



Greg Robinson
Chief University Infrastructure Officer

2 December 2020

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

Re: SSI-10051 Sydney Metro - Western Sydney Airport

As you are aware, the University of Sydney (the "University") has significant landholdings in Western Sydney and has for several years been working to progress the planning for its properties. The vision for facilitating advanced, modern industry to support the new Western Sydney Airport and broader Aerotropolis is aligned with the University's plans. The University, being a significant landowner of property most proximate to the entry of the airport, is well poised to leverage its rich research and education credentials to attract high value investment into this region, and is exploring areas including advance manufacturing, aerospace and defence.

The University is the owner of 344 hectares of land known as McGarvie Smith Farm in Badgerys Creek and Fleurs Farm in Kemps Creek. The Sydney Metro - Western Sydney Airport (the "Project") affects land known as McGarvie Smith Farm at No's 1793-1951 Elizabeth Drive, Badgerys Creek being lots Lot 62 and 63 in DP1087838 and Lot 3 in DP164242 ("the Property"). The Property has an area of 161 hectares.


The Project will have a significant impact on the Property as a result of land acquisition, access restriction and land fragmentation. The University is concerned about the extent of land identified for acquisition, some 40 hectares, compared to the corridor of approximately 9 hectares identified within the SEPP (Major Infrastructure Corridors) 2020. The additional 31 hectares includes over 600 metres of frontage to Elizabeth Drive, land zoned Enterprise opposite the entry to Western Sydney Airport.

The University raised its concern over the extent of land being acquired at a meeting with Sydney Metro on 10 November 2020 and was advised by Sydney Metro that the Project was unlikely to require all of the land for long term operational requirements, and that Sydney Metro would work cooperatively with the University to reduce the area for acquisition and explore leases for construction purposes. **Figure 1** shows the Property in relation to the construction footprint.

The University's concerns with the Project are outlined in **Attachment A**.

It is requested that these matters be taken into account in determining the Project. Should further information be required please contact David Schofield, Project Director on (02) 9563 6804 or d.schofield@sydney.edu.au.

Yours sincerely

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Greg Robinson
Chief University Infrastructure Officer

