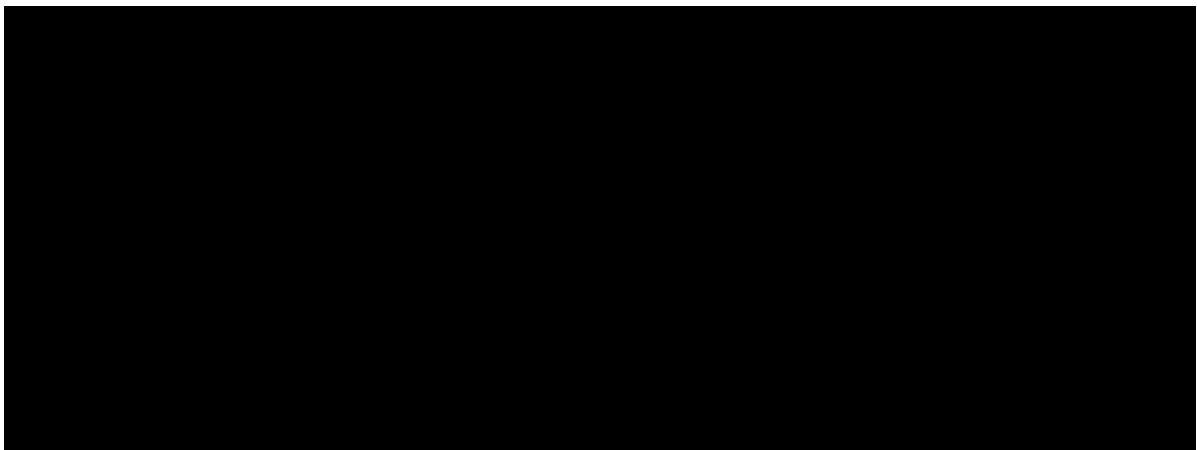


Figure 9: Southern Parcel

Precinct planning needs to achieve orderly development and one key driver which restricts development is the fragmentation of land. This site is a significant area in one ownership and would not require amalgamation to facilitate bigger and broader employment opportunities. On that basis alone, there is no planning rationale or logic under the Precinct Plan to justify this land for the purposes of open space. The Precinct Plan in other areas enforces site amalgamation but, in this area, it is not required, which is therefore a positive opportunity.

As the plan also indicates in Figure 60 of the Draft Precinct Plan, there is low Aboriginal heritage sensitivity over the majority of the subject site and on that basis, there seems to be a question mark as to why one would therefore identify this site as open space as it's another example that the site has little to no constraints over it. It also reinforces that the high and moderate areas of value occur along the creek lines reinforcing a clear delineation between natural depressions and the fall of the land to the riparian corridors.

The Western Sydney Aerotropolis Plan Finalisation Report dated September 2020 provides a land zone being the Western Sydney Aerotropolis precinct and has identified the subject site as agricultural business which we submit is the appropriate zoning of the land. We note that there is some environment and recreational land which has been identified to the south western corner of my client's site and even if one took a conservative position and incorporates some of the larger depressions, where there are dams, it is pretty evident that the majority of the land is available and can be used for employment purposes.

There is greater connectivity in terms of open space corridors to the southern edge of the agribusiness precinct compared to my client's site and is further reinforced by the fact that when one looks at the existing creek lines and corridors to the north and east of the airport site, that they are far more significant to the ones on the subject land. It is those corridors in our submission that should be focused on to be retained, regenerated and expanded rather than focussing on my client's site.

When one reviews SEPP(WSA)2020, one of its aims is to promote sustainable orderly and transformational development in the Western Sydney Aerotropolis. The removal of this site for employment purposes would be in direct conflict with this aim.

The objectives of the Agribusiness Zone are as follows:

Agribusiness Zone

1 Objectives of zone

- *To encourage diversity in **agribusiness**, including related supply chain industries and food production and processing that are appropriate for the area.*
- *To encourage sustainable and high technology **agribusiness**, including agricultural produce industries.*
- *To enable sustainable agritourism.*
- *To encourage development that is consistent with the character of Luddenham village.*
- *To maintain the rural landscape character and biodiversity of the area.*

Future land uses still need to meet these objectives and the objectives requiring the need to maintain the rural landscape and biodiversity value of the area is still being met even if this land is being developed for employment purposes as mapped within SEPP (WSA) 2020.

Clause 27 of the SEPP(WSA)2020 includes provisions to preserve trees and vegetation in Environment and Recreational zones, including Cumberland Plain. Given the mapping has set what is of high biodiversity value, the Precinct Plan introduces a level of retention which is more onerous than the SEPP, which we submit conflicts with the Planning Act. Clause 27 ensures the protection of vegetation and therefore the area being set aside beyond this is an unreasonable and unnecessary impose.

Clause 40 of the SEPP(WSA)2020 requires Precinct Plans to be consistent with this policy. It

is our submission, this Precinct Plan goes beyond the mapped areas that have been set aside as having value and therefore, the Precinct Plan is in conflict with this provision.

In conclusion we provide the following summary as to why this land should not be used for open space. The points are not in any particular order.

- The area of biodiversity value has been mapped under SEPP (WSA) 2020 with the majority of the site being cleared of constraints.
- The land that should be set aside for open space is the land zoned for Environment and Recreation under SEPP (WSA) 2020.
- The Precinct Plan should not be in conflict with SEPP (WSA) 2020 and setting the entire land aside for open space is in conflict with the zoning of the land.
- The site is at the door step of the airport, with easy access to the freight and logistic entry of the airport, access to the Outer Sydney Orbital, access to upgraded road infrastructure, namely The Northern Road.
- The site contains limited vegetation with the land grazed and pasture improved over many years. The land form is undulating creating dry creek lines/depressions.
- There is no significant vegetation corridors on this site or linkages to significant creek lines, as identified under the mapping.
- The site is in one ownership and does not require site amalgamation.
- The property is generally below the ridge line.
- On the basis of population of employees in this area, based on the type of uses, large areas of open space is not required here. This should be located in residential and commercial zones and/or to areas of significant environmental value like the creek lines to the north and east of the site.
- There is no heritage or flooding constraints over this site.

The Department has not articulated how this land will be acquired, being the mechanism. We also would like the Department to consider the cost of acquisition of this land for open space, which it is not constrained and zoned for agribusiness. The value of this land would be at the highest and best use and in balance the economical and orderly development of the land, given it has no environmental value together with the lack of demand in this area for open space, does not support any other options but that in which the land has been zoned for.

It is our submission that this land should be maintained for agribusiness purposes as zoned by SEPP (WSA) 2020. We are simply asking to keep the land use as recently adopted.

Kind regards,



Gerard Turrisi
GAT & Associates
Plan 2116

[REDACTED]

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 3:22 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: 2116-letter-to-department-of-planning-04.11.2021.pdf

Submitted on Fri, 05/11/2021 - 15:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

gerard

Last name

turrisi

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Address

[REDACTED]

Suburb/Town & Postcode

Haberfield

Contact number

[REDACTED]

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

See attachment

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.



23 November 2021

Fiona Christiansen
Director, Aerotropolis
Department of Planning, Industry and Environment
4 Parramatta Square
Parramatta NSW 2124

Dear Fiona,

Draft Aerotropolis Planning Package (October 2021) Submission

Thank you for the opportunity to comment on the draft documentation exhibited in relation to the Western Sydney Aerotropolis (Aerotropolis). Western Sydney Airport (WSA) is the Airport Lessee Company responsible for developing and operating Western Sydney International (Nancy-Bird Walton) Airport (WSI).

Set to begin operations in late 2026, WSI will eventually grow to become the largest gateway to Australia, with a projected capacity of 82 million annual passengers in the 2060s. It will spark Australia's third largest economy to create a new era of jobs and business opportunities for the communities across Western Sydney. Its 24/7 operational opportunities are also directly linked to the success of the Aerotropolis and realising the full potential of the Western Parkland City.

WSA has been working collaboratively with the NSW Western Sydney Planning Partnership and Department of Planning, Industry and Environment (DPIE) on the strategic planning of the Western Sydney Aerotropolis (Aerotropolis). Our shared focus has been to ensure the planning controls for the Aerotropolis strike the right balance between the sustainable growth required to develop this important part of the Western Parkland City and protecting against unsustainable growth. What is unsustainable must be considered in the context of the need to prioritise the safe operation of the airport and minimise the number of people subject to the noise and other cumulative impacts from the 24/7 operation of the airport and the Aerotropolis.

We are writing in relation to the Draft Aerotropolis Planning Package (October 2021), which includes:

1. the Western Sydney Aerotropolis Explanation of Intended Effect (EIE);
2. the Luddenham Village Discussion Paper;
3. Western Sydney Aerotropolis Development Control Plan – Phase 2 (Phase 2 DCP);
4. the Open Space Needs Study;
5. Recognise Country. Draft Guidelines for Development in the Aerotropolis; and
6. Draft Aviation Safeguarding Guidelines



The Western Sydney Planning Partnership has worked with WSA and other stakeholders to implement aviation and social amenity safeguarding through provisions in the Western Sydney Aerotropolis Plan, State Environmental Planning Policy, Phase 1 and Draft Phase 2 SEPP and the Draft Aviation Safeguarding Guidelines. WSA is committed to work collaboratively across all levels of Government to deliver positive and sustainable community outcomes.

In reviewing the current suite of planning documents, we note that some of the options proposed involve significant departure from the original Aerotropolis planning framework, with strong potential to put safeguarding provisions achieved to date at risk. In particular, the Luddenham Village Discussion Paper presents two scenarios that are a departure from the precautionary planning approach that has been applied to protect the amenity of current and future residents in this area. Key issues raised within this submission include:

1. The residential intensification in Luddenham Village proposed under Scenarios 3 and 4 is not supported. Minimising noise sensitive development in the vicinity of the airport reduces the potential for land use conflict, minimises the number of people exposed to amenity impacts and maximises the opportunities for sustainable growth and positive economic and social outcomes for Luddenham Village.
2. No case study presented in the Discussion Paper is comparable to Luddenham Village due to their distance from the nearest airport, the operating hours of the airport and the annual passenger and air traffic movements of the airport.
3. Scenarios 3 and 4 presented in the Luddenham Village Discussion Paper will result in a significant intensification of residential development. This will adversely impact both the amenity and social outcomes for residents.
4. In the event either Scenario 1 and 2 are not supported by the Planning Partnership, it is recommended a decision on the sustainable future for Luddenham Village be held over until further consultation is undertaken with key stakeholders including WSA, Airservices Australia DITRDC, Liverpool and Penrith Councils and alternative scenarios are prepared that do not rely on residential intensification to support increased retail floor space.
5. The stormwater infrastructure strategy appears to incorporate new permanent water bodies and wetlands. Consultation with WSA is required to work through issues around wildlife attraction risk.
6. The Explanation of Intended Effect for the proposed SEPP changes includes allowing land uses that were previously permitted prior to the commencement of the SEPP. This may result in an intensification of noise sensitive uses within proximity to the airport. Therefore WSA seeks confirmation that this clause will not enable land subdivision for the purposes of allowing additional noise sensitive uses under this proposed change.
7. The Obstacle Limitation Surface (OLS) map is still contained with the SEPP. WSA requests that the OLS map be excluded from the SEPP maps and replaced with a reference to the OLS map on the WSA website. This will ensure the OLS map in the SEPP does not become outdated.
8. WSA requests the opportunity to review and provide comment on the draft instrument. Some of these key points are discussed in further detail below.



1. Luddenham Village Discussion Paper

Luddenham is well positioned to leverage the economic opportunities available from its proximity to WSI and location within the Aerotropolis. However, it is essential that careful planning and design is undertaken to protect the amenity and social outcomes of its current and future residents.

The residential intensification presented in Scenarios 3 and 4 of the Discussion Paper departs from the original precautionary approach of the Aerotropolis Plan. Residential intensification throughout the Aerotropolis should only be provided in appropriate locations to protect residents from any noise impacts from airport operations.

Sustainability of Luddenham Village

WSA supports a sustainable future for Luddenham Village. However, there is a presumption within the Discussion Paper that a sustainable village can only be achieved with significant intensification of residential development to support an increase in retail floor space.

To achieve a sustainable vision for Luddenham Village, careful consideration must be given to:

- Amenity and social impacts on future residents from:
 - o very close proximity to 24-hour per day, 7-days per week operations of a major international airport; and
 - o the permitted land uses within the Agribusiness Precinct, which will create a conflict from built form and land use outcomes, including increased truck movements.
- The assessment of scenarios should include alternatives to residential intensification (to the scale proposed in Scenarios 3 and 4) to sustain the village.

