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From: system@acelo.com on behalf of Murray Donaldson [REDACTED]
Sent: Friday, 2 November 2018 3:55 PM
To: [REDACTED]
Subject: Submission Details for company Urbis Pty Ltd, on behalf of St Mary & St Merkorius Coptic Orthodox Church (org_comments)
Attachments: 292150_Rossmore submission LUIP_01112018.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Murray Donaldson

Organisation: Urbis Pty Ltd, on behalf of St Mary & St Merkorius Coptic Orthodox Church (Urbis Pty Ltd, on behalf of St Mary & St Merkorius Coptic Orthodox Church)

Govt. Agency: No

Email: [REDACTED]

Address:

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Content:

Refer to attached letter.

IP Address: - 218.185.239.18

Submission: Online Submission from company Urbis Pty Ltd, on behalf of St Mary & St Merkorius Coptic Orthodox Church (org_comments)

https://majorprojects.acelo.com/?action=view_activity&id=292150

Submission for Job: #9552

https://majorprojects.acelo.com/?action=view_job&id=9552

Site: #0

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Urbis Pty Ltd
ABN 50 105 256 228

01 November 2018

Director, Aerotropolis Activation
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Catherine,

SUBMISISON TO THE WESTERN SYDNEY AEROTROPOLIS LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN – STAGE 1: INITIAL PRECINCTS (LUIIP) : 25 MAY AVENUE, ROSSMORE

1. INTRODUCTION

We write on behalf of Mr Mr Andrew Gayed to provide a submission to the Department of Planning and Environment on the exhibited draft Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan – Stage 1: Initial Precincts (LUIIP). This submission relates to land at 25 May Avenue, Rossmore (Lot 24 DP2217) (The Site), identified in the LUIIP to be located within the Rossmore, Precinct. Mr Andrew Gayed is the property owner and has engaged Urbis to prepare this submission.

We have undertaken a review of the exhibition materials with the LUUIP in preparing this submission and wish to raise concerns with a number of aspects of the LUIIP as it applies to the future planning for the South Creek and Rossmore Precincts for the Department's consideration in finalising the LUIIP.

In summary, the following specific concerns are raised with the draft LUIIP:

- The "non-urban" designation for the South Creek Corridor;
- Insufficient information in relation to flood planning and open space needs in the South Creek Corridor to designate 'non-urban' land use descriptions; and
- Insufficient information in relation to how the objectives for the South Creek corridor will be implemented with a "non-urban" land designation.

This submission puts forward an alternative land use structure plan for the South Creek and Rossmore Precincts for the land located generally in the vicinity of Kevin Park Drive, Bringelly, and May Avenue, Rossmore, which demonstrates how the objectives and outcomes sought in the LUIIP can be achieved.

This submission should be read in conjunction with **Attachment A – Conceptual Regional Flood Mitigation Strategy: Land at May Avenue Rossmore and Kevin Park Drive Bringelly South Creek, NSW**, prepared by Martens & Associates.

2. WESTERN SYDNEY AEROTROPOLIS LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN – STAGE 1: INITIAL PRECINCTS (LUIIP)

