

Western Sydney Aerotropolis
Community Consultative Committee

Meeting No: 10

Date: 5 July 2022, 6:30pm - 8pm

Venue: via Zoom

Attendees	
Community members Sam Aloi Paul Buhac Gabriella Condello Rob Heffernan Joe Herceg Carleen Markuse Roger Moss Ross Murphy Paul Taglioli Sascha Vukmirica Diana Vukovic Wayne Willmington	Government representatives Christine Gough, Director Central West, Metro West, Department of Planning and Environment (DPE) Wendy Carlson, Precinct Place Manager, Western Parkland City Authority Rebecca Rafter, A/g Director, Western Parkland City, Transport for NSW (TfNSW) Natasha Borgia, City Planning Manager, Penrith City Council Lina Kakish, A/Manager City Planning, Liverpool City Council
Other attendees Rania Zahab, A/Senior Manager Place, Aerotropolis and Southwest, Transport for NSW Katy Hannouch, General Manager Community Engagement and Partnerships, Western Sydney Airport Co Elizabeth Low, Senior Communications Manager, Sydney Metro Geoff Cahill, Director Corridor Identification and Protection, Transport for NSW Michael Johnson, Community Engagement Manager, Sydney Water Fernando Ortego, Western Sydney, Commercial Partnerships Manager, Sydney Water Charles Wiafe, Manager Transport Management, Liverpool City Council	

Apologies

Rob Parker, Manager Community Engagement Airport Construction, Western Sydney Airport Co
Madhu Pudasaini, Manager Infrastructure Planning, Liverpool City Council
Justine Kinch, Western Parkland City Director, Transport for NSW
Helen Anderson, community member

Item	Description	Action
1	Welcome and introductions - RR RR welcomes everyone to the meeting.	
2	Actions from last meeting Rebecca Rafter (ReRa) updates the group on initiatives on the roads of concern in the area. The intersection at Devonshire Rd/Elizabeth Dr will be getting a roundabout as a part of the M12 project. This is currently in concept design stage and consultation with the community is a part of the process. RR flags that this is an issue that the committee is very concerned about and asks for more details about safety measures. ReRa says that by the end of the week utility investigations and environmental assessments will be completed to go toward the planning approval. They are looking into installing a roundabout at the intersection of Western Rd/Elizabeth Dr. They are also running a social media road safety campaign (Be Truck Aware) which is geo-targeted to the area. Lastly, there is ongoing maintenance work on roads of concern. RR asks about the status of the road and for a timeline for these safety initiatives. ReRa says that with wet weather the maintenance works are around 50% complete, although their original timeframe was three months. RR asks for comments. RM asks if the funding has been allocated for the roundabouts at Devonshire and Western Rds. RR confirms that Devonshire Rd is funded through the M12 project. Western Rd hasn't been funded yet. Western Rd will be funded by the NSW Government as part of the Federal stimulus funding for delivery in 2023. RM asks what interim measures will be put in place before the roundabouts are built? He highlights that there are weekly incidents at a minimum and that installing safety measures is a matter of urgency.	

ReRa says that they are monitoring the number of incidents on these roads. She reiterates that they are running geo-targeted social media campaigns, continuing maintenance work and that they are undertaking a speed zone review.

RM confirms that this means that the risk on these roads will remain the same for the next 6 to 12 months. He says that he is disappointed by the inaction and claims that there will be a fatality in the time before the roundabouts are installed. He says it is not a speed issue.

ReRa says that since the M12 project does not commence until August, the building cannot start before that.

RR asks what road safety measures are being considered other than the ones already mentioned?

ReRa says that they have considered an interim roundabout at Elizabeth Dr/Devonshire Rd intersection and that she is open to hear suggestions.

RM recalls that Council suggested temporary traffic lights at the Western Rd intersection. RM finds it unfathomable that it would take 6-12 months to install an interim roundabout and states that the data ReRa has may be inaccurate due to people not reporting incidents.

ReRa says that a team reviewed the idea of the traffic lights and they decided that a roundabout would be safer as the latter slows traffic while the former brings it to a sudden halt, which might be dangerous for trucks. Roundabouts need to be large enough to cater for B-doubles.