Case Studies

The discussion paper identifies 3 case studies of local centres across Australia. These case studies are not considered comparable to Luddenham Village. A summary of key comparisons, particularly in relation to airport proximity and airport operations is provided below.

- Hahndorf, South Australia,
 - o Adelaide Airport is located approximately 15km from Hahndorf
 - o The operational hours of Adelaide Airport are 4am to 11pm.
 - o Annual passenger movements in 2018 were approximately 8.5 million (*The Adelaide Airport Master Plan 2019*)
 - o Annual air traffic movements (ATM) in 2018 were 106,075. (*The Adelaide Airport Master Plan 2019*)



- Berry, NSW
 - The nearest aviation facilities are at Jaspers Brush Airfield and Robertson Airstrip and, approximately 15km away, HMAS Albatross/Nowra Airport. Berry is over 90 kilometres from the nearest international airport.
 - Berry is not located in close proximity to a major city.

- Evandale, Tasmania
 - Launceston Airport is located approximately 4km from Evandale.
 - The operational hours of Launceston Airport are 5am to 10.30pm.
 - The annual passenger movements between 2013 and 2018 averaged 1,311,883. (*Launceston Airspace Review 2019 (CASA)*).
 - The annual ATM averaged 23,795 between 2013 and 2018 (*Launceston Airspace Review 2019 (CASA)*).

- Luddenham Village, NSW
 - The whole village (to the extent proposed in Scenario 4) is within approximately 2km of WSI and as close as 400m.
 - The operating hours of WSI will be 24 hours per day, 7 days per
 - In 2026 WSI will have 10,000,000 annual passengers, increasing in stages to 82,000,000 annual passengers around the 2060s, following the development of the second runway.
 - In 2026 WSI will have approximately 185,000 air traffic movements per year, increasing to approximately 370,000 air traffic movements per years following the development of the second runway.

The Discussion Paper should consider local centres within proximity to a like-for-like international airport. Bulla, Victoria is a much more comparable case study due to being located approximately 2km of Melbourne (Tullamarine) Airport, which operates 24/7. Bulla has a population of approximately 675 people.

Additionally, a proposal to increase residential development at Cooks Cove (by approximately 12,000 people) was refused by the Bayside Planning Panel in 2018. The area was not considered suitable for residential development for reasons including noise impacts from Sydney (Kingsford Smith) Airport. While the majority of this development was within the ANEC 20 contour, the decision highlights the importance of ensuring good planning outcomes to protect the amenity of future residents within proximity of major international airport.

Protection of Amenity for Future Residents

It is essential that the amenity of future residents is carefully considered in land use planning decisions within the Aerotropolis. The Discussion Paper has not given any consideration to the noise levels, frequency of that noise or hours that the noise will be experienced nearby from aircraft operation at the airport.



Scenarios 3 and 4 presented in the Discussion Paper will result in a significant intensification of people living within Luddenham Village. Compared to the 2016 figures, Scenario 3 will result in an intensification of over 300% and almost 750% in Scenario 4. Scenarios 3 and 4 will result in more people living with aircraft noise.

People residing in close proximity to the airport will be impacted by the noise and other cumulative impacts from the 24/7 operations of a major international airport and Aerotropolis agribusiness precinct.

In accordance with AS2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction, residential development outside ANEC 20 is not required to achieve construction standards to mitigate noise impacts from aircraft. Accordingly, under existing legislation it would be up to the dwelling vendor to elect to incorporate construction standards to reduce noise impacts indoors.

Planning Certificates

Increasing the number of people residing within Luddenham Village, within proximity of a major international airport with 24/7 operations, has the potential to result in people moving/buying properties without an appreciation of the noise impacts, particularly given that they currently don't have information available to make a reasonable assessment of the noise they will experience.

The planning certificates, issued under the Environmental Planning and Assessment Act 1979 only currently include notations for those properties located within identified ANEC contours. It is recommended that any additional residential development permitted within Luddenham Village, include a notation on the planning certificate outlining exposure to noise and other impacts, as a result of residing in close proximity to a 24/7 major international airport. Potential owners should be provided with information on airport operations, projected air traffic movements and the cumulative impacts of the airport and Aerotropolis agribusiness precinct in terms of the local road network.

Decision on Luddenham Village

For the reasons set out above, WSA recommends scenario 2 be given further consideration with some minor allowance for residential development, to offset the loss of any residential sites from other uses permitted within zone.

In the event either Scenario 1 and 2 are not supported, it is requested a decision on the sustainable future for Luddenham Village be held over until further consultation is undertaken with key stakeholders including WSA, DITRDC, Liverpool and Penrith Councils and alternative scenarios are prepared that do not rely on residential intensification to support increased retail floor space.



2. Wildlife Attraction Risk

WSA previously made comments in relation to the Draft Precinct Planning package that “*the location of parks and farm dams should be reviewed to ensure that aviation safeguarding has been considered*”, and that “*the final plans for these spaces should be determined following a holistic assessment of wildlife management, in order to ensure that the wildlife attraction risk is mitigated on a singular and cumulative basis*”.

Likewise, WSA previously raised concern that the creation of a ‘chain of water bodies’ along the eastern boundary of WSI has potential to create new habitats across and through the flight paths within the immediate vicinity. Further information is needed to demonstrate the nature of this risk, given that no further updates to the Wildlife Risk Assessment appear to have been undertaken since May 2019.

The Open Space Needs Study identifies that wetlands are to be provided as part of the stormwater infrastructure. Further, examples of permanent water bodies have also been shown within that document. This presents a significant wildlife attraction risk in potential conflict with the safe operations of WSI. No new permanent water bodies, including wetlands, should be identified within the 13km wildlife buffer until detailed wildlife risk assessments have been prepared, provided to WSA and further consultation with WSA is undertaken.

3. Enabling Previously Permissible Uses

In relation to this component of the EIE, it is understood that uses permissible prior to the rezoning under the Aerotropolis SEPP would continue to be permitted. As part of this draft provision, it is noted that protection would be in place for the consent authority to consider “if the proposed development compromises airport safeguarding”. However, it is unclear the degree of weight that this would have in assessment of applications, and whether a consent authority would be able to determine an application which compromises airport safeguarding (e.g. the location of a noise sensitive land use within noise contours) on the basis that the above provision has been ‘considered’.

Noting the significant role of airport safeguarding provisions in the SEPP, it needs to be confirmed, Clause 5 of the Aerotropolis SEPP (which identifies the land to which the SEPP applies) will continue to apply to applications made under the previous instruments. If these safeguards are eroded, it is likely to significantly impact social amenity and the future economic opportunities of the Aerotropolis.

Further, with no minimum lot size applicable under the SEPP, there is a risk that, particularly outside the ANEC 20, subdivision will occur for the purpose of facilitating additional residential development. If pursued, it is essential that this clause is drafted to only allow it to be applied to the existing lot size at the time the clause takes effect. I.e the clause should not apply to any land that is subdivided after



that date. (It is noted that the final precinct plans may identify a MLS, however in the absence of the final precinct plans and noting that precinct plans are not EPIs under the EP&A Act 1979 (as stated in the EIS), this needs to be addressed).

Consideration also needs to be given to potential compensation/acquisition for any new noise sensitive uses constructed under this clause. It is recommended that targeted consultation occur with DITRDC, who will be responsible for the noise amelioration plan for WSI, on this matter.

4. Stormwater Infrastructure / Commonwealth land

A boundary error has been identified in the Aerotropolis SEPP. Any stormwater infrastructure proposed on the Commonwealth land immediately adjoining WSI would be subject to acquisition. Consultation must occur with WSA and the Commonwealth before plans are developed for any stormwater infrastructure proposed to be located on Commonwealth land.

5. Recognise Country. Draft Guidelines for Development in the Aerotropolis

We commend you on producing a document which provides clear guidance on how to implement Aboriginal design elements into developments within the Western Sydney Aerotropolis.

Section 2.2.2 of the document talks about the cultural significance of the landscape and how the cultural landscape can inform planning and design. A number of questions are provided to prompt practitioners on how to incorporate a culturally appropriate landscape-led approach. It is noted that two of the questions relate to the protection and restoration of native vegetation corridors and wildlife movement corridors and the opportunities to restore landscape through regeneration of native vegetation. Whilst we support in principle, it is important that the wildlife that could be attracted to the restored areas is carefully considered and balanced against the need to ensure it does not present a risk to the safe operations of the airport. We would encourage the inclusion of a note within the report to acknowledge the need to balance these outcomes.

6. Next Steps

Thank you for the opportunity to comment on the Aerotropolis Planning Package (October 2021). We look forward to working with you following exhibition of these documents and will be available to answer any queries or clarifications you have in relation to this submission.



**Western
Sydney
Airport**

If you have any questions, please contact the WSA Planning Team [REDACTED]

Yours sincerely



Scott Ifield

General Manager, Airport Planning and Design

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 4:15 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: bwc-submission-to-dpie-05112021.pdf

Submitted on Fri, 05/11/2021 - 16:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Antoinette

Last name

Lee

I would like my submission to remain confidential

No

Info

Email

[Redacted]

[Redacted]

Suburb/Town & Postcode

2745

Contact number

[Redacted]

Please provide your view on the project

I support it

Submission file

[bwc-submission-to-dpie-05112021.pdf](#)

Submission

Please find attached a submission regarding the Luddenham Discussion Paper by the Blacktown Workers Club.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

Luddenham Village Discussion Paper | October 2021

Submission by Glen and Linda Marsden

Executive Summary

We wish to advise that we have reviewed the Luddenham Village Discussion Paper and wish to advise that we support Scenario 4 as the preferred option for Luddenham Village's future, and Option 3 as the alternative. Scenarios 1 & 2 should be discarded as they will provide no future for the township, for the Aerotropolis, nor for the Western Sydney International Airport.

Detailed Submission

The reasons for recommending Scenario 4 are as follows:-

1/ It was noted on page 7 of the paper that Luddenham Village is smaller than many other local centres in the Liverpool, Penrith and Camden LGAs. There has been a strong local desire to see Luddenham expand, but the fact of the matter is that development around Badgerys Creek and Luddenham was stopped (a 25 year moratorium was put in place in 1976 which precluded development in those areas) while the years of debate continued about where to place the western Sydney airport. This is why Luddenham has not grown, yet today, there is a strong pent-up motivation to see the township grow.

2/ On page 8 of the discussion paper it is mentioned that Sydney Water are progressing with planning to provide water and wastewater services to Luddenham. Despite residents seeking these services for many years, these were not provided because of the moratorium previously mentioned. Sydney Water could never plan to develop services for Luddenham as no development was occurring in Luddenham.

3/ *What is special about Luddenham Village today?*

Luddenham is steeped in the initial history of opening up NSW. 25 years after the first fleet arrived in Sydney Cove Gregory Blaxland found a way across the Blue Mountains in May/June 1813 in his search for useful fertile land. In November that same year Governor Lachlan Macquarie awarded a land package of 6710 acres to Gregory's brother John. John named the property after their family estate in England in Luddenham Kent. Their name is forever recorded here with one of the local streets being called Blaxland Avenue. Many families currently residing in Luddenham, have done so for many generations. To adopt an option that shows no vision for any continued existence as a residential alternative for the area turns it back on centuries of history (see below as well) as well as family heritages.

4/ *What is important to keep the same for future generations?*

The historic and open village areas need to be maintained. While there are a few heritage listed cottages in the village, they are all privately owned and not open to the public, however they still need to be preserved for the future. There a number of historical public places that are open to the public and which are an integral part of

the history of western Sydney, These must be protected and maintained for future generations, and include;

- a) 1860 - The first Luddenham primary school building.
- b) 1870 – St James Anglican Church
- c) 1886 – Luddenham Progress Hall, this was originally built by the NSW Orange Order (a Protestant organisation with strong cultural links to Ireland & Scotland.
- d) 1886 – The Uniting Church, this was built as a Methodist Church, and is situated with Luddenham Progress Hall right alongside to the north and the St James Anglican Church to its south. It also is a strong representation of the Protestant movement. (The main protestant faith in Australia is served by the Presbyterian Church but this body was not formed here until 1901, The Presbyterian Church of Australia)

5/ *What new or different opportunities could Luddenham Village provide for future generations?*

Given the appropriate development opportunities, e.g. Scenario 4, Luddenham could supply the workforce needs of both the Western Sydney International Airport and the greater Aerotropolis. People always prefer to live close to their place work to minimise travel time and cost. Having limited properties and accommodation close to these sites would not only help attract appropriately skilled people needed to the area, but would also provide economic support to the other business all of the planning options profess are the future of the Luddenham Village.

