

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 26 February 2020 2:43 PM
To: [REDACTED]
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package

From: [REDACTED]
Sent: Tuesday, 25 February 2020 7:16 AM
To: [REDACTED]
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package

From: [REDACTED]
Sent: Monday, 24 February 2020 2:43 PM
To: [REDACTED]
Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Mon, 24/02/2020 - 14:41
Submitted by: Anonymous
Submitted values are:
Submission Type: I am submitting on behalf of my organisation
First Name: [REDACTED]
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Submission file:
[028-20---25,-27,-29-findley-rd-bringelly---submission.pdf](https://pp.planningportal.nsw.gov.au/draftplans/exhibition/western-sydney-aerotropolis-planning-package)

Submission: Please find attached a submission prepared on behalf of landowners at 55 Dwyer Rd and 25, 27 and 29 Findley Rd Bringelly

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/western-sydney-aerotropolis-planning-package>

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Western Sydney Planning Partnership
PO Box 257
Parramatta NSW 2124

Dear Sir / Madam,

Draft Western Sydney Aerotropolis Plan – Impact on Lots 65, 60, 59 & 58 DP27550 / 55 Dwyer Road and 25, 27 & 29 Findley Road, Bringelly

Thank you for the opportunity to provide feedback on the Western Sydney Aerotropolis Plan, dated December 2019. This submission has been prepared by Craig & Rhodes on behalf the owners of properties 55 Dwyer Road and 25, 27 & 29 Findley Road, Bringelly. Please refer to **Figure 1** showing an aerial view of the properties.

In preparing this submission, a review has been carried out of the exhibited suite of plan documents, including:

1. Draft Western Sydney Aerotropolis Plan;
2. Draft Western Sydney Aerotropolis Development Control Plan;
3. Western Sydney Aerotropolis Discussion Paper on the Proposed State Environmental Planning Policy, and draft Land Application Maps;
4. Western Sydney Aerotropolis Land Use and Infrastructure and Implementation Plan; and
5. Western Sydney Aerotropolis – Summary of Key Planning Documents.

A review of these documents has identified some key concerns for our clients regarding the proposed ‘Environment and Recreation’ land use on their land, and the timing of release and rezoning of the Dwyer Road Precinct. This submission proposes amending the alignment of the riparian corridor to ensure the highest and best use may be reasonably achieved, and to revise the timing of the rezoning of the Dwyer Road Precinct due its proximity and access to the Western Sydney International Airport.

1. Property description

The properties are legally identified as 25, 27 & 29 Findley Road and 55 Dwyer Road, Bringelly, with an approximate total site area of 9.74 hectares.

The majority of the land on the properties have been identified as Flexible Employment Land in the Dwyer Road Precinct in the draft Western Sydney Aerotropolis Plan dated December 2019.

Please see **Table 1** for site details.

Table 1: Site Details

Lot and DP	Address	Area (ha)
Lot 58 DP27550	29 Findley Road, Bringelly	2.17
Lot 59 DP27550	27 Findley Road, Bringelly	2.1
Lot 60 DP27550	25 Findley Road, Bringelly	2.1
Lot 65 DP27550	55 Dwyer Road, Bringelly	3.37
TOTAL AREA		9.74 hectares



The properties currently have a rural residential land use with a dwelling located on each lot. Twenty-five, 27 and 29 Findley Road have a farm dam each on the north end of their lots and 55 Dwyer Road has a farm dam located at the western end of the lot. These dams are connected by depressions as mapped in **Figure 2**. Another dam is located at the south of 29 Findley Road. In total, there are five farm dams located on the site. Please refer to **Figure 2** for the cadastral map showing mapped dams and watercourses.

There are scattered trees and vegetation on the remainder of the site with a paved internal racetrack at the northern end of 25 & 27 Findley Road, and another track paved on 55 Dwyer Road. Please refer to **Figure 1** for more details.



Figure 1: Property location (Nearmap)



Figure 2: Cadastral map (SIX Maps 2020)



2. Key Issues

2.1 'Potential for Conservation' Corridor

The Blue Green Infrastructure Map from the Draft Western Sydney Aerotropolis Plan 2019 identifies a for 'Potential for Conservation' corridor traversing through the northern end of the Findley Road sites and extending into the western half of 55 Dwyer Road. Please see **Figure 3**.