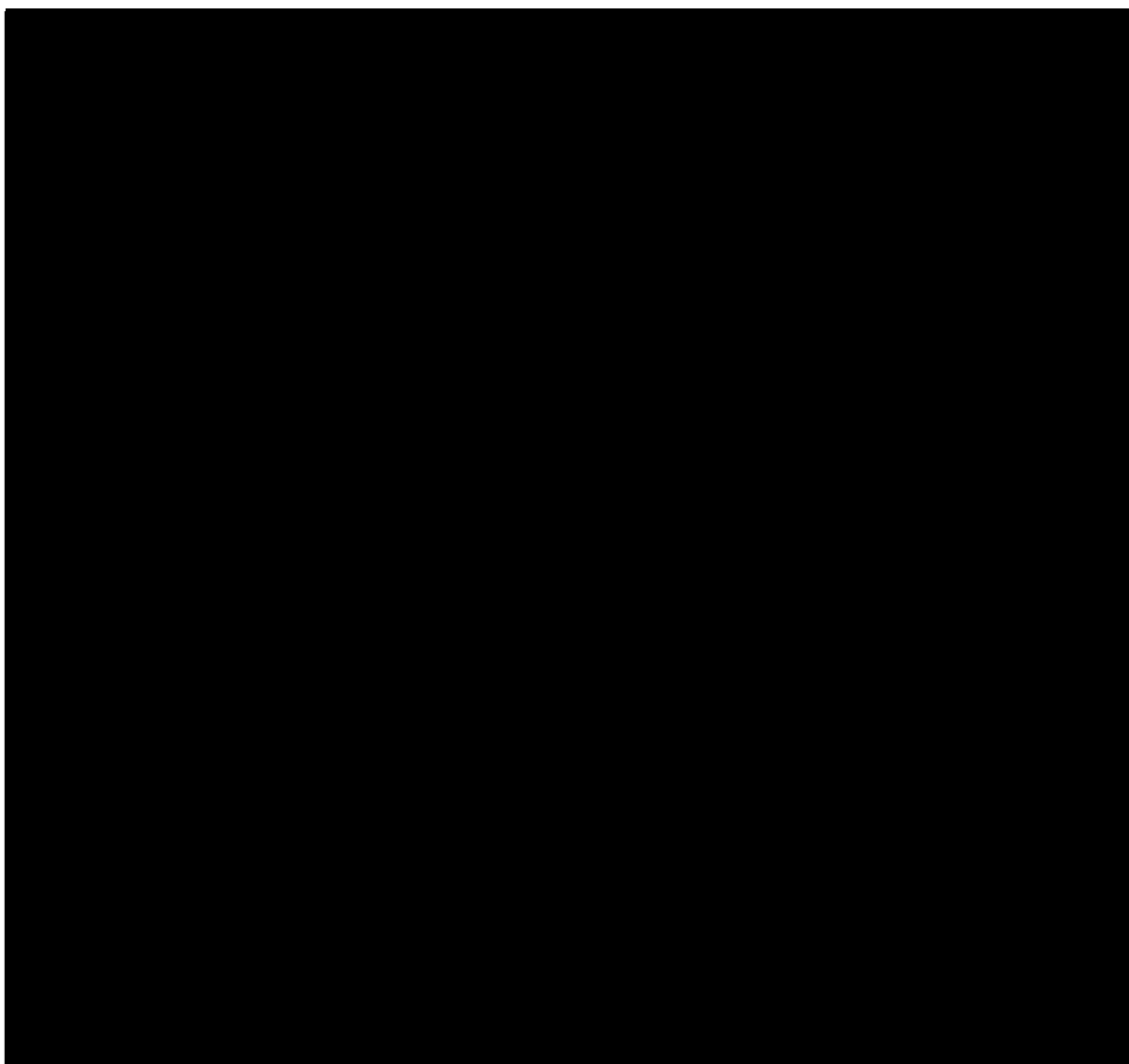
Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan – Stage 1: Initial Precincts (LUIIP) is described as a high-level vision for how the Western Sydney Aerotropolis might take shape and it identifies potential land uses and the sequence of development surrounding the new Western Sydney Airport.

Land uses planned around the new Western Sydney Airport, are proposed to create opportunities such as tourism, high technology commercial operations and new and innovative businesses are maximised and impacts, such as aircraft noise, are minimised.

The LUIIP states that the Aerotropolis will contribute to 200,000 new jobs for Western Sydney over the next 20 years. The plan proposes land uses that will ensure the long-term supply of jobs in the Western Sydney Aerotropolis and maximise links to nearby centres such as Liverpool, Penrith and Campbelltown-Macarthur to connect existing and future residents to more jobs.

We support the new government long-term approach to land use and infrastructure planning for the Aerotropolis.

The Aerotropolis Core, Northern Gateway and South Creek precincts will be the focus for the next five years. The LUIIP explains that these precincts have been identified in recognition of the growth and open space opportunities enabled by major government infrastructure to support development, particularly the Western Sydney Airport, the proposed first stage of the North South Rail Link and the Western Sydney Infrastructure Plan.



Source: LUIIP, NSW Department of Planning, 2018

2.1. PRECINCT PLANNING

The Plan outlines the sequential release of land in the Aerotropolis and identifies nine precincts based on opportunities and constraints as well as likely future character and connectivity. These are:

- Aerotropolis Core
- Northern Gateway
- South Creek

- North Luddenham
- Rossmore
- Mamre Road
- Kemps Creek
- Badgerys Creek
- Agriculture and Agribusiness Precinct.

Of these nine, three initial precincts; Aerotropolis Core, Northern Gateway and South Creek, have been identified.

2.2. SOUTH CREEK PRECINCT

The site is located within the South Creek precinct. The first stage of the LUIIP identifies the South Creek Precinct as one of first precincts for the Aerotropolis. The descriptions provided in the LUIIP indicate that a new approach is to be taken in the South Creek Precinct to water management, green corridors and how development will be designed to create a liveable environment for the Aerotropolis.

The vision is that the South Creek corridor is the central element of the urban design and water management of the Western Parkland City. New water and waste water treatment facilities may be located in the South Creek Precinct to serve the Aerotropolis and the broader South West Sydney growth areas. The LUIIP states that once the new water and waste water treatment facilities are located, planning will occur to enable open space, cycleways and appropriately-scaled urban development opportunities. The focus will be to create a transition from the higher density development to the creek corridor, creating a liveable green spine for the Aerotropolis.

We support the vision for South Creek corridor to include a transition in development densities with development frontage and interfacing with the corridor. This will optimise the amenity of the neighbouring residential communities to be developed in Rossmore. There are concerns in relation to the way in urban development opportunities may be able to be achieved to optimises the activation and connectivity to the open space corridor and water bodies within the corridor, due to the width of the corridor, which is in parts 700-800 metres wide.