RM draws attention to the roundabout built near the airport, which only took a couple of days to complete. He says it's hard to understand the delay on the temporary roundabouts on Elizabeth Drive.

ReRa says that this roundabout has been put in for construction vehicles as a part of the M12 project. This is part of the planning proposal for the M12 project that was approved in 2018.

RM asks if the Minister has to approve it?

RR believes that DPE has to approve it.

KR continues with the action items from the previous minutes and confirms that action items 4, 5, 6, 7, 8 and 9 have been completed.

Regarding action item 5, DV asks if EL has information about the works.

	<p>EL says that it has been delayed, and that they don't know the quality of the conduits until they do the work. It is 75% complete.</p> <p>KR updates the group about action item 10: TfNSW is funding the resealing of Elizabeth Dr.</p>	
3	Agency updates	
3.1	<p>Department of Planning and Environment - CG</p> <p>CM asks RR if she should be concerned about the lack of information received about riparian corridors?</p> <p>RR says they should not be concerned, and that the confusion has been caused by the novelty of the concept and that it involves more than one agency. She says we have been pursuing answers to questions related to this issue for some time.</p> <p>CG says that every riparian corridor is unique based on the strahla stream order which is managed under the <i>Water Management Act</i>. It puts in place corridors where you have to manage the stream and the creeks from the bottom of banks to the top of the bank and the corridor on either side. They are currently doing an analysis for the DCP of riparian corridors to get a fixed idea about what the dimensions will be. This takes a bit of time because every strahla stream is slightly different.</p> <p>CM says that all they know is that landowners will be affected, but they don't know who or how they will be affected.</p> <p>CG says that riparian streets are wider streets and that landowners are required to preserve the creeks on their properties under the <i>Water Management Act</i>. Water has to be managed in the landscape; this legislation prevents people from removing creeks.</p> <p>CM says that it sounds like many things have been erroneously grouped together in this concept. At many places where there are easements, they have been called riparian streets. CM expresses frustration at the constantly moving goalposts.</p> <p>CG says that this is why they are seeking clarity on what a riparian street is for the CCC: for clarity.</p> <p>CM has heard from around 10 people who don't sound confident about this concept.</p> <p>RR understands that land impacted by the riparian corridor classification is undevelopable land anyway because of the water management issues.</p> <p>RR opens up questions for the community and highlights that they are working through site-specific issues at Badgerys Creek.</p>	