6/ *What excites you about the future scenarios shown here?*

Scenario 4 is the only exciting scenario shown in the discussion paper. Finally Luddenham will have the opportunity to become the thriving township it wishes to be and have a full range of facilities and services, all the while maintaining its well established historic character.

7/ *What worries you about the future scenarios shown here?*

It was encouraging to see the recognition in this paper, as was identified by the local populous, that the original proposal submitted for the village was doomed to failure and would not sustain the village in its proposed format. It was abundantly clear when the Planning Partnership published the Western Sydney Aerotropolis Plan they had completely failed to take into account the wishes and expectations of the local community. A worry now is that that same Planning Partnership and/or the NSW Planning department will only pay “lip service” to this paper and continue with their blind vision that the Agribusiness Precinct is the only future established in the Luddenham area of the Aerotropolis. This conflicts with the express wishes of the local population, and will only result in the demise of the village area as we know it. Option is not much better and will likely lead to the same eventuality for the Village area.

When the DPI published their Agribusiness Precinct report this had been initiated by the KPMG/NSW Farmers publishing their vision in 2017 called “Think Big, Think Fresh”. Both reports used case studies from the Netherlands (Holland) to tell us that

there are better ways to grow and sell fresh foods, indeed there are and also indeed there is a need to do more with less in this world of diminishing resources. While the Dutch “Food Valley” success is much quoted there is no in-depth analysis of why it has been so successful. In post war 1945 Holland a returning and newly free population had severe food shortages all mainly due to the effects of war and occupation, The rest of Europe had much of the same problem. Unlike much of the rest of Europe Holland had very limited agricultural land available and were forced to innovate to grow more with less- this they did with great success. In the early 1950’s with world populations growing, and with surplus production abundantly available to most in the west, marketing became the order of the day – the government doesn’t want my tanks any more so I’ll go back to making and selling more cars. Holland ended up with surplus food and so expanded by marketing not just more but better food to other countries. There is no question Holland has made world breaking innovation in how food is to be produced over the years and is a leading example of how food can be best produced and sold – it was though initiated by a “Need”. Australia in not Holland and we are now part of an established mature food market. The question really is can we woo innovators away from their present successes and get them to establish operations here. Should the historic township of Luddenham be destroyed as part of an unproven and yet to be defined experiment? By the by, the major market discussed in the Agribusiness Precinct plan was China, considering the behaviour of China today and our diminishing relationship with them one would have to question the efficacy of setting up a new business as part of some wishful bureaucratic thinking

8/ *Describe how you would like Luddenham Village to look in 10-15 years’ time.*

It would be nice to see new housing developments approved on the north side of the village, replacing those located in the higher ANEC areas, that most likely will eventually be lost as more preferred purpose are established within those regions. This area would probably be no more affected from the airport noise than those developments currently being approved and developed alongside the new rail corridors or major arterial roads. This would provide a source of sustainability to the new commercial business that is planned to be attracted to the area.

It would be great to see the areas which will no longer be suitable for residential used to establish new facilities to the area, such as a secondary school in the township, as the nearest secondary school in Glenmore Park is struggling to accommodate all of the population from the areas it currently has to serve. A new secondary school in the Luddenham area would serve the wider region and include Wallacia, Greendale and Silverdale to name a few. It would be good to see new businesses setting up, this should and would be dependent on growing local needs, without knowing the explicit population mix it is impractical to be specific, but could include so things as a hotel, or other short-term accommodation that would accommodate the needs of airport related people such as flight crew layovers and international passengers taking early or night flights.

9/ *What type of shops or services do you think the community will need here in 10-15 years’ time?*

As already stated a secondary school and short-term accommodation facilities would be good. Recreational facilities would be ideal, such as sporting fields, or a town swimming pool. Professional service offices such as solicitors, accountants, doctors or dentists could be located on the upper levels of establishments with retail and hospitality businesses located on the street front property.

10/ *What do you think about having bed & breakfast, clubs or hotels here?*

This should be supported as it is complimentary to some of the ideas included in the submission previously. We already have a licenced club, The Workers Hubertus Club, which has ample grounds surrounding which could be used develop some of these facilities.

11/ *What do you think about having more local shops here?*

Again this idea is complimentary the matters already raised in the proposal

12/ *What type of homes do you imagine in Luddenham Village in 10-15 years' time? Single homes, dual occupancy, or terraces? Or a mix of all?*

I think the short answer is a "mix of all". In enabling Luddenham to grow as part of Scenario 4 it will be highly important to have a flexible housing policy so as to meet the needs of different people and their circumstances. At one end of the scale could be the lower cost terraced or townhouse options while at the other end will be the luxury home on a larger than average block to service the need of new executive or business owners. This is one of the development options that does need to be managed with appropriate plans put in place to ensure mixed property types can be provided and at the same time ensure orderly development takes place that preserves the character of Luddenham as an historic town.

13/ *What do you think about having shop top housing along the Old Northern Road? (Where permitted by the aircraft noise contours.)*

There is no reason why this should not be allowed as it already exists in the current development that includes the IGA and Post Office. This idea should not be limited to residential as the upper levels may be suitable to some business that do not require street-front presence such as professional services as mentioned previously. It should not though be a condition of approving a shop/business. Some businesses may not want housing above their premises, such as perhaps financial institutions which may have a security issue. Another business may well want to be able to live above their shop, so a flexible approach should be encouraged.

14/ *What do you think about having most shops and services along Old Northern Road? Are there other locations in Luddenham Village we should consider for shops and services?*

Clearly this is the most logical strip to have most of the local shops. The length of the shopping strip does need to be considered, at what point will it become too long to walk along and where should alternative shops be positioned. The distance between the Shell service station and the Ampol service station is just over 1

Kilometre (1.06 Km) and going further towards Elizabeth drive could add another 1 to 1.2 Km depending where one stops. 2 Kilometres + is probably too long for a single shopping strip, (Penrith high street is 1Km in round figures and the much vaunted Camden high street top to bottom comes in close to 1.5 Km). If 2 kilometres is indeed too long then the next most likely street to consider for shops would be Campbell street, it then also has the advantage of backing onto The Northern Road so enabling the provision of a access lanes between the two rows of shops as well as easy access between the two streets. Given that the area south of Blaxland Avenue is not approved for further or new residential, as it is deemed to be within the ANEC 20-25 area, and is earmarked for "other approved purposes, this area may also be another alternative.

15/ *What type of open space or sports facilities do you think the community will need here in 10-15 years' time?*

As already mentioned previously, playing fields for sports such as football, AFL, rugby, as well as hockey and netball, as well as a swimming pool may indeed be a very necessary requirement for the township, as the nearest such facility currently is located 20 kilometres away in Penrith. A couple of well-maintained wooded parks with walking and cycling paths would be a welcome addition, perhaps one on the west side of The Northern Road between St James's church and The Uniting Church (wooded land already there) and perhaps one on the eastern side on the northern side of Adams road. Luddenham does have a cricket oval but essentially no other sports are catered for.

16/ *Is it appropriate for the broader Luddenham Village area to be developed when it is located so close to the Western Sydney Airport?*

Not only is it appropriate, but it is imperative. As already stated, the Luddenham area is steeped in history and tradition, and is currently home to approximately 500 residents. It would be more except for the stifling of development over the past 30 to 40 years as previously mentioned. Much of the current plans will see existing residences along the Northern Road and south of Blaxland Avenue disappear and be replaced by commercial properties of other approved purposes. These other approved purposes will never materialise unless there is a local population to support them. Having the residential area spread north of the current village, away from the current ANEC 20 and 25 areas and with appropriate noise mitigation included in all new and existing properties, would see the village provide a source of employment for the Airport and the Aerotropolis and create some thing sustainable within the area. Such developments would be no more exposed to noise from the airport than housing developments currently being approved along rail corridors and major arterial roads.

Additional Comments: In Scenario 4 references have been made to providing, "a diverse range of food and beverage options, cultural activities, tourist facilities and visitor accommodation" At the time of writing there are 4 food retail operations in Luddenham with a 5th one under construction as well as the full service Workers Hubertus Country Club on Adams Road. All of the food outlets close by late afternoon or early evening, (nothing open after 7:00 pm) as presently there is not

enough local custom to enable them to stay open. Future food and beverage options can and will only be taken up as the population increases and there are calls for more diverse tastes to be accommodated.

Cultural Activities:- This has been mentioned several times in the Luddenham Village Discussion Paper but with no definition as to what this means! A definition supplied by Wikipedia tells us cultural activities are, “Cultural activities are **sports or activities which contribute to or enhance the historical or social development, appreciation of members of the public.** It is training and refinement of the intellect, interest, tastes and skills of a person”. Other definitions can include art galleries, museums, cinemas, period theatres, etc. etc. I would suggest these would occur as and when an expanded and diverse population see an opportunity to include some form or other of a cultural activity. The key matter is that cultural activities, whatever the flavour, will be demand driven.

The two best tourist attractions in Luddenham were “The Train Shed” and Vicarys Winery, and sadly both are now gone, to make way for the runways of Western Sydney International Airport. They previously attracted a lot of visitors. Today we are left with “The Model Park”, owned and run by Sydney Society of Model Engineers and close beside, Luddenham Raceway. (Hopefully it survives the new M12 construction). The Model Park is open to the public on one Sunday each month and Luddenham Raceway is open every day. Neither can be classified as tourist facilities needing visitor accommodation, the Model Park is once a month and the Luddenham Raceway caters for daily public go-cart driving, personal motor sport experiences and paintball challenges. In 2016 there was a “rumour”, (with attendant publicity) that a replacement for Sydney’s Wonderland (in Easter Creek) was in the planning stages. This new Theme Park was to be called The Western Sydney Theme Park and it definitely would be sited in western Sydney. One of the locations being explored for this new park was the land abounded by Adams Road and Elizabeth drive. Unfortunately nothing has been heard about this planned development over the past few years and Luddenham remains devoid of any real tourist attraction. Would be nice to have one.

Submitted by Glen and Linda Marsden [REDACTED], Luddenham

[REDACTED]

[REDACTED]

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 7:04 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: luddenham-village-discussion-paper-submission-gmlm-2021-11_0.doc

Submitted on Fri, 05/11/2021 - 19:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

GLEN AND LINDA

Last name

MARSDEN

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Address

[REDACTED]

Suburb/Town & Postcode

LUDDENHAM - NSW

Contact number

[REDACTED]

Please provide your view on the project

I support it

Submission file

[luddenham-village-discussion-paper-submission-gmlm-2021-11_0.doc](#)

Submission

We are in support of option 4 of Luddenham Village Discussion Paper.
We have attached our detailed submission for your reference.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

[REDACTED]

From: Connie Iping [REDACTED]
Sent: Friday, 5 November 2021 7:46 PM
To: PPO Engagement
Subject: Luddenham Village Boundary proposal

Re: [REDACTED], Luddenham

Mrs Borg believes under the Aerotropolis SEPP her property should be included in the Luddenham Village Boundary and the identified Additional Permitted Uses zone.

On behalf and approved by the property owner Mrs Borg.

Connie Iping
[REDACTED]

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

[Redacted]

From: Connie Iping [Redacted]
Sent: Saturday, 6 November 2021 5:16 AM
To: PPO Engagement
Subject: Fwd: Submission - Luddenham Village Discussion Paper

>
>
>>
>> Re: [Redacted], Luddenham
>>
>> This property has been owned by Mrs Jane Borg since the early 1970's. Mrs Borg would like to continue to reside in the Luddenham Village area where she has friends and connections.
>
>> Mrs Borg prefers Scenario 4 of the Luddenham Village Discussion Paper - Grow, as this scenario will improve services, facilities and housing which will allow her to continue living in the area.
>
>> Mrs Borg does however, have some concerns. No: [Redacted] Luddenham has a proposed sub arterial road along the eastern boundary, this road could possibly be down graded under Scenario 4 depending on land use. The owner proposes the roads centre line be positioned on the eastern boundary to fairly distribute the responsibility amongst all land owners who will benefit from its construction.
>
>> Also, much of the proposed Storm Water Drainage Management zoning in the area has been removed but still remains on this property. Mrs Borg's property will now be carrying a disproportionate drainage burden from upstream runoff for the greater community. The owner would request the zoning be removed and alternative engineering solutions be found in keeping with the neighbouring properties.
>
>> Mrs Borg would prefer her entire property be under 1 zoning of Residential and Mixed Use.
>
>>
>> The land owner would like to express her appreciation at having this opportunity to voice her concerns.
>>
>> This submission has been prepared for and approved by the property owner Mrs Jane Borg .
>>
>> Connie Iping
>> [Redacted]
>>
>>

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.