The key objectives for the land use planning in the South Creek Corridor are:

1. *To interface with surrounding development, providing open space, amenity, biodiversity and wellbeing values;*
2. *To embrace natural systems as valuable assets, rather than constraints;*
3. *Provide canopy cover as well as the creation of permanent water bodies with the potential to provide a network within the South Creek corridor;*
4. *To contribute to urban cooling and encourage the residents to use and enjoy riparian lands; and*
5. *Regular pedestrian and cycle connections across waterways will support active transport use.*

It is understood that one of the key considerations for planning the South Creek Precinct with a proposed non-urban land description is planning for the Probably Maximum Flood (PMF). The non-urban land encompasses flood liable land to the PMF and in many areas, land that is above the PMF.

The South Creek Precinct varies between 700-800 metre in width. Martens & Associates has prepared advice on flood management and mitigation and advises that the proposed width of the South Creek Precinct in the draft LUIIP is more than is necessary to carry upstream stormwater flows.

If the 700-800 metres width of the corridor is adopted it may be difficult to achieve a number of the precinct objectives such as providing:

1. An appropriate and usable interface between urban and non-urban land; and
2. Efficient connections across waterways.

This submission presents an alternative land use structure plan for the South Creek and Rossmore Precincts in the vicinity of the site, which demonstrates how the objectives and vision of the LUIIP and Western City District Plan can be achieved.

2.3. ROSSMORE PRECINCT

The Rossmore Precinct is the area generally bounded by Bringelly Road to the south, Kemps Creek Precinct to the north, South Creek to the west and Kemps Creek to the east. The Rossmore precinct is not proposed to be one of the initial precincts to be released and rezoned. The land use structure plan indicates the majority of the Rossmore Precinct as urban land, and there is a strip of flexible employment shown along the northern frontage to Bringelly Road.

The Rossmore precinct is located outside of the adopted ANEC/ANEF Contours for the Western Sydney Airport. The Rossmore can accommodate new residential communities in close proximity to new employment precincts that serve the Aerotropolis.

The alternative land use structure plan presented in this submission for the land located generally in the vicinity of Kevin Park Drive, Bringelly, and May Avenue, Rossmore in this submission proposes to extend the Rossmore Precinct closer to South Creek, whilst maintaining a 240-400 metre wide lifestyle corridor incorporating open space and riparian land. This corridor width is considered sufficient to achieve the vision and all the objectives that are identified in the South Creek Precinct.

2.4. PLANNING FRAMEWORK

The LUIIP is to be implemented through a new State Environmental Planning Policy (SEPP) that will set a framework for rezoning land and protections in terms of aircraft noise and biodiversity conservation. The exhibition materials for the LUIIP explain that the SEPP will apply three new zones to the Aerotropolis:

- An **Urban Development Zone** will apply to developable lands within the Aerotropolis. This will identify broad land uses that are acceptable and allow strategic planning work to inform the layout of land uses when detailed site, engineering and urban design work is undertaken.

- An **Infrastructure Zone** will apply to new and existing road and rail corridors, as well as education and health infrastructure.
- An **Environment Zone** will apply to sensitive environmental areas such as South Creek.

Concern is raised in relation to the designation of an Environmental Zone over the subject site within the South Creek Precinct, that would potentially limit appropriate urban development including housing, commercial, and retail development to meet the stated vision for the precinct in the LUIP to provide an appropriate interface and transition from urban development towards a multipurpose open space corridor. Currently, the environmental zones under the Standard Instrument LEP limit housing, commercial and retail development to prevent development that would destruct, damage or otherwise have an adverse effect on ecological, scientific or aesthetic values.

Adopting an environmental zone overall the entire South Creek Precinct, will potentially undermine the achievement of the vision and objectives for a range of uses including housing, businesses, shops, cafes and restaurants that will provide a transition to the riparian corridor along South Creek, that will be protected for environmental and open space purposes.

3. WESTERN CITY DISTRICT PLAN

3.1. INTRODUCTION

Rossmore is located within the Western City District, an area of Sydney that covers the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly local government areas. The Western City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

The Western City District Plan provides planning priorities to manage growth for the District. One of the key priorities is to expand the Greater Sydney Green Grid – the regional network of high quality green spaces and tree lined streets that supports walking, cycling and community access to open spaces – will provide cool, green links throughout the District.

The South Creek Corridor is a key aspect to the Greater Sydney Grids, and relevant priorities under the Western City District Plan are described below:

3.2. SOUTH CREEK

Planning Priority W13 in the Western City District Plan relates to:

Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element

The Western Sydney District Plan provides a description of the South Creek Corridor, in terms of the land use and environmental structures to search the Western Parkland City, as follows:

A Metropolis of Three Cities' vision for South Creek Corridor is to transform its water management, while using the creek corridor to form the spine of the Western Parkland City.

This conceptualises a green corridor that provides sites for parks, walking and cycling trails, community facilities, and ecological services including nutrient capture, urban cooling, and local habitat. Innovative approaches will be needed to incorporate specific landscape and waterway features into the design of new urban communities. Areas of higher density and high quality public spaces will orientate towards waterways, making the most of this green infrastructure (refer to Figure 21).