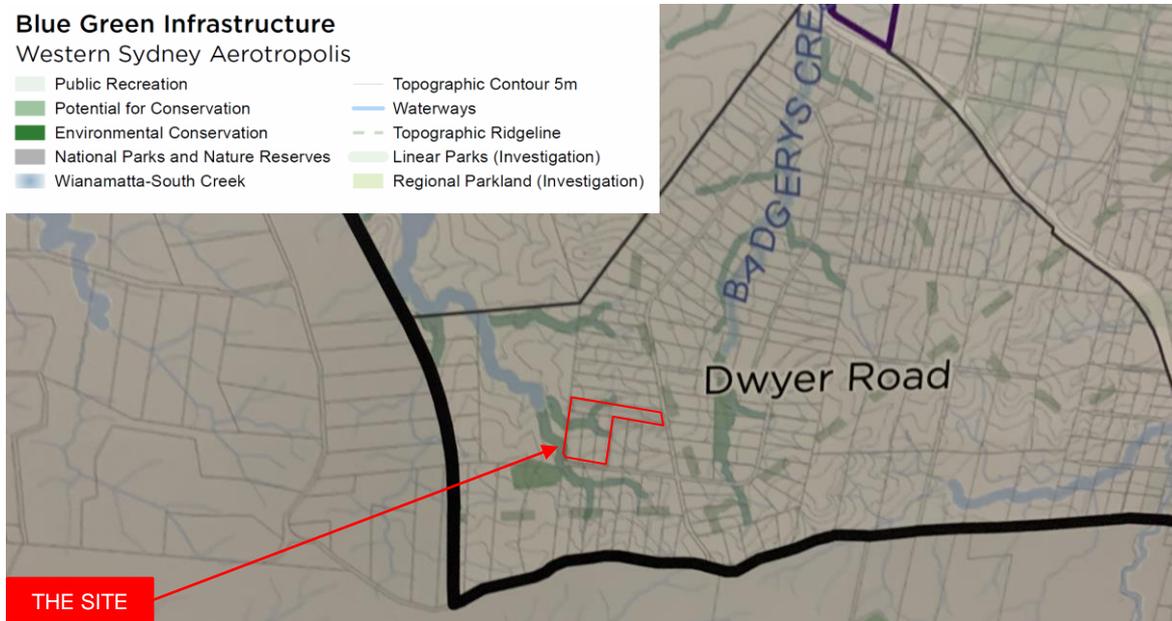


Figure 3: Blue Green Infrastructure Map (Draft Western Sydney Aerotropolis Plan December 2019)

The 'Potential for Conservation' corridor follows a series of farm dams located on the properties, as identified in **Section 1**, which are currently used by the properties to capture stormwater runoff. As surrounding properties have raised their land through cut and fill works for the construction of housing, a low point has been created at 25, 27 & 29 Findley Road. Subsequently, the farm dams have been created to capture the additional run off from surrounding properties.



Figure 4: Looking south on 27 Findley Rd, Bringelly (Craig & Rhodes 2020)



Please refer to **Figure 4** showing the low point in the land, looking south standing on 27 Findley Road. In the figure, the depression caused in the land is visible from previous earthworks.

The dams on the site capture water that overflows from the surrounding land that has been raised by filling to create raised pads for dwelling construction. The low point in the land is not a natural form in the landscape, and the dams are not a natural watercourse. Therefore, the proposed corridor is not a natural construct and is not consistent with the original landforms. The extent of stands of large mature trees is also not consistent with a conservation corridor as seen by **Figures 5 and 4**.

Figure 5 is showing a view looking north at 55 Dwyer Road from the back of 27 Findley Road. The land has been raised on 55 Dwyer Road causing a difference in levels between the properties. Subsequently, runoff from the dam at 55 Dwyer Rd collects at 27 Findley Road creating a stormwater channel, as seen in the figure below.