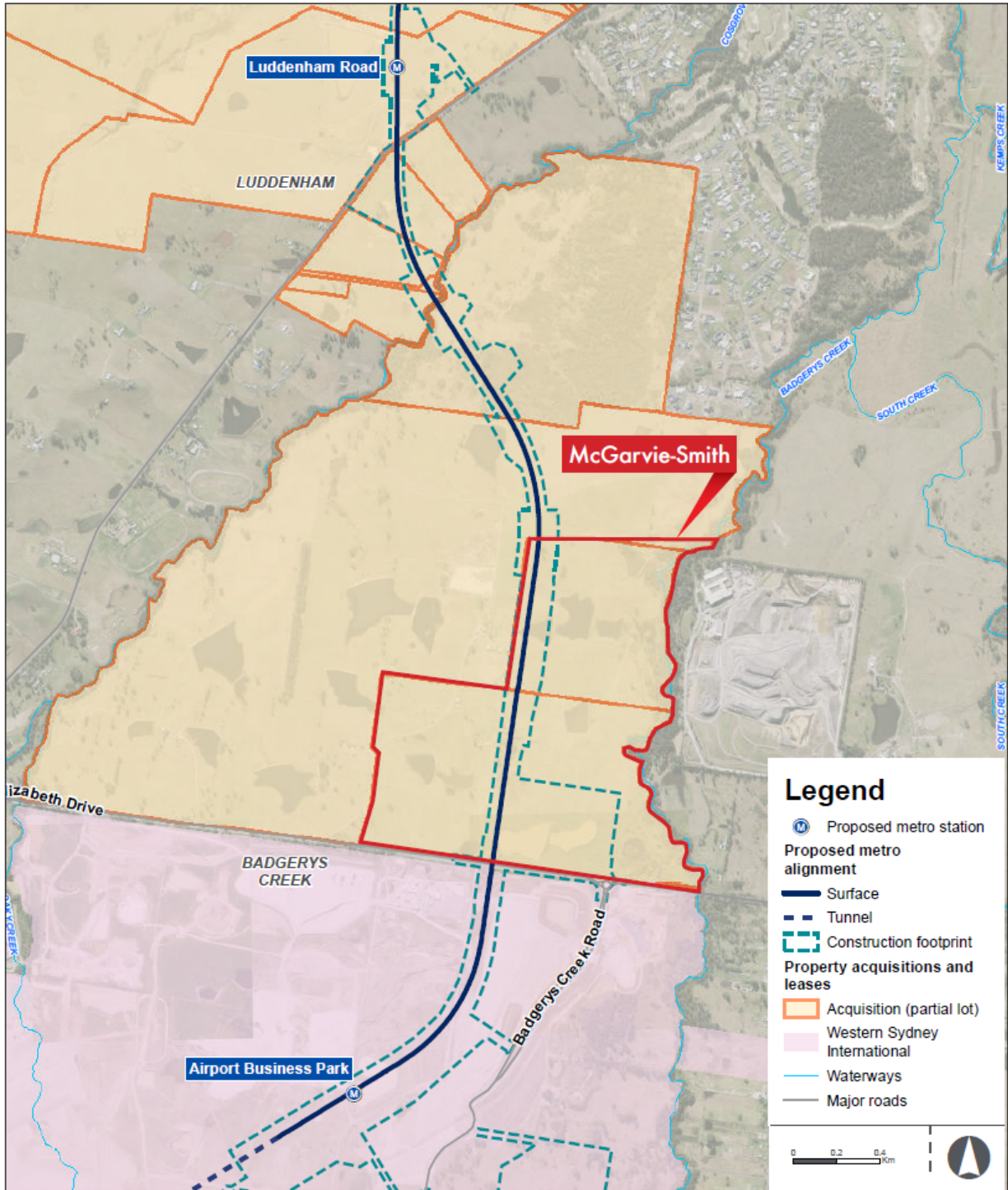


Figure 1 - Property Affectation



ATTACHMENT A

Objection is raised to the Project on the following grounds.

1. Area for acquisition

The proposed location of the property acquisitions and leases, as exhibited in the EIS, are shown in **Figure 1**. The construction footprint within the Property occupies an area of approximately 40 hectares or 25% of the Property. Figure 1 from the EIS identifies the Property as being "Acquisition (partial lot)". However, the EIS does not distinguish between "land to be acquired" and "land to be leased".

The Property is primarily zoned "Enterprise" with parts zoned "Environment and Recreation" under State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 and SP2 Infrastructure under State Environmental Planning Policy (Major Infrastructure Corridors) 2020 (see **Figure 2**).

The EIS states that the construction footprint will be used during operations for:

- the operational track alignment and track sidings on either side of the track alignment to allow for the temporary storage of trains during operation; and
- management of stormwater from the tracks with water quality basins on the eastern side of the track alignment.

The construction footprint is also to be used for project construction infrastructure and support site located to the east of the project corridor north of Elizabeth Drive.

The EIS also states that the project has also been designed to allow for development of a potential future East West Rail Link. This includes provision of space within the corridor from north of Elizabeth Drive to the Aerotropolis Core to allow for development of this potential future rail link. The location of this corridor for the potential future East West Rail Link is not shown.

The EIS does not justify the extent of land acquisition, nor the split between (construction) leasehold and freehold. In this regard, the width of the corridor significantly exceeds the corridor zone SP2 Infrastructure under State Environmental Planning Policy (Major Infrastructure Corridors) 2020.

Furthermore, it is clear that not all of the land potentially to be acquired is required for the purposes of Metro operations.

Given the affected land is in close proximity to the airport and has direct access off Elizabeth Drive, minimising the extent of land required for the Metro Project is consistent with the best practice town planning principles and the objectives of the *Environmental Planning and Assessment Act 1979*, the latter being the statute under which the EIS has been prepared.

2. Fragmentation of the Property

The Project will run along the surface of the ground (not in cut or tunnel and not elevated or on a bridge) through the Property with no opportunity for crossing the corridor identified in the EIS. The Property is significantly impacted by the alignment of the project and the construction footprint



results in fragmentation of the Property and the creation of isolated pockets of land that are inaccessible. The extent of the affectation is shown in **Figure 1** and includes the following impacts:

- Access from Elizabeth Drive to the remaining part of the Property outside the construction footprint on the eastern side of the corridor is effectively denied.
- There is no access between the eastern and western parts of the property.