Maximising public ownership of riparian corridors will support habitat, create opportunities for new open space, including sporting facilities, and help to support healthy waterways including downstream in the Hawkesbury River by managing flows of water and nutrients from stormwater.

Retaining more water in the landscape, for example by creating new wetlands, irrigating the urban tree canopy and maximising opportunities that smaller intermittent streams provide, will help to mitigate the urban heat island effect and manage flows of stormwater.

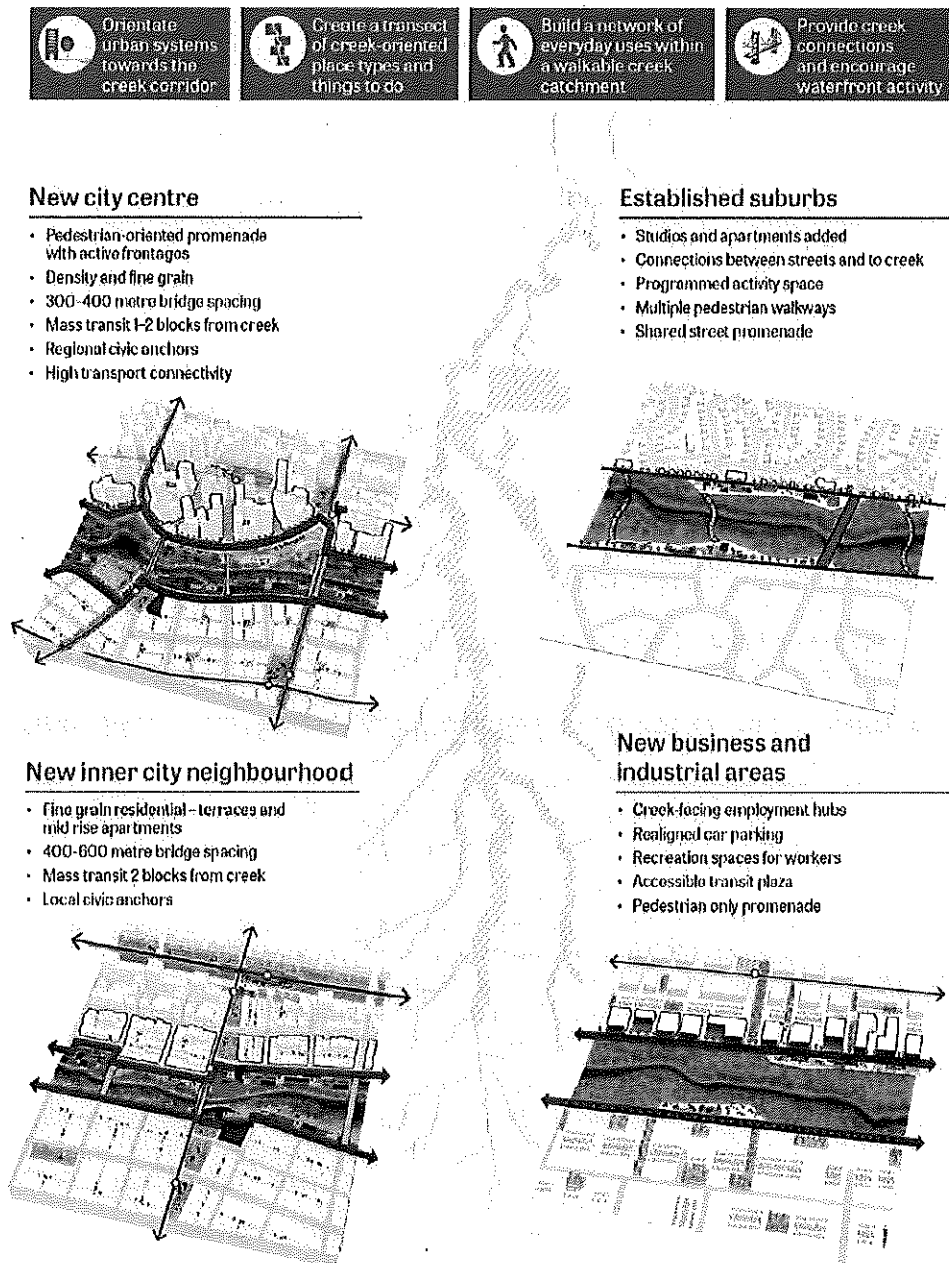
In older established neighbourhoods along South Creek, urban renewal and infill development may improve access to waterways. In recently established neighbourhoods, such as those in the South West Growth Area, environment zones have been used along major waterways, making a step towards a green parkland city.