5 November 2021

Fiona Christiansen
Department of Planning, Industry and Environment
Explanation of Intended Effect
Locked Bag 5022,
Parramatta NSW 2124

Dear Fiona

Transport for NSW (TfNSW) appreciates the opportunity the Department has provided to participate in the development of the plans for the Western Sydney Aerotropolis. We look forward to continuing our collaboration with you on the development of a program of work to enable the realisation of the vision for the Aerotropolis.

TfNSW supports the staged development of the Aerotropolis to ensure that essential transport and other infrastructure is in place prior to the development being approved for construction. The development of a coordinated framework for investment and delivery of future infrastructure to serve the Aerotropolis, through a cross-government review of funding, is encouraged to address the priority of State infrastructure.

The ability of masterplans to modify the precinct plan is of concern to TfNSW as it may impact the capacity of the transport network and the ability to implement the infrastructure that has been identified within the Aerotropolis planning documents. The draft masterplan guidelines referred to in the Explanation of Intended Effect are not yet available for review. I request that TfNSW be given sufficient time to review the draft masterplan guidelines prior to their adoption.

Subject to a review of these guidelines, TfNSW may seek a greater role, working with the Western Parkland City Authority, to review any precinct plan changes and their cumulative impact resulting from the application of the guidelines.

I also understand that some of the modelling of development yields has not yet been completed. It is therefore recommended that a regular review of development uptake and travel behaviour is undertaken against planned capacity to ensure that the right infrastructure is in place to serve the Aerotropolis as it develops. An initial review period of five years may be suitable.

If you have any further questions, Jennifer Attard, Director Western City, would be pleased to take your call on [REDACTED]. I hope this has been of assistance.

Yours sincerely

[REDACTED]
Matthew McKibbin
Executive Director Planning for Places

[REDACTED]

From: Fiona Christiansen [REDACTED]
Sent: Friday, 5 November 2021 5:45 PM
To: Anthony Pizzolato; Kye Sanderson; Christine Gough; Sarah Holley
Cc: Catherine Van Laeren
Subject: FW: WSAP Documents - Transport feedback.
Attachments: 20211105b - TfNSW Comment Register - WSA Exhibition.xlsx; 20211104 Letter to DPIE re October 2021 exhibition of Aerotropolis plann....pdf

Transport response received

From: Jennifer Attard [REDACTED]
[REDACTED]
[REDACTED]
Subject: WSAP Documents - Transport feedback.

Hi Fiona,

Please find attached a copy of the letter submitted through the portal earlier today. Also please find attached some additional more detailed comments relating to the documents.

We would be very happy to set up a time to discuss any of these if you have questions.

Regards

Jen

Jennifer Attard
Director, Western City
Strategic Transport Planning
Customer Strategy and Technology
Transport for NSW



To be visionary in creating an integrated transport system for NSW

We work flexibly.

If you have received an email from me outside of normal business hours, I'm sending it at a time that suits me. Unless it's urgent, I'm not expecting you to read or reply until normal business hours.



Use public transport... plan your trip at transportnsw.info
Get on board with Opal at opal.com.au



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines. Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.

 **Consider the environment. Please don't print this e-mail unless really necessary.**

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.



DOC21/880775-6

5 November 2021

Department of Planning, Industry and Environment
[REDACTED]

Attention: Western Sydney Aerotropolis Team

Dear Sir or Madam

Western Sydney Aerotropolis Planning Package

I am writing to provide comments on the Western Sydney Aerotropolis planning package which includes that Explanation of Intended Effects to amend Environmental Planning Instruments in relation to the Western Sydney Aerotropolis, Luddenham Village Discussion Paper and Draft Western Sydney Aerotropolis Development Phase 2 Development Control Plan which are currently on public exhibition.

The Environment Protection Authority (EPA) provides the following comments (**Attachment A**) for Department of Planning, Industry and Environment consideration. These comments relate to the following matters:

- Land Use Conflict
- Air Quality
- Noise
- Water quality
- Contaminated land management.
- Waste and resource recovery
- General Matters

Should you require any further information, please contact Mr Paul Wearne [REDACTED].

Yours sincerely

[REDACTED]

MITCHELL BENNETT
Unit Head – Statutory Planning

Att.

ATTACHMENT A

Land Use Conflict

The Explanation of Intended Effect (EIE) states that in response to the Commissioner's recommendations regarding transitional land uses and clarification of existing use rights, a new clause will be incorporated into the Aerotropolis SEPP and apply to land zoned Enterprise, Mixed Use, Agribusiness and Environment and Recreation. This new clause will seek to retain land uses that were permissible under the relevant local environmental plan prior to the commencement of the Aerotropolis SEPP in 2020. It further states that it will be the responsibility of the landowner to consider the intended nature of the precinct and manage any possible land use conflicts on adjacent sites under the assumption that these sites will transition over time when they are applying for approval for new development. An example is provided where the previous zoning allowed a rural industry. The new provision will ensure this use remains permissible even if the new zone applied by the Aerotropolis SEPP does not have rural industry listed as a permitted use.

However, it appears that no approaches have been presented in the supporting information explaining how potential land use conflicts will be managed, other than the following Benchmark Solution in the Draft Phase 2 DCP (Section 9 "Air Quality").

"Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions".

It is unclear how this benchmark solution could operate and be interpreted in the absence of a supporting management framework.

The EPA has advised in several submissions on the planning of the Western Sydney (WS) Aerotropolis the importance that its design and delivery needs to address approaches that can prevent potential land use conflicts. As highlighted by the EPA in its submissions, once development proceeds, retrospective control options are usually limited and more expensive, and conflict can become intractable and can lead to community outrage

In its letter dated 9 March 2021 (DOC20/933110-28) on the WS Aerotropolis Precinct Plans the EPA recommended that the Plan would benefit from a supporting Transition Strategy to help transition areas from agricultural and industrial uses to residential use, including avoidance of land use conflict especially where existing activities wish to remain. Such a transitional framework is currently missing in the Greater Sydney growth areas, where such conflicts are dealt with during precinct planning and development applications without clear guidance or a pathway to help resolve them leading to project delays, uncertain outcomes and conflict.

The EPA highlights that a key strategic outcome in the WS Aerotropolis Plan 2020 (WSAP) is to:

- *Minimise potential for land use conflict by restricting incompatible land uses*
- *Supporting existing rural industry to minimise land use conflicts*
- *Address any potential for land use conflict between adjoining land uses as a result of future development, including airport operations.*

Such a framework is needed and would not only help support the delivery of the above benchmark solutions but also the strategic outcomes in the WSAP. The EPA could also assist DPIE in the development of such a framework if needed.

Air Quality

The Greater Sydney Regional Plan [A Metropolis of Three Cities](#) and its supporting Western City District Plan provide a range of sustainability priorities and actions that should be addressed in the planning proposal. This includes key actions on reducing exposure to urban hazards (which includes air pollution) while also supporting liveability and public health outcomes. Great benefits to

public health come from reducing long-term exposure to air pollution, particularly in highly populated areas.

As highlighted in the Air Quality and Odour Study that supported the Precinct Plans, much of the precinct is currently affected by local air pollution from existing agricultural establishments, waste management and extractive industries. The Site Based and Regional Air Quality Modelling undertaken for Sydney's Second Airport predicted exceedance of air quality goals at a number of nearby residences including the Luddenham village.

Complementary planning approaches are needed that help reduce long-term exposure to air pollution. For example, pollution from transport can be mitigated through requiring separation from the most sensitive activities, design measures to places and new activities, ventilation arrangements and protective vegetation. In this regard it is important that new development associated with the Aerotropolis is addressing not only potential air quality risks locally but also cumulatively in relation to their contribution to the regional airshed. This includes the management of any new sources of ozone precursors especially from new agribusiness and enterprise related activities. To address these issues the objectives in Section 9.9.1 of the Draft Phase 2 DCP would benefit from strengthening with the following additional objectives:

- *To ensure air quality is maintained or improved to protect public health.*
- *To avoid adverse impacts arising from new development on existing air quality.*
- *To protect air quality for sensitive uses including childcare centres, hospitals, aged care facilities, schools and residences adjoining busy roads and rail corridors.*

These objectives can be achieved in several ways. The supporting performance outcomes and benchmark solutions would benefit from strengthening with the following amendments (strike through, Italics and underlined), inclusions and justification for changes:

1. Table 9.8.2 (Section 9.8 - Odour) include the following additional benchmark solution"

- Benchmark Solution xx: No offensive odour beyond the boundary of the premises.

This concept is recognised in the *Protection of the Environment Operations Act* (POEO Act) and should be applied to limit any impacts to the premises and to help with compliance.

2. Table 9.9.2 (Section 9.9 Air Quality) include the following amendments (strike through, Italics and underlined) and inclusions to the benchmark solutions

- Benchmark Solution 2: *Air Emissions from development* (including construction) does not ~~unreasonably affect~~ *cause adverse impact upon human health or the environment including* the amenity and environmental quality of the locality, nearby residential premises, sensitive uses or public spaces. ~~due to air quality impacts.~~

The above changes are recommended to replace "unreasonably affect" with "adverse air quality impacts" as this concept is recognised in the [Approved Methods for the Modelling and Assessment of Air Pollutants in NSW](#) (EPA 2017). While the following additional benchmark solution builds upon this concept

- *Benchmark Solution xx: Air pollution* ~~Air emissions resulting~~ from development *should be assessed, managed and mitigated to ensure it does not cause environmental harm to the environment* and/or nuisance *including offensive odour beyond the boundary of a premises.* ~~and surrounding land uses are not exposed to unacceptable levels of air pollutants~~

The concept of air pollution and harm are defined in the POEO Act and the provision should also call out the management of odour especially with agribusinesses being proposed in the Precinct

- Benchmark Solution 4: Any development that is likely to, or capable of, generating air emissions must comply is to be in accordance with the Protection of the Environment Operations Act 1997 and its associated regulations, ~~and other Environmental Protection Authority guidelines for air quality.~~

The above changes are required to ensure compliance with the POEO Act and its associated regulations, while satisfying EPA air assessment guidelines should be separate additional benchmark solutions (See below):

- Benchmark Solution xx. A Development Application seeking approval for the construction of a new building, major alterations and additions to an existing building and/or the occupation of an existing building may be required to be accompanied by an assessment of the potential impacts of the development on air quality and odour.
- Benchmark Solution xx. An assessment should be done in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2017) and/or The Technical framework - assessment and management of odour from stationary sources in NSW (EPA 2006). It should also include but not be limited to:
 - characterisation of all emissions
 - measures to mitigate any potential air impacts including an assessment against best practice measures
 - details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment.
- Benchmark Solution 5: For development located in or adjacent to busy road and rail corridors and intersections, incorporate site layout and building design features that address higher level of air emissions generally found in transport corridors.

The above inclusion of both road and rail recognises the need for design elements to be addressed in response to a range of new road and rail infrastructure proposed for the area. Information is provided below on Section 8.1 Building Siting and Design Building Setbacks.

The NSW Government in its submission on 2nd Airport dated the 17 December 2015 advised that:

- *There is a contribution to regional ozone greater than the EPA's maximum allowable increment, and a number of residences may be exposed to one-hour concentrations of nitrogen dioxide (NO₂) greater than the criterion. The EIS did not appear to present a clear mitigation strategy to address these exceedances; and*
- *The air quality assessment did not consider cumulative projected emissions for sources other than the proposed airport.*

The Western Sydney Airport EIS revealed that the long term development (that is a cumulative assessment once the Airport is fully developed) predicted the NO₂ 1-hour air quality objective would be exceeded in a number of key centres identified in the WS Aerotropolis including Luddenham. In this regard there needs to be an understanding of potential risks on air quality associated with the operation of the Airport especially on surrounding areas such as Luddenham. This should include seeking information from the Western Sydney Airport Corporation on how it has responded to the predicted NO₂ exceedances including strategies proposed in managing such exceedances. In addition, it is also important that the design of any future development in the Aerotropolis includes strategies to manage any new sources of NO₂ to help deliver either NOX neutrality or achieve Best Available Technique (BAT) emission performance to address cumulative impacts. The following additional benchmark solution is recommended.