	<p>SA asks about the planning taking place with the Wianamatta South Creek?</p> <p>CG takes this on notice.</p> <p>SA says that the properties that are going to be impacted back onto the creek. He would like a strategic plan and timeframe.</p> <p>GC suggests that a document compiling community questions and concerns be developed. GC asks for JH's involvement with this given his knowledge of technical terms.</p> <p>JH says that he and RM had a meeting with the Minister a while ago and Joanna Hole was allocated the responsibility for the Wianamatta South Creek delivery strategy. JH understands that Council's 2020 flood study was discontinued because they discovered they were wrong.</p> <p>RM says that the level of community frustration is because of unfulfilled commitments from this meeting. It is now 12 months after when they were supposed to provide an update. RM believes that the Minister and Department had been allocated great funding to do this delivery strategy and they had a large team.</p> <p>GC adds that they were going to form a group that the community had to apply for, which they never did.</p> <p>RM believes that the government didn't want to report bad news before the election. He thinks they need to go back to Joanna Hole's team to ask where is the delivery strategy.</p> <p>RR says it was never a delivery strategy, and that they should not have called it that.</p> <p>CG informs the group that Joanna is on extended leave at the moment.</p> <p>SA asks what the plans are for the mitigation?</p> <p>CG praises Council for the street inspection they conducted which she anticipates will be useful. The rain events have shown what the priorities should be.</p> <p>GC adds that they know where the water lies, they have presented ideas and a way forward.</p> <p>RR thinks that several issues are being conflated. The flooding is not a responsibility of DPE or Sydney Water. The Wianamatta South Creek work was not a delivery strategy. She thinks it was part of a process of</p>	<p>CG to organise presentation for an upcoming meeting with the person responsible for the planning around the creek.</p> <p>GC and JH to compile a list of community queries and concerns about the Wianamatta South Creek to share with DPE.</p>
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	<p>doing detailed investigation work to put together a budget bid. DPE is only able to use the latest gazette flood study. Council have done work on a more recent flood study that will remove the affectation for some and vice-versa. Council made the decision not to gazette the study. When it comes to putting in a DA she expects that if an area that didn't flood but now floods or vice-versa, that will now be taken into consideration.</p> <p>LK says she can relay the concerns back to Madhu in Council. The majority of Council are new members so they may like to revisit. She understands that it has been a longstanding issue.</p> <p>SA asks if they are going to widen South Creek, why don't they say so? Then they can start planning.</p> <p>CG reiterates that she needs to check-in with the team and organise a briefing.</p> <p>RM feels misled by the previous Minister and senior DPE staff. They called themselves the delivery strategy team and said a delivery strategy would be developed in 6 months. He is concerned that the project has changed.</p> <p>JH says that Sydney Water is using 2004-08 flooding studies to inform the construction of stormwater systems. He says that they need to do a current study to get this right of the 72km creek.</p> <p>GC says that when Council came on site, they realised they had to do more studies. It is important that they do their future planning right. It has a huge impact for residents who are being unfairly zoned.</p> <p>JH acknowledges that this level of development is unprecedented in NSW. He believes that accurate modelling is basically impossible because things keep changing. Studies are outdated by the time they are published. He thinks that developers will swoop in with their own studies falsely claiming that the areas do not flood.</p> <p>GC says Council said that they are responsible for mitigation work. She acknowledges the work that Council has done to listen to the views of people.</p>	Council regarding 2020 flood study.
3.2	Transport for NSW - GC	RR to invite the Mayor to an upcoming meeting.
	<p>ReRa says she has nothing further report to those matters covered in the actions.</p> <p>KR says she forwarded questions from PT to ReRa re upgrades on Badgerys Creeks Rd, Mersey Rd and other roads connecting into the city centre.</p>	

	<p>ReRa says there are a group of roads in the SEPP which are being prioritized for business case development to secure funding for upgrades. Some have been put through as high priority roads for emergency funding.</p> <p>PB is surprised you need a business case for upgrading these roads.</p> <p>ReRa says that it is important that you justify spending people's money.</p> <p>PB highlights that the whole of Bradfield cannot operate without these two roads. A business case will take another 12 months.</p> <p>RR says that Badgerys Creek Rd is particularly contentious, and they are keen to hear the result of this. Good to know that it has gone to the Minister and the community look forward to the outcomes. She cannot believe that TfNSW did not have a forward budget bid in for the Aerotropolis. RR says that it is too late and a huge lapse in the operation of government. Impacts are being felt in the community and there is huge frustration.</p> <p>PB asks how this massive development in Bradfield City is going to be supported by roads which are collapsing because of these heavy rain events and heavy machinery?</p> <p>GC asks when Rossmore is going to be developed? Has there been anything about the Western Rd extension?</p> <p>ReRa takes the Western Rd extension question on notice. She says she will ask JK to provide further information on this and the other road priorities and a timeline at the next meeting.</p> <p>DV asks about the Adams Rd closure. When will that be reopened?</p> <p>KH says that these works are being undertaken by WSA and Adams Rd will be reopening in September.</p>	<p>ReRa to provide a response to the Western Rd extension question.</p> <p>ReRa to ask JK to provide information on the roundabout at Devonshire Rd and an up-to-date timetable on priority works.</p>
3.3	Sydney Water - FO	
	<p>FO and MJ provide an update from the 25th of July when a landowner information session was held. There was good attendance, with over 90 registrations. Technical subject matter experts presented, discussing servicing and the consultation process that is open at the moment.</p>	