3. On-site detention and water quality basins

Technical Paper 6 – “Flooding, Hydrology and Water Quality” (which accompanies the EIS) identifies a number of proposed onsite detention basins and water quality basins located on the Property (see **Figure 2**).

The technical paper states:-

“Where feasible, on-site detention of stormwater would be introduced where stormwater runoff rates are increased. Where there is insufficient space for the provision of on-site detention, the upgrade of downstream infrastructure would be implemented where feasible and reasonable.”

and

“The removal of several farm dams to construct the project is likely to result in a change to the frequency of low flow events. These changes may be counteracted by the inclusion of on-site detention basins which have been designed to Penrith Council requirements and therefore would be designed to match existing runoff characteristics. Overall the change to storage across the study area is predicted to not be significant.”

Neither the technical paper nor the EIS provide specific details in relation to the location of the proposed on-site detention basins and water quality basins on the Property and the justification for these basins.

As indicated in **Figure 2** a significant area of the Property site is identified for on-site detention basins. Flood impact criteria are based on current land use and do not take account of the zoned land use. The need for these basins is not substantiated in the EIS and they appear excessive in size when compared to the comparable (and much smaller) basins proposed for the M12 corridor as outlined in **Figure 3**.

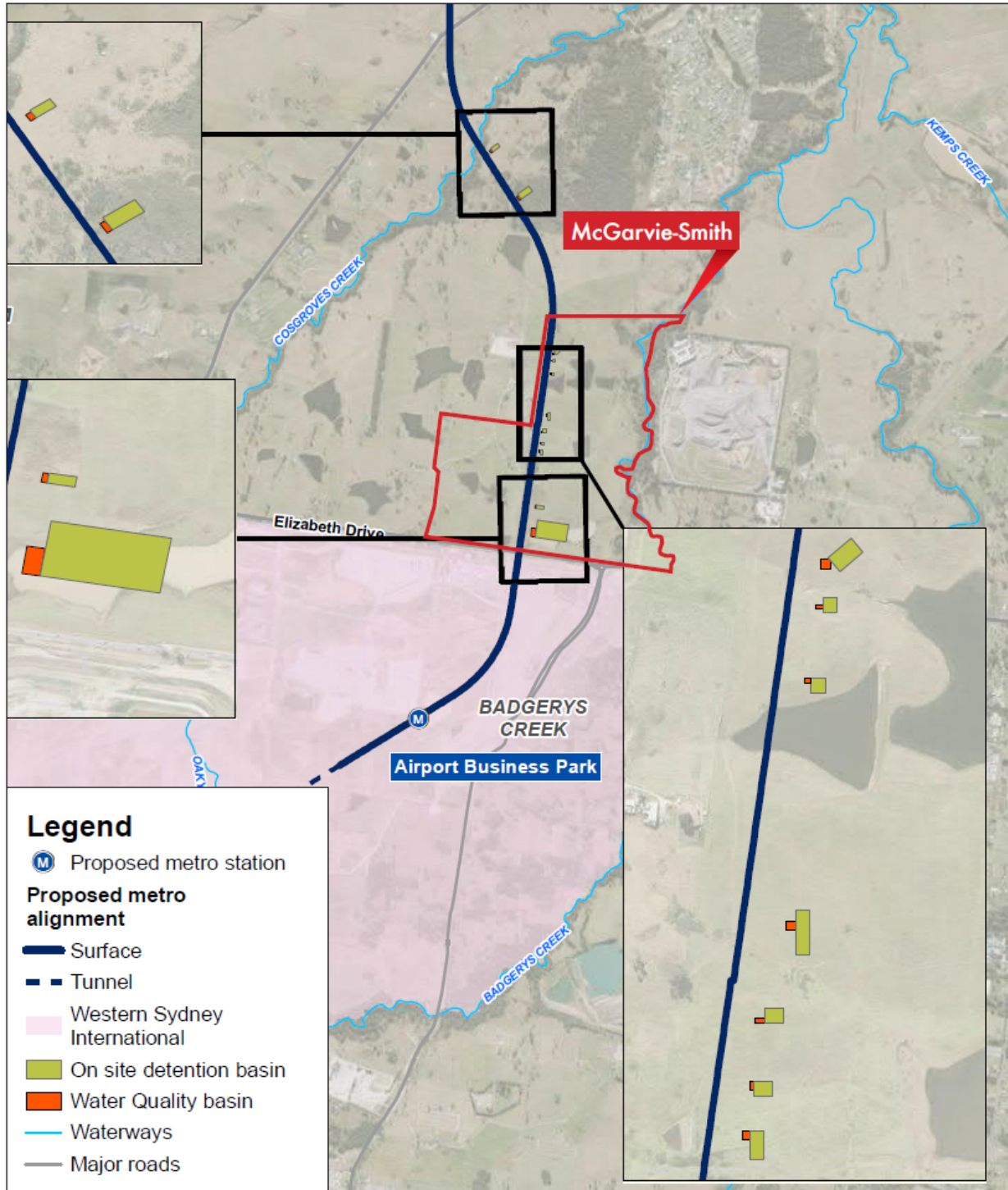


Figure 2 – Proposed Onsite Detention Basins and Water Quality Basins

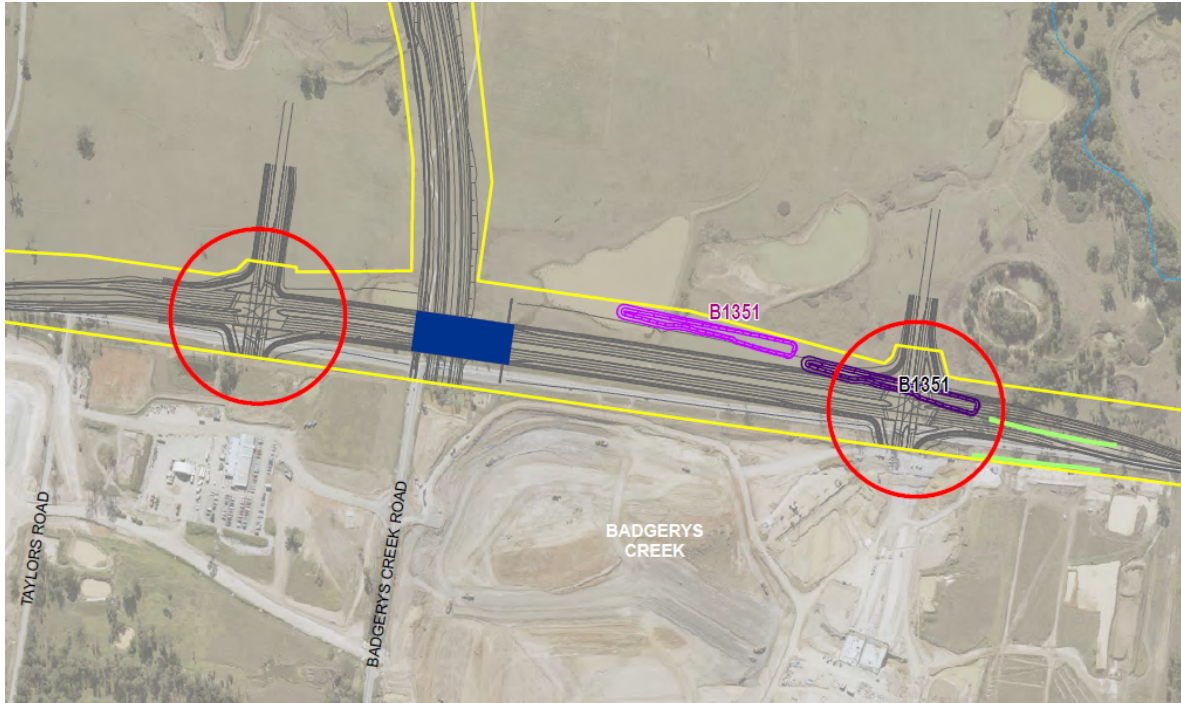


Figure 3 – Proposed Onsite Detention Basins and Water Quality Basins