Benchmark Solution xx. All development should be designed to avoid, minimise or manage potential air quality and odour impacts, including the appropriate selection of plant and equipment, minimising emissions. In particular, development should either be NOX neutral or required to achieve Best Available Technique (BAT) emission performance. US EPA Tier 4 final or equivalent exhaust emission performance standards are best practice for non-road engines and vehicles.

Careful planning will be needed to address any potential air quality risks associated with the operation of adjoining major road and rail infrastructure. For example, high traffic volumes create air pollution that can periodically exceed safe levels especially where sensitive land uses such as residences, aged care facilities and childcare centres adjoin such infrastructure. In particular the [Development near Rail corridors and busy roads – Interim guideline, NSW Department of Planning](#) (DoP 2008) highlights the use of setbacks and architectural approaches to help better design such places. Setbacks remain the most reliable method for protecting people from health impacts of air pollution. In this regard Section 8.1 Building Siting and Design Building Setbacks and Interfaces and its supporting table 5 would benefit from the following inclusions which are currently guiding development in key growth areas across Greater Sydney such as Wilton:

- *Development adjoining busy roads shall comply with:*
 - a) *Minimum separation distances from the kerb as outlined in Table 1; or*
 - b) *Where minimum separation distances are not achievable, ducted mechanical ventilation for the supply of outdoor air in compliance with AS1668.2: The use of ventilation and air conditioning in buildings-Mechanical ventilation in buildings. Mechanical ventilation outdoor air intakes must be located at least the minimum distance from the kerb specified in Table 1, measured in the horizontal and vertical planes from the kerb. Filtration of outdoor air must be to a minimum Australian Standard performance rating of F6 or minimum efficiency reporting value (MERV) 9.*

Table 1. Minimum setback required for air quality controls

Road classification	Residential type buildings	Childcare centres, hospitals, aged care facilities, schools
<i>Motorway</i>	<i>30m</i>	<i>80m</i>
<i>High Volume: More than 60,000 AADT; and 40,000-60,000 and 5% or more Heavy Vehicles</i>	<i>20m</i>	<i>80m</i>
<i>Moderate 20,000-40,000</i>	<i>n/a</i>	<i>40m</i>
<i>Intermediate Roads: 40,000-60,000 AADT; and 30,000-40,000 and 10% or more Heavy Vehicles</i>	<i>10m</i>	<i>40m</i>
<i>High volume intersection</i>	<i>30m</i>	<i>60m</i>

- *When roads are flanked by continuous walls of buildings, the air pollution from vehicles may become trapped, exposing the users of roads and buildings to higher levels of pollution. Development in mixed use areas zoned for four floors or more shall:*
 - *Use horizontal and vertical articulation on the street frontages*
 - *Vary roof forms between adjacent buildings.*
- *The siting and design of sensitive development (where vulnerable populations are at risk of exposure to pollution), including but not limited to residences, health facilities and facilities for children and the aged, playgrounds and schools should be in accordance with the [Development near rail corridors and busy roads – interim guideline](#) and [Best Practices for Reducing Near-Road Pollution Exposure at Schools](#).*

- *Development including childcare centres, hospitals, aged care facilities, schools, residential dwellings and other sensitive uses adjoining the rail corridor must be setback a minimum of 100m from the corridor, with a minimum 10m within this setback to be densely planted for potential dust mitigation.*
- *Development applications for childcare centres, hospitals, aged care facilities, schools and residences adjoining rail corridors shall detail design and architectural treatments such as:*
 - *barriers/fences*
 - *landscaping*
 - *reconfiguration of internal spaces to provide non-sensitive rooms adjacent to rail corridors.*

Managing impacts of wood heaters - Wood smoke has been identified as one of the largest contributors to particle pollution in Sydney during winter months. Domestic wood heaters contribute approximately 36% of annual PM2.5 particle emissions in the Sydney Region according to the *NSW Air Emission Inventory 2013*. Domestic wood heaters have a significant effect on ambient fine particle air quality, particularly in western parts of Sydney. In the winter months smoke from domestic wood heaters can contribute up to 60% to 80% of fine particles in winter. (*Sydney Particle Characterisation Study ANSTO 2016*)

Providing more sustainable heating solutions including driving more energy efficient precincts and housing should be a key focus for the delivery of new development in the Aerotropolis. However, to reduce local and regional levels of particle pollution and to protect local amenity and public health, restrictions on the installation of wood heaters and open fireplaces should be considered. Similar approaches have been adopted in the Blacktown City Council Growth Centre Precincts Development Control Plan where such heating is not permitted.

Noise

The Luddenham Village Discussion Paper appears to only reference noise associated with aircraft noise contours associated with the Western Sydney 2nd Airport. There is no mention of planning around land use conflicts from a noise perspective in any of the scenario studies even though the village will be surrounded by land zoned to support new agribusiness, is in the vicinity of new major transport corridors and where new mixed use settings are proposed.

Given the community's desire to maintain the character, amenity and liveability of the village, its planning provides an opportunity to guide its design to manage any risks associated with such conflicts. Such a need is further warranted as the discussion paper appears to be centred around activation and densification of the village. It is recommended that as the plans and community engagement progress, noise sources other than the airport are appropriately considered and included in the Luddenham Village Plan. These provisions should also be reflected in the Final Aerotropolis Precinct Plan and the Phase 2 DCP.

Part 8 of the Draft Phase 2 DCP (Building Siting and Design, Table 8.1.2, PO1) provides the following Performance Outcomes and supporting Benchmark Solution in relation to interfaces between potential conflicting uses.

“New development occurs alongside existing major land uses in a compatible manner to ensure coexistence for the period of transition”.

“The application is to demonstrate that the buffer, building setback and building separation is appropriate from the existing neighbouring uses and identify any mitigation measures to be implemented on the site. The assessment must include consideration to hours of operation, noise, vibration, odour, lighting, traffic, visual impact and any other potential nuisance from the existing or proposed major transport infrastructure operations”.

This provision appears to focus on the interfaces between any new development and the airport, major roads and rail infrastructure. While this is important, it does not fully cover the scenarios in which there may be land use conflict. Of major importance in the Aerotropolis is where new and existing residential land uses (such as in the Luddenham Village) are placed alongside new industrial precincts. Determining the impact between these interfaces is likely to be equally important to those related to transport infrastructure operations such as those detailed in section 10 of the draft Phase 2 DCP that help safeguard the airport.

It appears that this is achieved throughout the draft Phase 2 DCP when addressing the performance outcomes for various development types. In some cases this takes the form of noise management solutions (such as the “curfew” for boarding houses and tourist and visitor accommodation) and in other cases this takes the form of requiring an acoustic report (such as the performance outcomes for Animal Boarding or Training Establishments).

However, some land uses have a recommendation for an acoustic report but others do not. We recommend that any development that is nearby a sensitive land use, such as residential dwellings, obtain an acoustic report to ensure the acoustic amenity of the area is maintained. The DCP should be updated to ensure that this is the case for all listed sensitive uses. This would also help support key sustainability priorities and actions in the Greater Sydney regional Plan and its supporting Western City District Plan which state that “effective planning is needed to reduce the exposure to urban hazards and such exposure should be reduced”. The EPA would welcome the opportunity for further discussions with DPIE on this suggested change.

Water Quality

The Explanation of Intended Effect propose amendments to the Environment and Recreation zone for land in the Wianamatta-South Creek Precinct reverting back to RU4 Primary Production Small Lots as per the Liverpool Local Environmental Plan 2008. This relates to land zoned Environment and Recreation to the east of Wianamatta-South Creek, adjoining the Kemps Creek and Rossmore Precincts. While these changes are in response to the Community Commissioner’s recommendations, it does remove a major area of land that will be important to help the delivery of the vision and the waterway health outcomes being sought for Wianamatta-South Creek.

To help support this change, the proposal would benefit from exploring whether all or some of the proposed provisions in Part 4 of the draft Phase 2 DCP (Stormwater, Water Sensitive Urban Design and Integrated Water Management) could also be applied across this land use setting. This would help contribute to the delivery of the aspirations and vision being sought for Wianamatta-South Creek, but would also signal whether any proposals for future land use change or development in this area need to be delivering a higher-level of waterway health expectation.

Part 4 of the of the Draft Phase 2 DCP (Stormwater, Water Sensitive Urban Design and Integrated Water Management – Section 4.1 Waterway Health and Riparian Corridors) outlines the following objectives for the protection of riparian corridors, river health and ecology:

- *Waterways and riparian corridors are protected and restored through a risk-based approach that mitigates development impacts as documented in the NSW Government’s Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decision (Objective O1)*
- *Manage indirect and ongoing impacts of development on waterways to ensure water quality and flow objectives established in the Precinct Plan are achieved and maintained (Objective O4)*

However, the corresponding performance outcome and benchmark solutions appear to be unclear about how these objectives will be achieved. In this regard, Table 4.1.2 would benefit from recognising the Wianamatta-South Creek water quality and river flow objectives detailed in the Draft Western Sydney Aerotropolis Precinct Plan. These objectives can then help guide new development in protecting and restoring the community’s environmental values and uses of the waterway. To support this approach, the Table would benefit from the following additional performance outcome and corresponding benchmark solutions:

Performance Outcome xx: Development protects and restores the environmental and community values of the waterways

Benchmark Solution xx: Development Applications protect and restore waterways consistent with the Wianamatta-South Creek Water Quality and River Flow Objectives

Table 4.3.2 includes Performance Outcomes with construction and operational pollution reduction targets. It is important that these targets are based on the Wianamatta-South Creek water quality and river flow objectives and the targets are updated in the table where required. In addition, the table would also benefit from the inclusion of the following additional benchmark solution for Performance Outcome 1 and 2.

Benchmark Solution xx: Development should demonstrate that appropriate measures have been taken to restore and maintain the Wianamatta-South Creek water quality and river flow objectives.

Part 9 of the Draft Phase 2 DCP (Flooding and Environmental Resilience and Adaptability – Section 9.6 – Erosion and Sediment Control) outlines the following objective for the protection of the Wianamatta-South Creek catchment during construction:

- *Protect the health of Wianamatta-South Creek and its tributaries from construction and building runoff and meet the performance criteria for ambient water quality objectives (Objective O1)*

Performance Outcome 4 and its corresponding benchmark solution 2 in Table 9.6.2 requires development to achieve a total suspended solids concentration of 50mg/L or less and pH range of 6.5-8.5 for 80% of all flows leaving the construction site.

The construction discharge concentrations appear inconsistent with the Wianamatta-South Creek water quality and river flow objectives outlined in the Draft Western Sydney Aerotropolis Precinct Plan of total suspended solids concentration of 37mg/L or less and pH range of 6.2-7.6. It is also unclear how compliance with a requirement that places limits on a percentage of flow that leaves a site would be achieved and measured.

It is recommended that the water quality objectives for Wianamatta-South Creek are adopted as construction stage discharges could potentially comprise the majority of flows in some circumstances. Alternatively, the target could be derived based on the expected discharge quality given the recommended sediment basin design specifications, and erosion and sediment control practices and local soils and landscape. In addition, such targets should not be based on a percent flow from a site but should be a compliance requirement for any discharge that may leave a site during construction based on an appropriate rainfall event.

To address these issues the following amendments (strike through, Italics and underlined) to the performance outcome and corresponding benchmark solution are recommended:

- Performance Outcome 4: Development is to ensure ~~80% of all flows leaving the construction site achieves total suspended solids of 50mg/L or less and a pH of 6.5-8.5~~ all flows leaving the construction site achieves total suspended solids of 37mg/L or less and a pH range of 6.2-7.6 during the construction and building phases until the site is stabilised and landscaped
- Benchmark Solution 2: All exposed areas greater than 2,500m² must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve ~~at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5-8.5)~~ total suspended solids (TSS) of 37mg/L or less, and pH in the range (6.2-7.6)

Contaminated Land Management

The following amendments and changes are provided to the draft Phase 2 DCP Section 9.7 Contaminated Land to provide information and clarify in relation to the management of contaminated land.