The Western Sydney District Plan includes the following urban design principles for the South Creek corridor:

- *Orient urban systems towards the creek corridor*
- *Create a transect of creek-oriented place types and things to do*
- *Build a network of everyday uses within a walkable creek catchment*
- *Provide creek connections and encourage waterfront activity*

Figure 2 is extracted from the Western City District Plan (Figure 21), and illustrates urban design principles for South Creek for new city centres, established suburbs, new inner city neighbourhoods, and new business and industrial areas. These urban design principles show how the South Creek corridor can accommodate a range of land use and environmental objectives, including creek facing development that activates and interacts with the open space and environmental characteristics of the corridor.

Figure 2 – South Creek urban design principles



Source: Western City District Plan, Greater Sydney Commission, Figure 21

4. ALTERNATIVE LAND USE STRUCTURE PLAN FOR SOUTH CREEK AND ROSSMORE PRECINCTS

This section of the submission provides an alternative land use structure plan for the South Creek and Rossmore Precincts, which seek to achieve the vision and objectives of the LUIIP and the Western City District Plan priorities, albeit with a different alignment of precinct boundaries.

The alternative land use structure plan is considered a better opportunity to meet the South Creek precinct objectives that will see a lifestyle corridor created in the South Creek Precinct:

- Providing an extensive corridor for open space recreation and water management;
- Ensure adequate conservation and rehabilitation of riparian land;
- Managing and mitigating flooding;
- Providing for development to interface and transition to the South Creek riparian corridor to accommodate a range of uses including housing, businesses, shops, cafes and restaurants that will provide to enhance the Rossmore Precinct;
- alternate scheme would enable efficient connectivity between urban and non-urban land; and
- Enabling the coordinated delivery of open space and riparian corridor land to the public through the development of adjoining land.

4.1. PLANNING A MULTI-PURPOSE ENVIRONMENT AND LIFESYLE CORRIDOR

Martens & Associates were engaged by Mr Andrew Gayed for this submission to provide advice on flood management and mitigation strategies required to prepare a alternative land use structure plan for the land in for land located generally in the vicinity of Kevin Park Drive, Bringelly, and May Avenue, Rossmore.

A conceptual flood management strategy (FMS) considers the flood affected land to the probable maximum flood (PMF) level adjoining South Creek, for an approximately 700 metre long reach north of the Bringelly Road bridge over South Creek. The flood mitigation strategy for this alternative land use structure plan adopts principles to create a multipurpose environment corridor, including strategies for earthworks to ensure that the conceptual FMS does not impact on upstream or downstream properties outside of the study area.

The draft LUIIP Structure Plan and Alternative Land Use Structure Plan are illustrated in Figures 3 and 4. Figure 5 provides a typical schematic section through the multi-purpose environmental corridor prepared for the alternative land use structure plan for the South Creek Precinct land.

The environmental corridor in the alternative land use structure plan comprises:

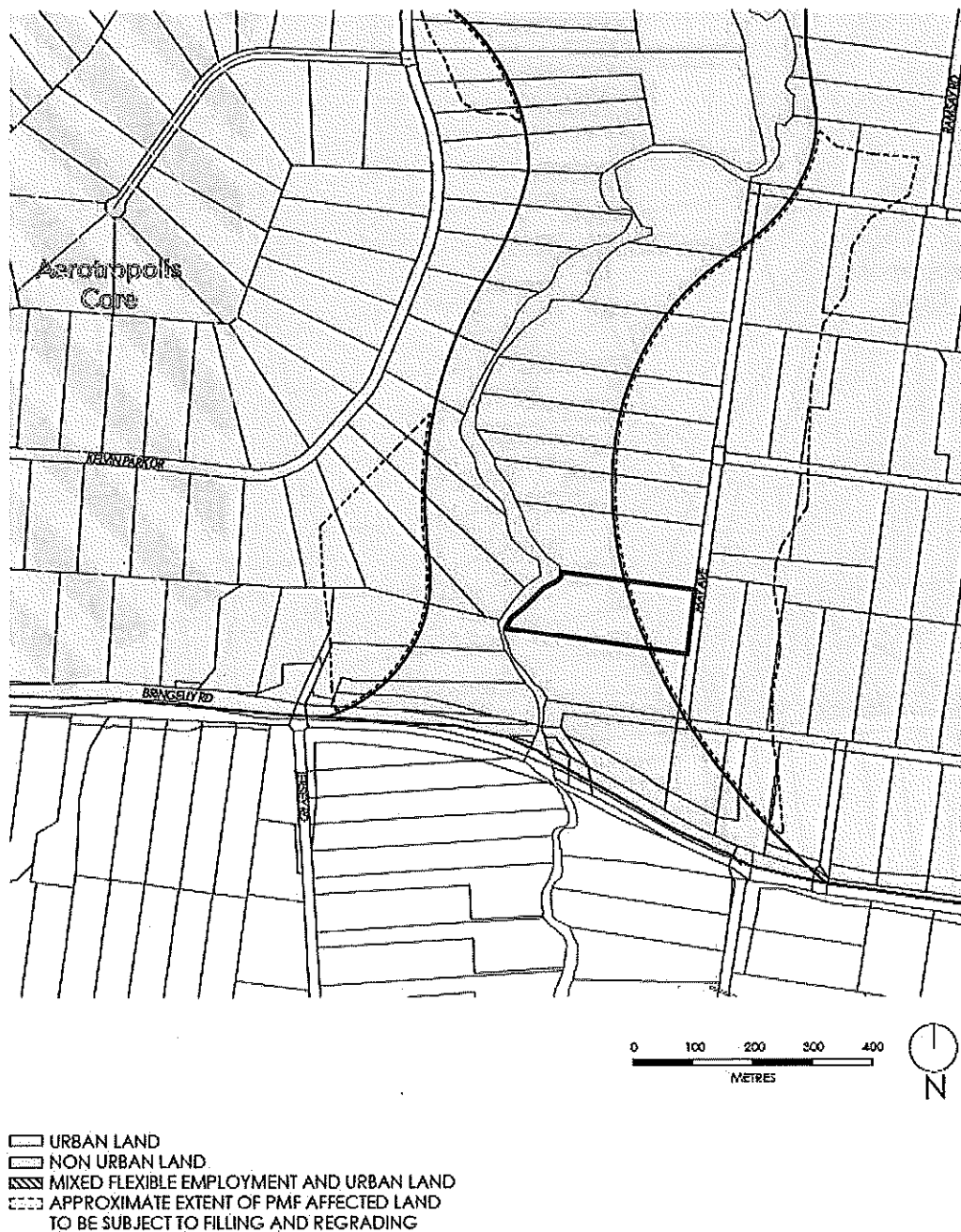
- Riparian corridor land;
- Open space and recreational; and
- Ancillary uses