	<p>There was Q&A and individual conversations. Collateral from the event is online, including some presentations from experts at the landowner sessions. Links were provided in the chat.</p> <p>FO says that work along Badgerys Creek Rd is coming to an end by the close of July. They have finished the works across Luddenham Rd. They are having a session about water tomorrow. There is a community session at Bringelly Hall on 20 August as well.</p> <p>RR says that the session was appreciated and it was successful. The community will appreciate this on an ongoing basis.</p>	
3.4	<p>Sydney Metro - EL</p> <p>EL reports no significant update.</p> <p>Power supply is 70% finished and roadwork is almost 100% finished.</p> <p>A lot of the CTMPs that the SBT contractor is finalising are now on the website. It's on the CPBG website. A link was provided in the chat by LL.</p>	KR to share link.
3.5	<p>Western Parkland City Authority - WC</p> <p>WC says that a cross agency community drop-in is being held on 20 August. It is from 10am to 2pm at the Bringelly Community Centre. Agencies attending will include WPCA, Metro, Sydney Water, DPE, Transport, WSA, and Penrith and Liverpool City Councils</p> <p>WC expects WPCA to receive approval from the NSW government to start the construction of the first building in the Bradfield city centre in the next couple of months. There will be door-knocking with adjacent neighbours on 25 July.</p> <p>RR opens for questions.</p> <p>DV asks if the approval for Bradfield City developments will consider the impact on traffic and congestion on roads.</p> <p>WC says that the masterplan is being developed for the Bradfield City Centre, roads and development will be part of this and they are hoping to consult with the community in the next few months</p> <p>DV suggests it might be more effective to collaborate with Transport.</p> <p>WC says all roads and facilities within Bradfield City Centre will be considered within the master planning process. Roads will be constructed by the Authority, Metro and developers.</p> <p>DV says wouldn't it make more sense for all of the agencies to work together so that roads are in place prior to the development of the town centre. She cites the problems at Oran Park.</p>	

	<p>RR clarifies that that master plan is for Bradfield and suggests that DV is asking about the roads to Bradfield (as opposed to in Bradfield). She also notes the increase in population and employment meaning there will be increased pressure on the road network.</p> <p>PB says that each of the agencies come through, dig up the road to place their service, patch the road then it is quickly dug up by the next agency for its service. He asks why don't they put it in the same hole?</p> <p>RR notes that one of her recommendations from last year was the coordination of infrastructure delivery. They have adopted this recommendation. She is pursuing progress.</p> <p>EL says that because there are different contractors and different insurance requirements they are not able to rely on data that has been undertaken by other organisations. They are also operating under different planning approvals.</p> <p>PB recalls a utility coordination group established by the planning partnership.</p> <p>RR says that WPCA convenes the group.</p> <p>WC is not aware of a utilities group. There is a lot of work being done on a multi-utilities corridor where all services into Bradfield and the Aerotropolis will be delivered. Planning is still underway. It will largely be delivered by Sydney Water.</p>	WC to provide information re the status of road systems in and around Bradfield.
3.6	<p>WSA Co - KH</p> <p>KH says WSA held a community open day on 26 June. The gates of the construction site were opened and they have sent out a survey to get some feedback on the day. Some of the feedback they received concerned including more spaces because of how quickly all of the spaces booked out. They are looking at making community open days a biannual event.</p> <p>KH continues that there was engagement with suppliers such as M12 and Metro. Community said it was beneficial to hear firsthand from these stakeholders. KH is open to hear further feedback from those who attended and those who did not.</p> <p>DV asks about property on Lawson Rd and the water complex. When DV had a one-on-one meeting with RP she was told that the complex would be re-located, but it has come to our attention that it's remaining.</p> <p>KH takes this question on notice.</p>	KH to report back on status of water