- a) Second paragraph of introduction, include the following additional information (italics and underlined)

.....,groundwater, surface water (if applicable), leachate (if applicable), and hazardous ground gas (if applicable) contamination. *The detailed site investigation must be undertaken, and the subsequent report/s, must:*

- *be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.*
- *be prepared in accordance with the relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997 (CLM Act).*

- b) Third paragraph of introduction, include the following additional information (italics and underlined)

The EPA's Contaminated Land Consultant Certification Policy (<https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/clm/18520-contaminated-land-consultant-certification-policy.pdf?la=en&hash=D56233C4833022719BCE0F40F870C19DC273A1F7>) supports the development and implementation of nationally consistent certification schemes in Australia, and encourages the use of certified consultants by the community and industry. *The EPA recognises the importance of contaminated land consultants being certified to acceptable competency levels by independent bodies. Note that the EPA requires all reports submitted to the EPA to comply with the requirements of the CLM Act to be prepared, or reviewed and approved, by a certified consultant.*

Where appropriate, reports for development approval should include:

1. *Preliminary Site Investigation (PSI)*
2. *Sampling Analysis Quality Plan (SAQP)*
3. *Detailed Site Investigation (DSI)*
4. *Site-specific risk assessments and modelling*
5. *Remedial action plan (RAP)*
6. *Site remediation and validation report*
7. *Environmental management plan (where appropriate)*
8. *Ongoing monitoring reports*

- c) The Objectives in Section 9.7.1 be amended as follows with suggested changes and additional objectives (Italics, underlined and strikethrough)

O3. Ensure all developable land that is ~~validated as~~ *made* suitable or ~~made suitable through remediation or management methods for its intended land use and zoning through remediation or management methods is validated as~~ *suitable for its intended land use and zoning.*

~~O6. To minimise risks to human health and the environment from the development of actual or potentially contaminated land.~~

~~O7. Ensure all land is suitable for its intended use prior to occupation.~~

~~O8. Ensure all waste generated on land identified as contaminated (as part of the development of the site) is managed and disposed of in accordance with NSW legislation under the Protection of the Environment Operations Act 1997 and other legislation as appropriate.~~

d) Table 9.7.2 Performance Outcomes and Benchmark Solutions would benefit from replacing with the following table to help strengthen and provide clarity on key requirement to guide management of contaminated land. The EPA would welcome the opportunity to have further discussions with DPIE on the contents of this suggested table.

Performance Outcomes & Benchmark Solutions

	Performance Outcome	Benchmark Solution
PO1	Development or changes of land use are not adversely impacted by contaminated land.	1. Assessment of the potential for contamination on land is undertaken prior to development approval in accordance with State Environmental Planning Policy 55 – Remediation of Land and guidelines made or approved by NSW EPA under s105 of the Contaminated Land Management Act 1997.
PO2	Development is located and designed to ensure users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants.	1. Management of contamination is considered through the design, development, and approval process to ensure development considers end use, waste and circular economy approaches to managing contaminated land. 2. Contamination does not migrate from the development site during and/or after development.
PO3	The site contamination assessment process is undertaken on affected lands within the Aerotropolis.	1. The assessment of site contamination as per National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 is part of the DA. 2. Development applications include contamination investigation reports that are prepared in accordance with current applicable legislation and statutory and non-statutory guidelines. This may include, (but is not limited to): - State Environmental Planning Policy 55 – Remediation of Land, 1998. - Contaminated Land Management Act 1997 - Contaminated Land Management Regulation 2008 - National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 - Guidelines made or approved by NSW EPA under s105 of the Contaminated Land Management Act 1997
PO4	Land is safe and suitable for the proposed uses prior to subdivision.	1. An appropriately qualified person/consultant is engaged throughout the duration of works to ensure that any work required in relation to contamination is appropriately managed. The qualified person/consultant should be certified under either the <ul style="list-style-type: none"> • Environment Institute of Australia and New Zealand’s Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or • the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.

		<p>2. Development is in accordance with Contaminated Land Management Act 1997 and State Environmental Planning Policy 55 – Remediation of Land.</p> <ul style="list-style-type: none"> • Ensure that contaminated land is managed with consideration to the principles of ecologically sustainable development. • If contamination makes land unsuitable for the proposed use, the land must be remediated and made suitable for the proposed use.
PO5	Waste generated through remediation and contamination management is appropriately handled and disposed of.	<p>1. All waste soil, spoil and fill material generated that requires offsite disposal as a waste from the developable land will be classified prior to disposal in accordance with the NSW EPA Waste Classification Guidelines (2014).</p>
PO6	The site contamination assessment process is followed based on NSW and National approaches to the assessment and management of contaminated land.	<p>1. The general process for the assessment of site contamination is shown in Attachment B.</p> <p>2. All development will be accompanied by a Preliminary Site Investigation prepared in accordance with the guidelines made or approved by the EPA under Section 105 of the Contaminated Land Management Act, 1997 (CLM Act).</p>
PO7	No new land is permitted to be created in relation to subdivision until identified contaminated land is remediated and validated.	<p>1. Any subdivision certificate must not be issued until a validation report has satisfactorily demonstrated the site is suitable for the proposed use.</p> <p>2. An NSW EPA accredited Site Auditor must be engaged throughout the duration of works to ensure that any work required in relation to contamination is appropriately managed.</p> <p>3. A Section A1 Site Audit Statement, or a Section A2 Site Audit Statement accompanied by an Environmental Management Plan, must be prepared by an NSW EPA accredited Site Auditor and submitted to the development consent authority.</p>
PO8	For sites that have been identified as potentially contaminated based on the preliminary site investigation (see Attachment B), undertake a detailed site investigation and, if necessary, confirm if remediation is necessary to make the site suitable for the intended use.	<p>1. The detailed site investigation is to be undertaken in accordance with guidelines made or approved by NSW EPA under s105 of the Contaminated Land Management Act 1997.</p> <p>2. The detailed site investigation report should also specify whether the site is suitable for the proposed use and, if remediation is necessary.</p> <p>3. If, in accordance with the relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997, a Remedial Action Plan (RAP) is required to address the contamination to ensure the site is suitable for the propose use, a RAP must be prepared prior to commencing with the remediation. The report should state what remediation options exist, the remediation methods to be used and whether those works will be Category 1 or 2 remediation works.</p> <p>4. If a RAP is required, then prior to implementation of the RAP, a Section B Site Audit Statement or an interim audit advice prepared by an NSW EPA</p>

		<p>Accredited Site Auditor must be provided to Council to certify the site can be made suitable for the proposed use.</p> <p>5. After implementation of the RAP, a Section A1 Site Audit Statement, or a Section A2 Site Audit Statement accompanied by an Environmental Management Plan, must be prepared by an NSW EPA accredited Site Auditor and submitted to the development consent authority to certify that the site is suitable for the intended use.</p>
PO9	If remediation is required, Council consent is required	<p>1. All remediation works should be undertaken in accordance with guidelines made or approved by NSW EPA under section 105 of the Contaminated Land Management Act 1997 and applicable Council policy.</p>
PO10	Where site contamination remains after remediation of the development site and would need an environment management plan, detailed information about the contamination is to be provided to Local Government for recording on section 10.7 certificates.	<p>1. Local Government record information about land contamination on planning certificates issued under section 10.7 of the EP&A Act 1979.</p> <p>2. Residual contamination which needs to be managed on the developable land, must have an enforceable environmental management plan (EMP).</p>

Waste and Resource Recovery

It is important that the Design Requirements for New or Upgraded Waste or Resource Management Facilities in Part 5.1.8.1 reflect the requirements in the Phase 1 DCP as these provisions followed extensive engagement with EPA during the development of the Phase 1 DCP to address the range of waste activities being proposed in the area.

While the proposed performance and benchmark solutions in the Draft Phase 2 DCP appear to focus on the operation of the airport in relation to activities that intend to process organic and putrescible wastes, there is an equally important need that these control settings protect the community from any adverse environmental and health related impacts from all types of new waste related activities. It is important that any new waste related development delivers best practice environmental performance controls.

In this regard it is recommended that the provisions in the draft Phase 2 DCP be amended as follows (Italics, underlined and strikethrough) in order to address the control settings proposed in the Phase 1 DCP:

- Performance Outcome PO1 *Waste and resource recovery are managed to minimise risk of wildlife attraction, prevent and land pollution and do not cause adverse impact upon human health or the environment.*
- Benchmark Solution 1. Receive, process, handle and stockpile any ~~organic or putrescible~~ waste in an enclosed building.
- Benchmark Solution 2. Do not store any waste or finished waste products ~~organic or putrescible wastes~~ outside of the building.

The definition of waste under the POEO Act is broad includes both organic and putrescible wastes. To help support this suggested change, the provision could be provided with a note that includes a

reference to the definition of waste under the POEO Act and recognise that this also includes organic or putrescible wastes if needed.

It is also important to recognise the management of finished waste products is also undertaken in an enclosed building to minimise dust, noise, odour and access to wildlife.

In addition, the following additional benchmark solutions should also be included to support Performance Outcome PO3. These benchmark solutions are in the Phase 1 DCP and needed to deliver best practice controls for these activity types.

5. *Outside surfaces must be sealed hardstand or vegetated.*
6. *Bunding is designed and installed in accordance with relevant Australian Standards and the Dangerous Goods Act 1975.*
7. *No offensive odour beyond the boundary of the premises.*
8. *Measures to ensure air quality impacts and dust emissions are prevented from activities from the premises. The protection of amenity from adverse impacts due to noise from operations and activities associated with the development.*
9. *Any storage, treatment and disposal of waste is done in accordance with Environment Protection Licencing issued under the Protection of the Environment Operations Act 1997 where required.*
10. *Satisfying the requirements of the NSW Fire and Rescues NSW's Fire safety guideline: Fire safety in waste facilities.*

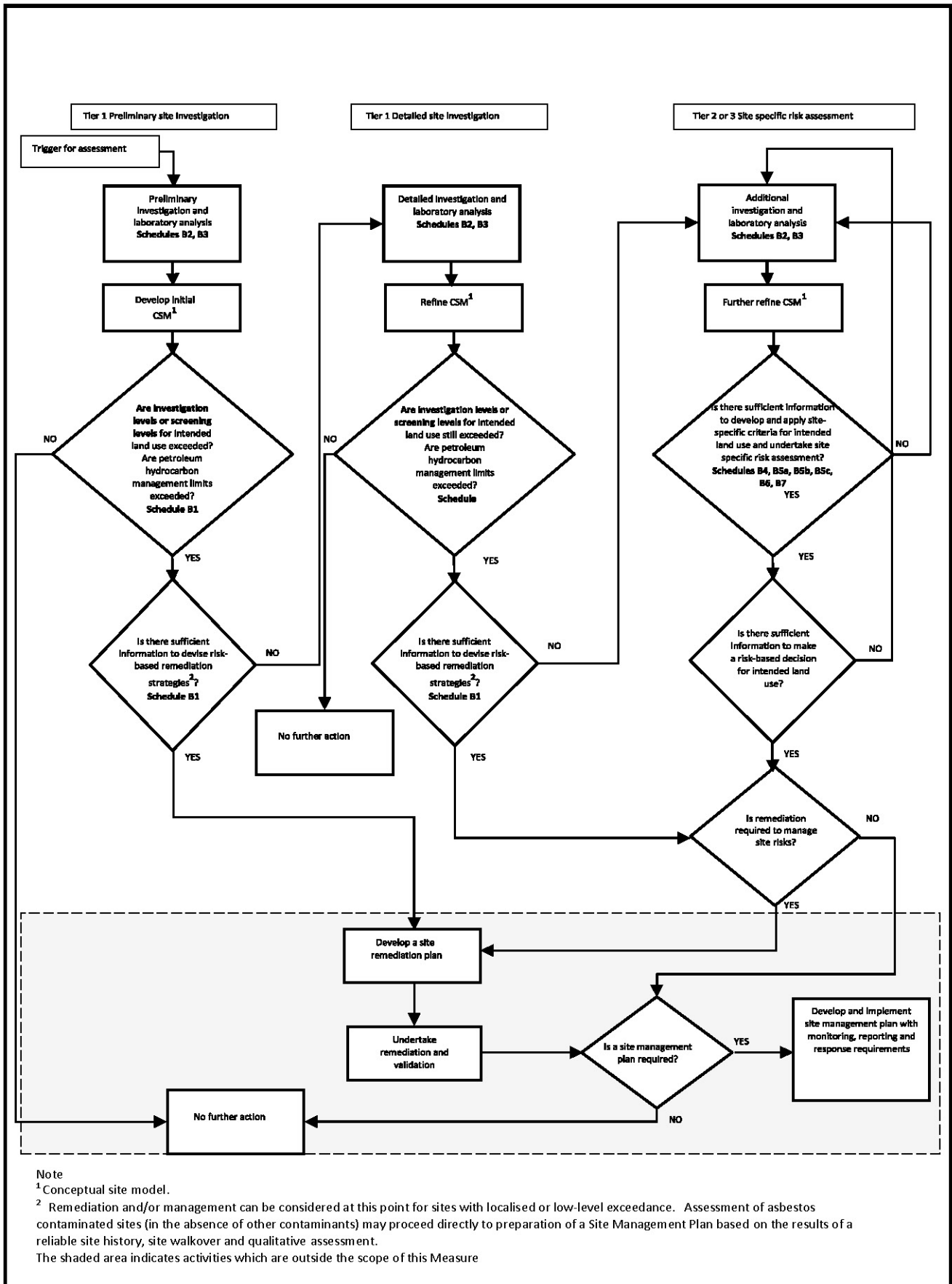
Performance Outcome PO4 includes a supporting Benchmark Solution that includes sites to be backfilled with "clean fill". To provide clarity on what constitutes "clean fill" its recommended that the DCP recognize the definition of clean fill that is in the Draft Precinct Plans being virgin excavated natural material that is validated and fit for its intended use.