Figure 3 – Draft LUIIP Structure Plan



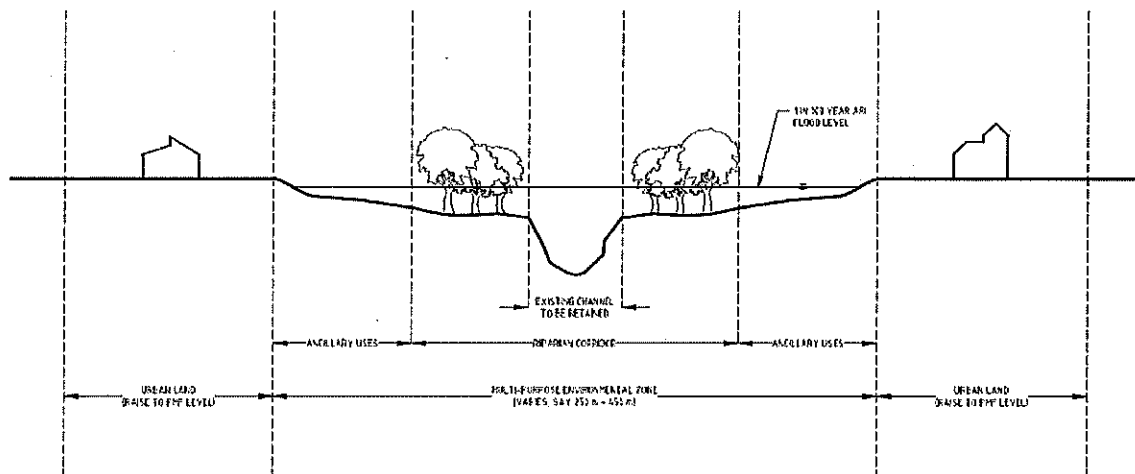
Source: Martens & Associates

Figure 4 – Proposed concept flood mitigation strategy and alternative land use structure



Source: Martens & Associates

Figure 5 – Conceptual section of the multi-purpose environmental and lifestyle corridor



Source: Martens & Associates

5. CONCLUSION

This submission has been prepared on behalf of Mr Ray Gayed, owner of the property at 25 May Avenue, Rossmore on the exhibited draft Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan – Stage 1: Initial Precincts (LUIIP).

We have undertaken a review of the exhibition materials with the LUIIP, and government's strategic planning for the Western Sydney Employment Area (WSEA) in preparing this submission and wish to raise concerns with a number of aspects of the LUIIP as it applies to the future planning for the South Creek and Rossmore Precincts for the Department's consideration in finalising the LUIIP.

This submission has raised concerns that the dedication of non-urban land for the site and surrounding areas, will potentially comprise the objectives articulated in the draft LUIIP. This submission puts forward an alternative land use structure plan for the South Creek and Rossmore Precincts for the land located generally in the vicinity of Kevin Park Drive, Bringelly, and May Avenue, Rossmore, which demonstrates how the objectives and outcomes sought in the LUIIP can be better achieved.

The alternate land use structure plan will deliver a better opportunity to meet the precinct objectives, ensure adequate conservation and rehabilitation of riparian land, and enable efficient connectivity between urban and non-urban land. The objectives for the South Creek Corridor will be better achieved if considered with the development of the private properties, that can deliver environment outcomes to the public in a coordinated way.



Thank you for the opportunity make a submission on the draft Precinct Plan, and we look forward to further consultation with the Department in relation to this matter.