	<p>DV refers to a session about climate change with WSA that she attended. She asks for information about the Lawson Rd water complex and wastewater in writing so that their community has clarity.</p> <p>DV refers to her property and another property, which have been identified as a partial SP2 because they cross the border line of the Creek as Sydney Airport. She also notes flooding on her and others' properties that wasn't there prior to the airport.</p> <p>KH says that the site was in the best condition possible before the extreme weather events with all basins empty. She says she is happy to address particular issues one-on-one.</p>	complex on Lawson Rd.
4	<p>Update: Strategic Transport Corridors, Transport for NSW - GC</p> <p>GC introduces himself. He is the director of transport corridor identification and protection. They do long-term planning for future transport and protect corridors of land for the future. They have been doing this for 6 years, but in the 70 years before this they were not doing this.</p> <p>GC says that without forward planning they would have to go through newly built homes to put in transport lines. Getting in early with transport corridor identification incentivizes developers to build houses around transport lines. They are trying to link growth areas with employment opportunities around WSA.</p> <p>A document titled <i>Future Transport 2056</i> enumerates their goals.</p> <p>GC displays a map with the corridors for transport they are committed to currently. They are working with CG and DPE to integrate these corridors into land planning.</p> <p>RR asks about the Outer Sydney Orbital corridor and about the difficulties people are experiencing to apply the hardship trigger.</p> <p>GC says that they have taken a compassionate acquisition approach which is not strictly hardship acquisition.</p> <p>RR says that there are a couple of landowners who are affected. Do we send these to you?</p> <p>GC confirms that if you are affected by the Outer Sydney Orbital Corridor, come to him to discuss compassionate acquisition.</p> <p>GC continues that the identified corridors have interim use guidelines. These guidelines contain the permitted use in these corridors.</p>	

JH says he has heard rumors that the funding has been pulled and the new Federal Government is not going to engage with funding for the Metro going South to Oran Park.

GC can't comment on that but he knows that joint funding down to St Marys and Bradfield has been secured. They are exploring what the next priority is going to be.

EL confirms that the recent government announcement is for the stage 2 Aerotropolis via Leppington to Glenfield line. Any other metro work will be a separate business case.

JH asks if the business case had been done by the prior government?

EL says that this not aware of this.

JH asks about the funding going South to Oran Park. He heard a rumour that it is not financially viable. If they don't build in identified corridors for many years and then the funding gets pulled, what happens then? Do the corridors stay there?

GC says that this is a decision for government. In the 1950s many corridors were identified that were not built on but there have been others where the government has relinquished corridors. He says it is great that the government is thinking long-term and establishing these corridors before building. Some of these corridors may not be built on for 10, 20, 30, 40 or 70 years. It has reduced social impact.

JH asks if there is any information on the Metro going South?

GC says that timing and funding are always linked to business cases, you don't get funding until you have a business case.

JH asks if there is going to be some sort of junction near Robertson Rd?

EL is not sure.

JH asks whether the Metro is going south will be under or overground?

GC says that the plan for Bradfield is overground to Oran Park. At Oran Park to Macarthur it will be underground because of the existing housing development.

JH asks if they will cut through the hills since Metros don't travel well uphill.

GC says yes, they will through various challenging creeks and hills.

GC says that a decision has been made by the government that the St Marys Metro can go underground to Bradfield. A decision has not been made yet about whether the Parramatta line should go underground. In terms of how Bradfield is being developed, there has been no decision.

JH asks why they need the identified corridors if the Metro line will be underground? He is frustrated about the lack of clarity for landowners regarding when and how they will be impacted.

GC says that the decision to make the St Marys line underground was an expensive decision. The decision about the other line has not been made yet. No business case has been done for the Metro line going South. JK understands that this is confusing.

PB asks about a freight line corridor going further than the Aerotropolis?

GC references the map and says that there is a freight line from Port Botany to Luddenham and the Sydney Corridor can continue all the way down to the main South line and to Illawarra. A dedicated freight line is a key part of that.

PB asks how freight will come in via trainlines into the proposed logistics hub?

GC says that a Western Sydney freight line is urgent and they are starting the business case process for that. The freight line heading up to St Marys is going to be required in the first part of the 2030s. If they don't build that, the commuting lines will become congested. They need to retain capacity for the passenger service connecting Parramatta and the City. They think the freight line will be required in 10 years. There's also a proposed terminal in the Mamre Rd Precinct which will be an important logistics hub.

PB asks about the challenges getting freight or containers to the intermodal and agribusiness/Mamre Rd precinct.

GC says it will come down the Outer Sydney Orbital, around the airport to Agribusiness. Before it's built, containers from Port Botany will be unstacked at the Mamre Rd hub for distribution across Western Sydney.

CM asks if CG has ever had a corridor put through his home?

GC says that he understands the significance of it and that in 2018 he spent several months hearing stories about it.

CM says that funding and timelines have to improve.