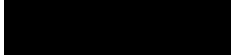
General Matters

- The proposal involves changes to the complying development pathway however it is unclear if these changes will have implications for activities regulated by the EPA. It is important that any development where the EPA is an Appropriate Regulatory Authority and requires Environment Protection Licensing under the POEO Act 1997 should require development consent. This is due to these activities normally being complex with a range of environmental considerations that require detailed assessment and the need for community engagement.
- The EPA considers the *Draft Western Sydney Aerotropolis Recognise Country Guideline* is an important benchmark piece for Western Sydney, and an opportunity exists to acknowledge traditional custodians, recognise connection with country, design for country and care for country in the Aerotropolis.
- Matters relating to Circular Economy provisions in the DCP will be provided by DPIE Environment, Energy and Science group in its submission on the proposal and should be considered in the further development of the Phase 2 DCP as these will help support the delivery of the directions in the [NSW Waste and Sustainable Materials Strategy 2041](#).

ATTACHMENT B

General contamination site assessment process (National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 Schedule A





From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 5 November 2021 11:06 PM
To: PPO Engagement
Subject: Webform submission from: Luddenham Village Discussion Paper
Attachments: rpia---out---letter---dpie-planning---response-ws-aerotropolis-planning-package-5.11.21.pdf

Submitted on Fri, 05/11/2021 - 23:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Paul

Last name

Wearne

I would like my submission to remain confidential

No

Info

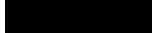
Email



Suburb/Town & Postcode

Wollongong 2500

Contact number



Please provide your view on the project

I am just providing comments

Submission file

[rpia---out---letter---dpie-planning---response-ws-aerotropolis-planning-package-5.11.21.pdf](#)

Submission

Please find attached EPA Response Regards Paul Wearne

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

5 November 2021

2200126

Jim Betts
Secretary
NSW Department of Planning, Industry and Environment
PO Box 257
Parramatta NSW 2124

Dear Mr Betts,

SUBMISSION ON THE WESTERN SYDNEY AEROTROPLIS SEPP, LUDDENHAM VILLAGE DISCUSSION PAPER AND OPEN SPACE NEEDS STUDY

We are writing on behalf of the Anglican Church Property Trust Diocese of Sydney (ACPT) in relation to its landholdings within the Western Sydney Aerotropolis which will be affected by the draft State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (WSA SEPP) as outlined in its Explanation of Intended Effect (EIE), the Luddenham Village Discussion Paper (Discussion Paper), the Open Space Needs Study (OSNS) and the Draft Western Sydney Aerotropolis Development Control Plan (Draft DCP). These documents have been exhibited in October and November 2021 and provide a planning framework for the future development of Bradfield and the broader Western Parkland City.

Summary of Key Points

- The ACPT seek to clarify DPIE's intent on the future of St James Luddenham. St James Luddenham has been identified as 'open space' with a 'green link' despite being privately owned property. The final Luddenham Village Plan should either remove the designation of the Luddenham site as open space or appropriately identify it as a land that will be acquired for public open space in a manner consistent with the WSA SEPP.
- ACPT support the inclusion of the 'Additional Permitted Uses' for Luddenham Village.
- ACPT is concerned with the proposed use of Clause 4.6 as mechanism to vary the precinct plans. Clause 4.6 variation requests are technical documents relating to development standards backed by a (growing and complex) body of case law. We strongly recommend a site specific clause be introduced in to the SEPP that includes the relevant considerations for the consent authority to consider when assessing applications that propose variations to the Precinct Plans.

1.0 ACPT Landholdings and Intentions

Places of public worship form part of the social fabric of cities and are a key component to the flourishing of local communities in Sydney. The Anglican Diocese of Sydney, to which the ACPT represents, represents over 400 churches across the Sydney Metropolitan Area, including one church and two other landholdings within the future Western Sydney Aerotropolis in Bringelly, Luddenham and Rossmore.

With over one million new future residents earmarked to live in and around the new future Western Parkland City of Bradfield, local churches will form an integral part of the social, cultural and spiritual lives of the people of Bradfield.

For the purpose of this submission, the following sites owned by the ACPT will be referenced (see **Figure 1**):

- **St James Luddenham, [REDACTED], Luddenham.** The site is approximately 4 ha and comprises a locally heritage listed church, cemetery and bushland area.

The existing building reflects the scale of the historic Luddenham community, however the Diocese wants to ensure that the church can continue to evolve and develop with the Luddenham community in to the future as it responds to the planned changes for the area.

- [REDACTED], **Bringelly**: The site is approximately 3.5 ha and contains a residence and cleared land.

The land was acquired in 2017 with the specific purpose of building a new church to service the future community that will live and work within the Aerotropolis. Approximately 1 ha is required for the future church with the remainder being surplus land that will be necessary to support funding of the construction of the church facilities and also the potential provision of compatible land uses to provide income and to connect with the local community.

It is noted that the ACPT also owns Holy Innocent’s Rossmore at [REDACTED], Rossmore. This site does not form part of the matters raised within submission.

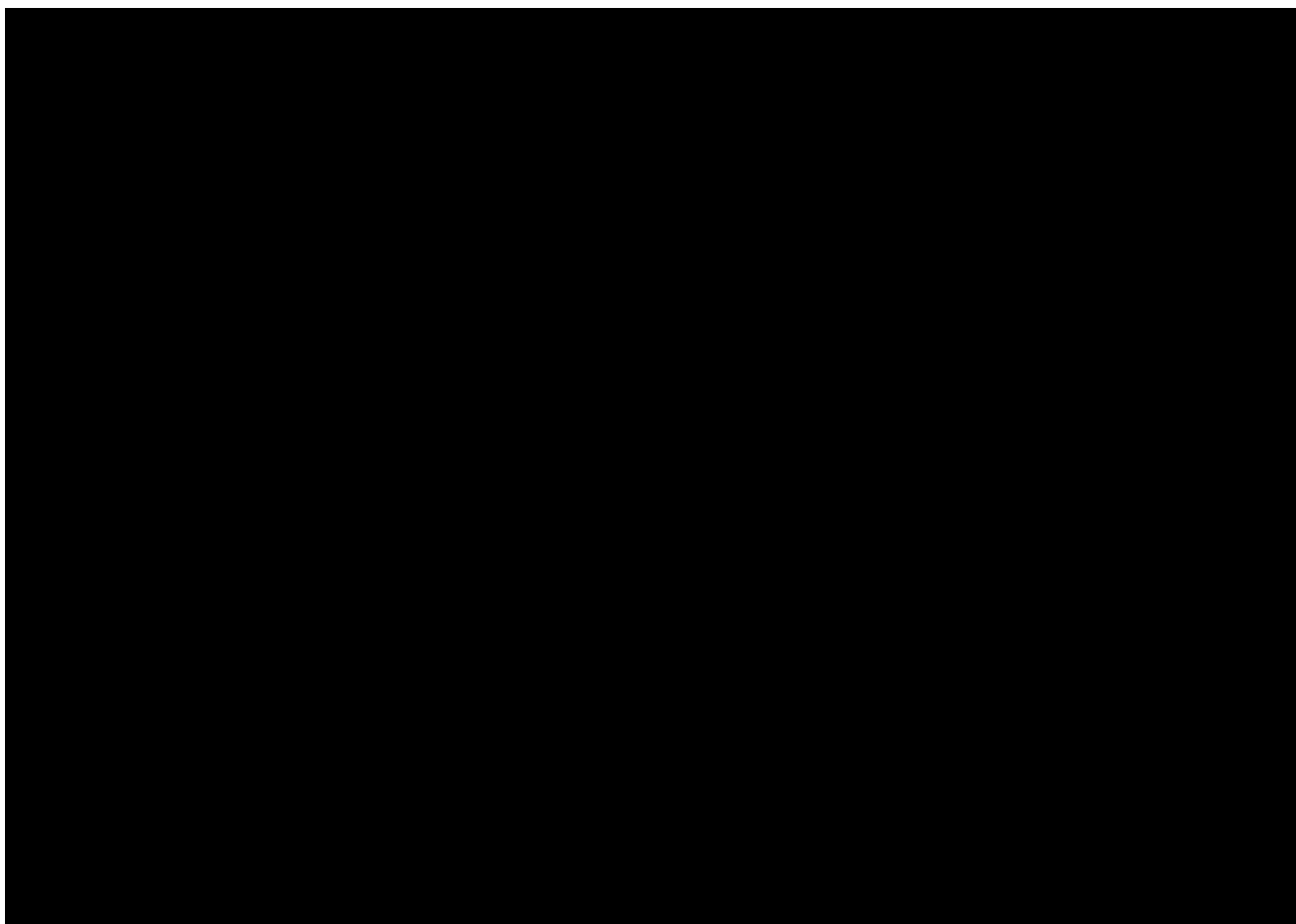


Figure 1 The Stage 1 LUIP with ACPT land shown in red

2.0 St James Luddenham

The St James Luddenham site is located near the south of the Luddenham Town Centre, adjacent to Sales Park to the west, Luddenham Uniting Church to the north, residential dwellings and Luddenham Public School to the east across the Old Northern Road and rural farmland to the south. The site is mostly covered by mature trees and other vegetation, some of which is designated as Cumberland Plain Woodland, a Critically Endangered Ecological Community, and a large portion of the site is identified on the Biodiversity Values Map. The St James Anglican Church is located on the south eastern corner of the site and contains a church building and a cemetery to its rear.

These buildings are identified as heritage item LU6 in the Penrith Local Environmental Plan 1991 (Environmental Heritage Conservation) (1991 EPI 674) (PLEP 1991).

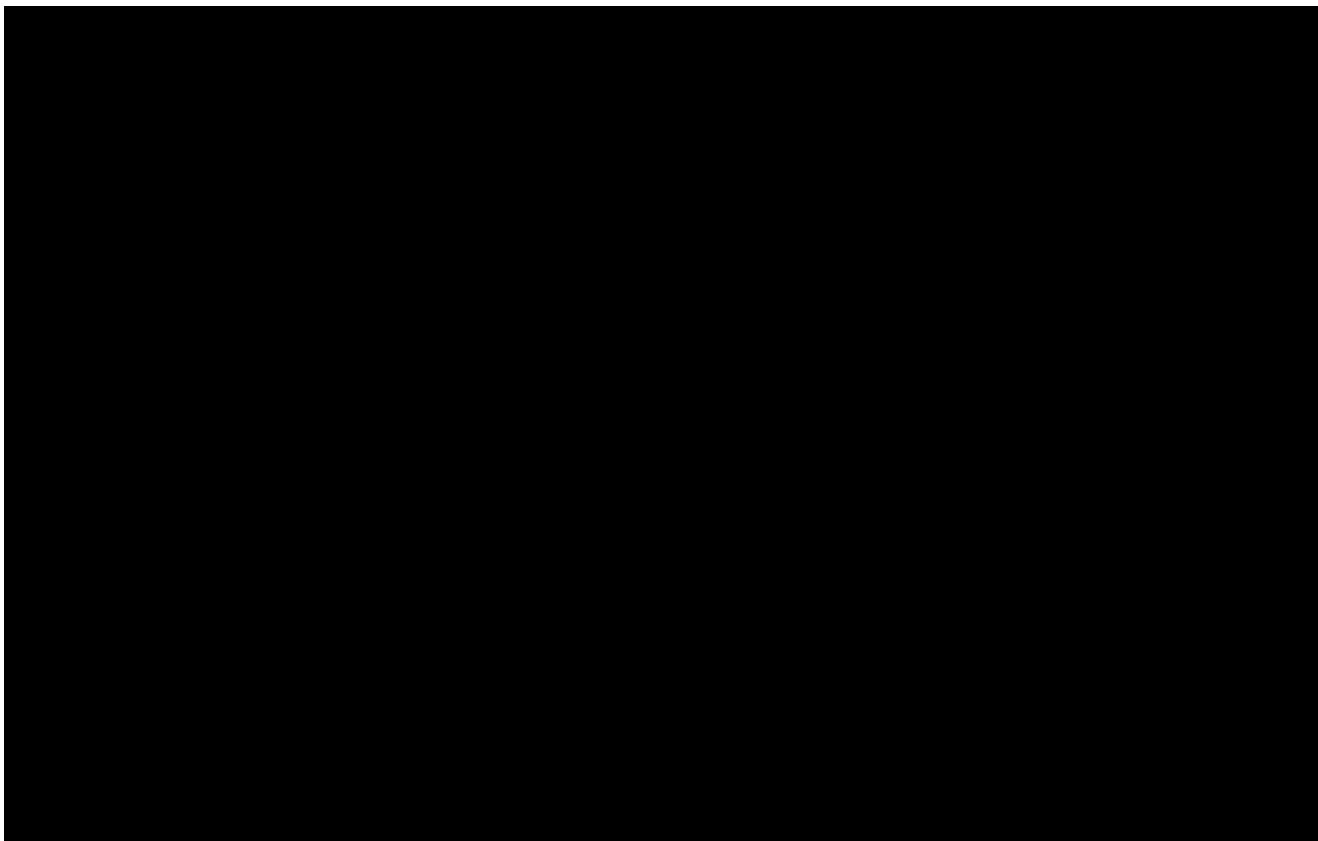


Figure 2 Aerial image of the site and Luddenham Village (site outlined in red)