Yours sincerely,

A handwritten signature in black ink, appearing to read "M. Donaldson", with a stylized flourish at the end.

Murray Donaldson
Director

Encl.

Attachment A - Conceptual Regional Flood Mitigation Strategy: Land at May Avenue Rossmore and Kevin Park Drive Bringelly South Creek, NSW, prepared by Martens & Associates.



**ATTACHMENT A - CONCEPTUAL REGIONAL FLOOD MITIGATION STRATEGY: LAND AT
MAY AVENUE ROSSMORE AND KEVIN PARK DRIVE BRINGELLY SOUTH CREEK, NSW,
PREPARED BY MARTENS & ASSOCIATES**

2 November 2018

URBIS
Attn: Murray Donaldson
By email

Dear Murray,

**RE: CONCEPTUAL REGIONAL FLOOD MITIGATION STRATEGY, LAND AT MAY AVENUE
ROSSMORE AND KEVIN PARK DRIVE BRINGELLY – SOUTH CREEK PRECINCT, ROSSMORE
NSW**

Background

It is understood that Urbis is preparing a submission to the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan – Stage 1: Initial Precincts (**LUIIP**) on behalf of the owners of a property at 25 May Avenue, Rossmore. You have requested advice on flood management and mitigation strategies required for an alternative land use structure plan for the South Creek Precinct in the vicinity of the site. We have therefore prepared this conceptual regional flood mitigation strategy (the **conceptual FMS**) for land located generally in the vicinity of Kevin Park Drive, Bringelly, and May Avenue, Rossmore. The conceptual FMS has considered flood affected land to the probable maximum flood (**PMF**) level adjoining South Creek, for an approximately 700 m long reach north of the Bringelly Road bridge over South Creek (the **study area**).

In preparing this preliminary advice, we have considered the following:

1. Liverpool Council's published flood mapping.
2. 100 year ARI and PMF flood levels in the study area.
3. Local topographic conditions.

South Creek Precinct

The 'Western Sydney Aerotropolis – Land Use and Infrastructure Implementation Plan' (the **WSA Plan**) identifies the study area as being located within the 'South Creek Precinct' (the **precinct**). Refer to Figure 1 for the study area location as provided in the WSA Plan. We understand that the core precinct objectives are as follows:

1. *To interface to surrounding development, providing open space, amenity, biodiversity and wellbeing values;*
2. *To embrace natural systems as valuable assets, rather than constraints;*
3. *Provide canopy cover as well as the creation of permanent water bodies with the potential to provide a network within the South Creek corridor;*

4. *To contribute to urban cooling and encourage the residents to use and enjoy riparian lands;*
5. *Regular pedestrian and cycle connections across waterways will support active transport use.*

The current proposed general zoning category of 'urban' and 'non-urban' land are provided at Figure 1. We observe the following in respect of these boundaries:

1. The non-urban land encompasses flood liable land to the PMF and in many areas, even land that is above the PMF.
2. The non-urban land is centred on South Creek and presents as a corridor which varies between say 700-800 m in width. The width is far more than is necessary to carry upstream stormwater flows. It is likely that if such a width were ultimately adopted, that it may be difficult to achieve a number of the precinct objectives such as a useable interface between urban and non-urban land and provision of efficient connections across water ways.
3. It is our view that a narrow 'environmental corridor' which would range say between 250-450 m in width, would be more than adequate to carry upstream stormwater flows, as well as being capable of satisfying the precinct objectives. A narrower corridor would also mean that fewer properties would ultimately be integrated into the non-urban category, this translates into better efficiencies in achieving environmental outcomes within the corridor.

The Conceptual FMS

In preparing the flood mitigation strategy, we have assumed the following as key design principles:

1. *Creek Position*
The position of the existing South Creek and its banks would be retained in their present location. We do note that the Creek is highly degraded and flows are often irregular, with the creek being dry for extended periods between rainfall. Relocating portions of the creek should in our opinion therefore not be disregarded in any future zoning proposal.
2. *Earthworks Below 100 year Flood Level*
For the purposes of ensuring that the conceptual FMS does not impact on upstream or downstream properties outside of the FMS study area, we have assumed that cut and fill earthworks below the 100 year flood level would be balanced so as to preserve floodplain storage, and would be interfaced with upstream and downstream flows to ensure no adverse impacts.
3. *Earthworks Between 100 year Flood to PMF Level*
We have conservatively assumed that all residential land would be raised to the PMF level. We note that ordinarily the design level for residential land is the 100 year ARI flood level + 0.5 m freeboard.

The concept FMS is provided at Figure 2 and Figure 3. Figure 2 provides a plan of the alternate broad 'urban' and 'non-urban' zoning categories, also indicating the areas where earthworks would be required to achieve ground levels at the PMF. Figure 3 provides a typical schematic section through the ultimate environmental corridor. The following comments are made in respect of the alternative scheme:

1. The alternate scheme will deliver a better opportunity to meet the precinct objectives.
2. The alternate scheme would ensure adequate conservation and rehabilitation of riparian land.
3. The alternate scheme would enable efficient connectivity between urban and non-urban land.