	<p>GC reiterates that if they didn't identify corridors now, the transport infrastructure wouldn't be affordable because it would have to be underground or they would have to plough through new homes.</p> <p>RR thanks GC for his time.</p>	
5	Update: Liverpool City Council – flood mitigation and flood study status - MP	
	Deferred	
6	Update: Addressing road maintenance and safety issues - RR	
	Addressed through discussion on action items and TfNSW agency update.	
7	AOB - RR	
	<p>WW provides an update on Luddenham. He says that people are fed up and are suffering with the uncertainty. Everywhere else has been planned except for Luddenham. They have written to the Minister and State MPs.</p> <p>SA asks about the timeline for the Metro.</p> <p>EL says that it is in the 2056 future transport plan. She says it needs future business case consideration.</p> <p>JH flags a big sign at Oran Park that says 'Metro coming soon'.</p> <p>EL will send the photo to her project director.</p> <p>RM continues that it is a big part of the sales pitch that developers make and people have bought plots of land under the impression that the Metro is coming soon as per the sign that has been up for approximately 18 months. It is near the shopping centre.</p> <p>RR asks who the developer is?</p> <p>JH says Harrington Grove developer claims that they have the proposal. This developer makes claims about the construction of an underground Metro.</p> <p>RR thanks the agencies for their attendance and contributions.</p> <p>DV asks for an update on the lighting on Lawson Rd.</p> <p>KR says that was part of a list of road issues that has gone to the Minister. There is nothing further to report at the moment, but this is on the agenda alongside other road issues.</p>	<p>JH to take a photo of the Oran Park sign to send to EL.</p> <p>EL to follow up on the misinformation about the Metro.</p>

	<p>RR says that she is pursuing the roads and flooding issues behind the scenes. She is due to hear back from the Commonwealth about Luddenham.</p> <p>RM find it absurd that the Minister for Transport doesn't have authority to bypass a 12-month survey when the risk outweighs the benefit of a study. His family resides in the area where geo-targeting is apparently occurring and they have never received a message.</p> <p>PB says he asked the question of WSA Co re the site being managed as a mine site because he believes that they are not implementing best practice. They are not subject to the EPA – they are self-policing. He says that the Federal Minister, Catherine King, needs to be here.</p> <p>RR says that the issue is they are not subject to EPA regulatory guidelines. Same problem with water run-off is a significant problem and all you get when you raise these issues is that we are working within the approved EIS.</p> <p>DV says that issues with the site have been happening since 2018. WSA has an obligation to mitigate the dust. It has impacted everyone's allergies and coughing. She is aware that there is asbestos on the site which she believes is not being managed properly since she saw it uncovered on the site.</p> <p>DV encourages people to join the asbestos register.</p> <p>RR commends this proactivity.</p> <p>RR thanks everyone for their efforts and contributions to the meeting tonight and for their good humour in the face of serious issues.</p>	
	<p>Next meeting: 2 August 2022, 6:30pm – 8pm.</p>	