Source: SixMaps

2.1 Intent for the site to function as open space

When read in tandem, the EIE, Discussion Paper and OSNS present a number of inconsistencies on the future of the St James Luddenham site.

The Discussion Paper indicates that the site forms part of a wider ‘open space’ area that incorporates Sales Park to the west and rural land to the south east (see **Figure 3**). It is intended that a ‘green link’ connect Campbell Street to the west with the Old Northern Road to the east. Whilst the two other areas are identified as open space in the OSNS, with the latter site to be acquired for this purpose as outlined in the EIE, the EIE and OSNS do not propose for the St James’ site to be acquired for this purpose.

Given a key principle in the EIE is to appropriately identify land to be acquired for publicly accessible open space on the Land Reservation Acquisition Map under the Aerotropolis SEPP, the decision to omit the ACPT land is either an error or inequitable, and must be addressed in the final Plan.

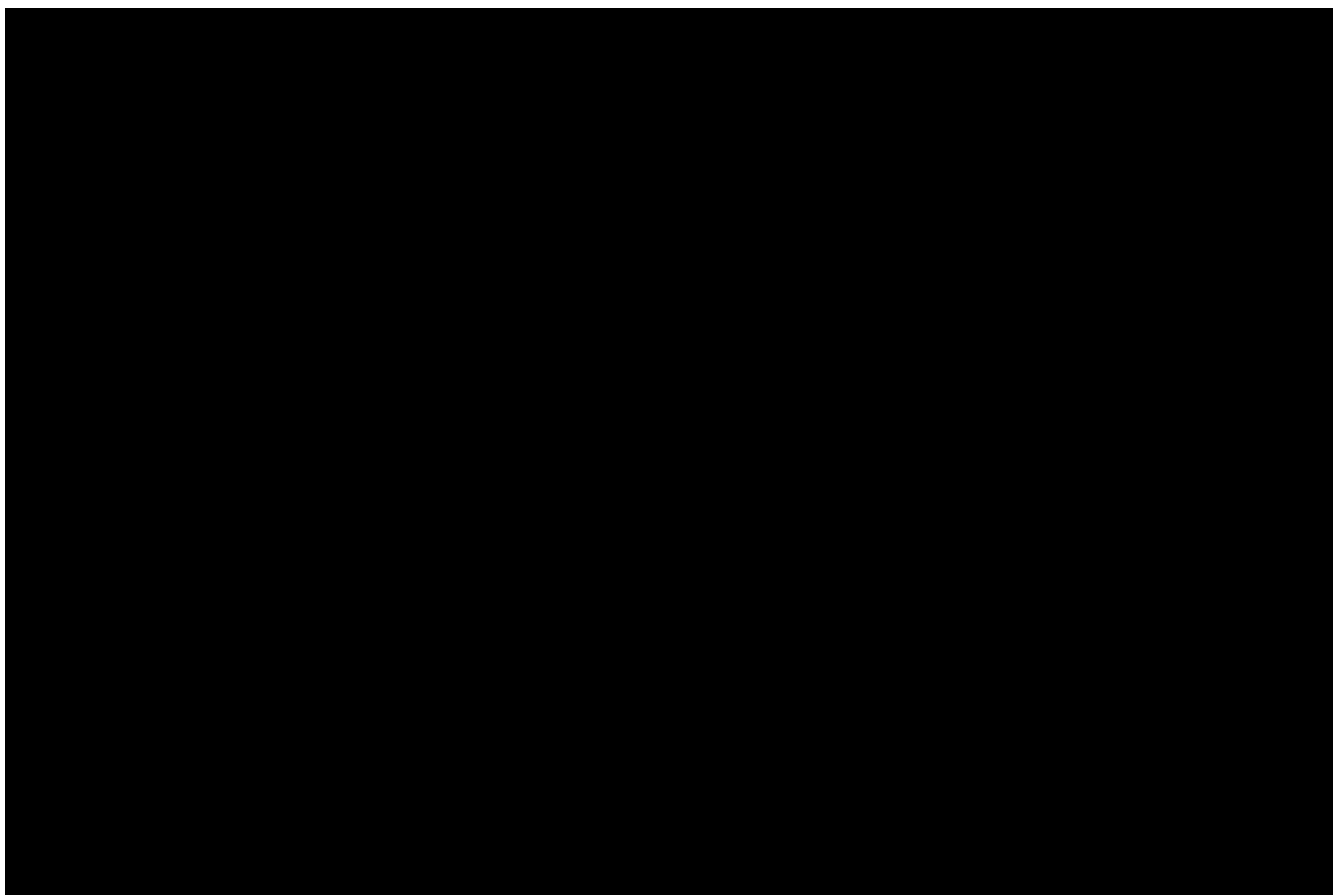


Figure 3 Luddenham Village Place Outcomes

Source: Luddenham Village Discussion Paper

ACPT has previously prepared a submission to the Aerotropolis Precinct Plan (APP) in March 2021 which designated the site as an 'urban park' and part of the open space network. It maintains its previous position that it does not object to the principle of the vegetated land becoming a public park in the future to support Luddenham Village. However, in order for this to occur, the land not occupied by the church must be acquired by the NSW Government / Council for the purposes of public open space. To not do so would reward landholders who have previously cleared land and penalise the ACPT, as a long term landholder who has maintained remnant vegetation.

Further, given the scale of population growth now envisaged in the surrounds of St James Luddenham, it is envisaged there will be a need for a church that has an auditorium that would seat 300-500 people and a multi-purpose hall facility with meeting rooms and offices that could be used by church, youth and the wider community. The current facilities would be inadequate on their own to support this level of use. The 4 ha site provides the capacity to provide these social infrastructure facilities and to still retain a significant amount of bushland. However, the current and future planning controls which would significantly restrict such development on this land by including it as part of a green link renders the property almost useless to meet the future social need and provides no incentive for the ACPT to dedicate this land for a public purpose.

Accordingly, we request that DPIE clarify the future use of this land across the three strategic planning documents and either:

1. Remove the designation of the Luddenham site as 'open space' without a 'green link'; or
2. Appropriately identify it as a land that will be acquired for public open space, given the limited development potential of the site and the public benefit the acquisition of the site can provide to the current and future residents of Luddenham.

3. Review the planning controls for the site so that it has the capacity to expand its facilities and potentially deliver the open space public benefits envisaged under the Plan through the offset provided in increased development potential.

2.2 Additional Permitted Uses in Luddenham Village

ACPT supports the proposal in the EIE to permit additional uses otherwise identified as prohibited in Luddenham Village.

3.0 Use of Clause 4.6 as a mechanism to vary master plans

In its previous submission the ACPT identified specific concerns in relation to the requirements in the APP to amalgamate land in relation to its land holding at [REDACTED], Bringelly and the need to provide for a flexible planning framework to allow for variations to the Precinct Plans.

The EIE indicates that a submission of a Clause 4.6 variation as the intended mechanism to vary the Precinct Plans. Whilst we understand that the objective of Clause 4.6 generally is to achieve better development outcomes by enabling flexibility in the application of development standards, we believe that it is not the most appropriate mechanism for varying high level master planning documentation.

Clause 4.6 variation requests are highly technical documents which consider a number of planning 'tests' which justify the contravention of a development standard. Development standards are defined as '*provisions by or under which requirements are specified or standards are fixed in respect of any aspect of that development*', with a recent judgement in *Elimatta Pty Ltd v Read and Anor [2021] NSWLEC 75* (Elimatta) clarifying the nature of a development standard.

The existing body of case law used to interpret Clause 4.6 variations has been utilised in the context of assessing variations to development standards and not for master plans. We raise a concern in that existing case law has not been used in to assess master plans which have a distinctly different function to development standards and is therefore likely to create a cumbersome, complex and uncertain pathway for proponents trying to deliver high quality outcomes in the WSA.

Accordingly we would recommend a site specific clause be introduced in to the SEPP that includes relevant considerations for the consent authority to consider when assessing applications that propose variations to the Precinct Plans, such as delivery of the road network, permeability of blocks, impact on servicing etc.

ACPT would like to thank DPIE for providing the opportunity to make a submission on the WSA SEPP Explanation of Intended Effect, the Luddenham Village Discussion Paper and the Open Space Needs Study. Moving forward, ACPT would welcome any opportunities to have a role in the next stage of more detailed planning. Should you have any further queries please do not hesitate to contact myself, or Scott Lincoln (Manager Parish Property, ACPT) on [REDACTED]

Yours sincerely,

[REDACTED]
Michael Rowe
Director

[REDACTED]

From: Michael Rowe [REDACTED]
Sent: Saturday, 6 November 2021 5:47 AM
To: Urbis Engagement
Subject: ACPT Submission on the Luddenham Village Discussion Paper
Attachments: ACPT Submission on WSA SEPP Discussion Paper and Open Space Network.pdf

On behalf of the Anglican Church Property Trust, please see our submission on the Luddenham Village Discussion Paper. Noting the exhibition period closed yesterday, can you please confirm this submission will be received by DPIE?

Thank you

Michael Rowe

Director
Planning



**ETHOS
URBAN**

[REDACTED]
W. ethosurban.com

173 Sussex Street
Sydney NSW 2000
(Gadigal Land)

Ethos Urban acknowledges and pays respect to the past, present and emerging Traditional Custodians and Elders of this nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

This email is confidential and may contain information that is confidential and privileged.
If you are not the intended recipient please notify us by return email or phone, and delete the original message.

8 November 2021

Department of Planning, Industry and Environment
Luddenham Village Discussion Paper Submission
Parramatta NSW 2124

Dear Planning Partnership

LUDDENHAM VILLAGE DISCUSSION PAPER

Thank you for the opportunity to respond to the Luddenham Village Discussion Paper.

Endeavour Energy continues our network investment plans to support the wider area Aerotropolis Precincts. This includes the significant investment in a 22.5km long sub-transmission feeder providing high capacity across the wider Western Sydney Aerotropolis Growth Area.

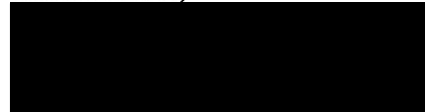
In support of Luddenham Village and the wider Agribusiness Precinct, Endeavour Energy's future plans include additional substations central to the region, as well as to the North, East and South East. Existing assets at Bringelly are also planned for investment, while the Luddenham substation has recently been expanded to accommodate new loads emerging.

We acknowledge the four scenarios presented for Luddenham Village and confirm that there is sufficient capacity within our proposed plans to support all visions including that of *Scenario 4 - Grow*.

We look forward to continuing to support DPIE in planning for the Western Sydney Aerotropolis.

Should you require any additional information, please do not hesitate to contact Gavin De Hosson, Lead Capacity Planner directly on [REDACTED]

Yours sincerely



Jason Lu
Network Planning Manager

Attachment: Planning for the Aerotropolis