If you have any further queries regarding this matter, please do not hesitate to contact Mo Shahrokhian at our offices on (02) 9476 9999.

For and on behalf of

MARTENS & ASSOCIATES PTY LTD



DR DANIEL MARTENS

LLB(Hons1), BSc(Hons1), MEngSc, PhD, FIEAust, CPEng, NER, RPEQ, APEC Eng, IniPE(Aus)
Managing Director and Principal Engineer

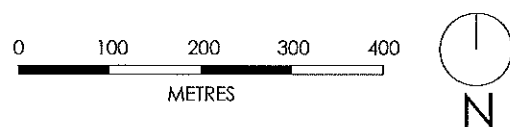


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METRES



- URBAN LAND
- NON URBAN LAND
- MIXED FLEXIBLE EMPLOYMENT AND URBAN LAND

FIGURE 1: CURRENT ZONING PROPOSAL



- URBAN LAND
- NON URBAN LAND
- ▨ MIXED FLEXIBLE EMPLOYMENT AND URBAN LAND
- - - - - APPROXIMATE EXTENT OF PMF AFFECTED LAND TO BE SUBJECT TO FILLING AND REGRADING

FIGURE 2: PROPOSED CONCEPT FLOOD MITIGATION STRATEGY AND ALTERNATIVE ZONING FOR PRECINCT

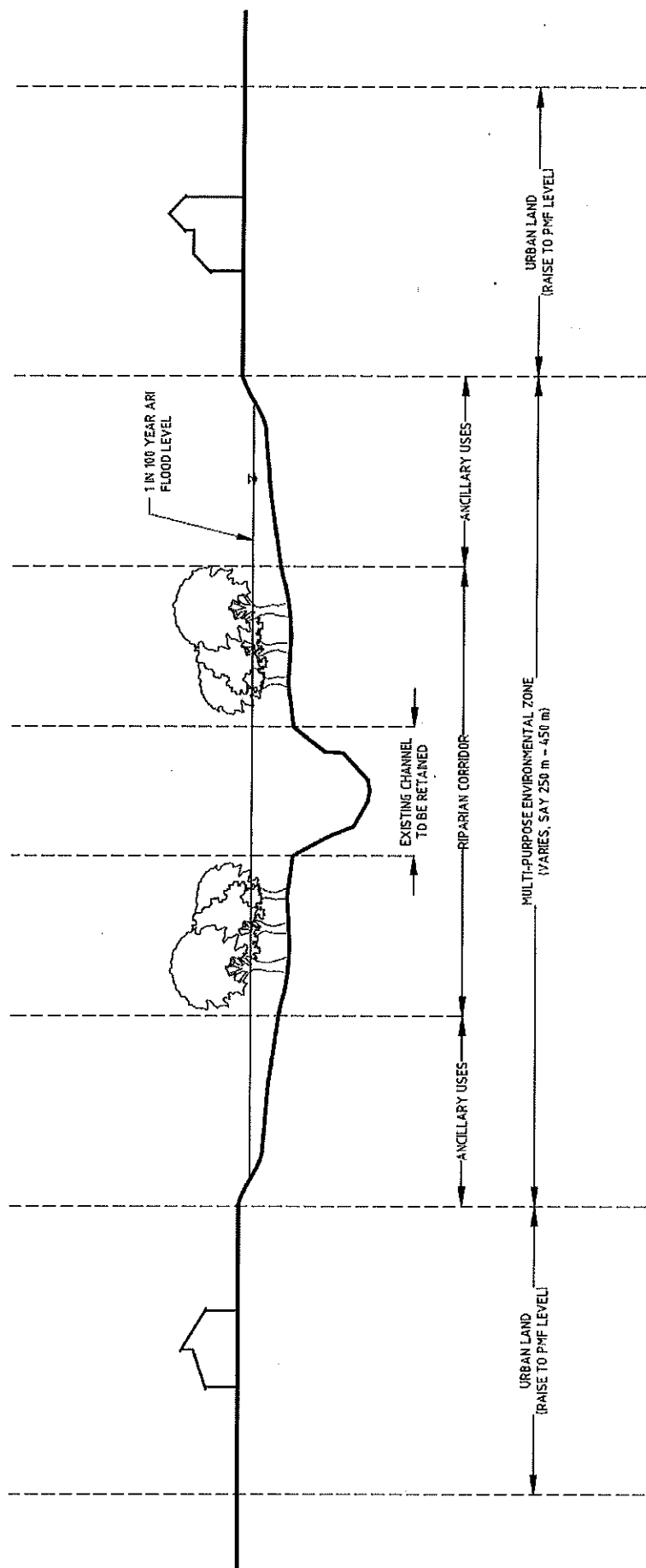


FIGURE 3: CONCEPTUAL SECTION OF THE MULTI-PURPOSE ENVIRONMENTAL ZONE