Corridor Identification & Protection Program



Future transport corridors

July 2022
transport.nsw.gov.au

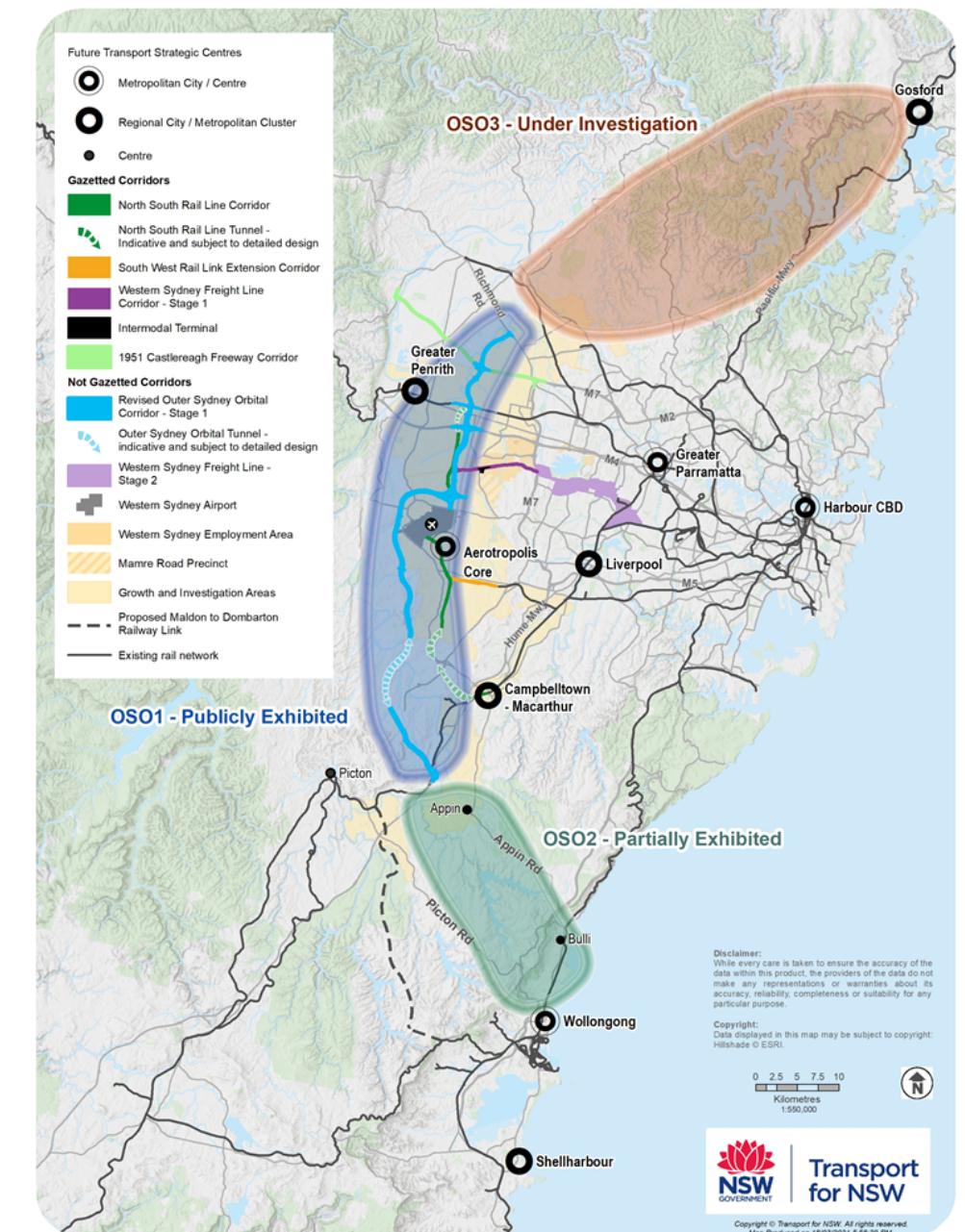
Value of corridor planning

Strategic and economic

- Protects land for future transport needs, minimising future social disruption
- Facilitates housing and incentivises developers
- Provides for connectivity between Growth Areas and western Sydney employment
- Facilitates employment by creating employment zones such as IMTs
- Connects the 6 cities
- Delivers productivity improvements, by dramatically reducing the cost of building the relevant projects in the future
- Minimises risk that governments will have to defer or scale back projects (with attendant economic and social costs) because of budget constraints
- Corridors supported by Future Transport 2056, INSW, DPE, WPCA, GCC

The Three Stages of the Outer Sydney Orbital

SENSITIVE: NSW CABINET



Western Sydney Corridors

- Four corridors were exhibited in 2018.
- Three corridors – North South Rail Line (NSRL), South West Rail Link Extension (SWRLE) and Western Sydney Freight Line Stage 1 (WSFL1) – were gazetted in 2020
- Planning is underway for the NSRL between St Marys and Bradfield to be open for 2026
- Outer Sydney Orbital Stage 1 (OSO1) is protected under the Aerotropolis SEPP.
- OSO1 is required to allow precinct planning in the Aerotropolis and Western Parkland City
- Other strategic transport corridors are under investigation
- Integrating corridors with land use planning
- Statutory obligations under the *Land Acquisition (Just Terms Compensation) Act* requires the properties of those who experience hardship to be acquired
- On-going corridor protection required