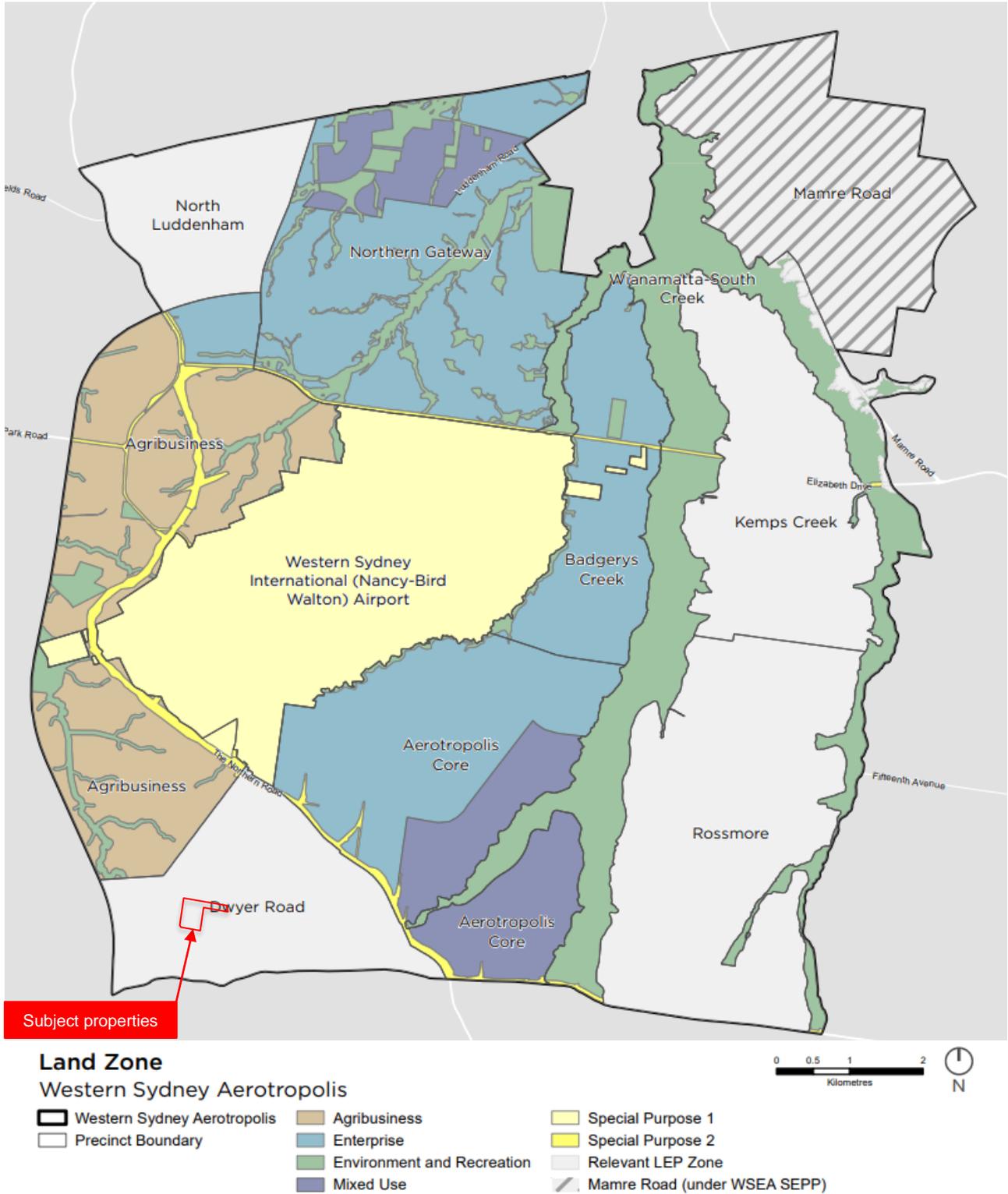
Figure 5: Looking south at 55 Dwyer Road, Bringelly (Craig & Rhodes 2020)

There is no need to retain these farm dams which have little biodiversity value, currently perform the function of diversion drains, and will not prevent the future rezoning and development of this site. The proposed 'conservation corridor' restricts the development potential of the site, and will reduce the economic output of developing this land.

2.2 Timing of rezoning

The properties are located in the Dwyer Road Precinct which is not proposed to be in the initial precincts for rezoning, as identified in the Land Zone map in the Draft Western Sydney Aerotropolis Plan 2019. Other precincts that will not be included in the initial precinct release include the North Luddenham, Kemps Creek and Rossmore precincts. The delay in rezoning of the Dwyer Road Precinct has raised concerns for our client around the timing of development and potential to realise sales value when compared to the nominated early precincts.

As seen in **Figure 6**, Dwyer Road lies directly adjacent to the Western Sydney Airport site and would therefore greatly benefit from being included in the initial rezoning. The east of the precinct is bounded by The Northern Road which links directly to the Airport site. As part of this submission, our clients request the timing of the rezoning of the Dwyer Road Precinct to be



reviewed. The Dwyer Road Precinct has a strategic location and will be able to provide residential and commercial uses to support the Western Sydney Airport site.

Figure 6: Land Zone Map (Draft Western Sydney Aerotropolis Plan December 2019)



3. Recommendations

This submission advocates the removal of the proposed conservation corridor affecting the properties 25, 27 & 29 Findley Road and 55 Dwyer Road Bringelly. The proposed corridor will conserve a series of private farm dams which do not hold any significant biodiversity value. The dams are not part of the natural landform but rather a result of works carried out by surrounding properties.

We recommend that ground truthing be performed by the Planning Partnership to confirm the facts in this submission prior to finalisation of the Plan.

Subject to a residential subdivision on the site, the dams can be dewatered, and the land filled through civil works to meet the natural level for construction of buildings. Any flooding constraints of the properties can be addressed through these civil works.

The properties have been identified as 'Flexible Employment' land in the draft Structure Plan, envisioning a mixed employment and residential precinct that is well connected to transport. Considering the proximity of the precinct to the Western Sydney Airport, it is essential the highest and best use of land is pursued to attain the targeted economic growth for the region. The identified conservation corridor affecting the properties site restricts the highest and best use of land being pursued and limits the development potential available.

We look forward to your favourable consideration of the matters raised in this submission. Please do not hesitate to contact me on [REDACTED] if you have any questions in relation to this matter.

Yours faithfully,

[REDACTED]
Senior Urban Development Advisor

CRAIG & RHODES PTY LTD