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Submitted on Mon, 09/03/2020 - 10:51  
Submitted by: admin  
Submitted values are:  
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Submission file:  
[submission-final.pdf](#)

Submission: Please see attached

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

[REDACTED]

# RHODES PLANNING

## Town Planning Consultants

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### SUBMISSION IN RESPECT OF [REDACTED] BADGERYS CREEK

This submission is made in respect of land contained within the Badgerys Creek Precinct of the Western Sydney Aerotropolis Plan (Draft December 2019). We have been contacted by the owner of the land (Mr James Chan – James Chan Global Pty Ltd) who has owned the land for 16 years. Mr Chan advises us that he did not receive any notification of the exhibition of the Draft Structure Plan.

That aside we provide the following.

The land the subject of this submission is described as:

[REDACTED] Badgerys Creek

The land has a frontage of 53m to Lawson Road and a secondary frontage to Pitt Street of 356m. Area of the land is 2.03ha.

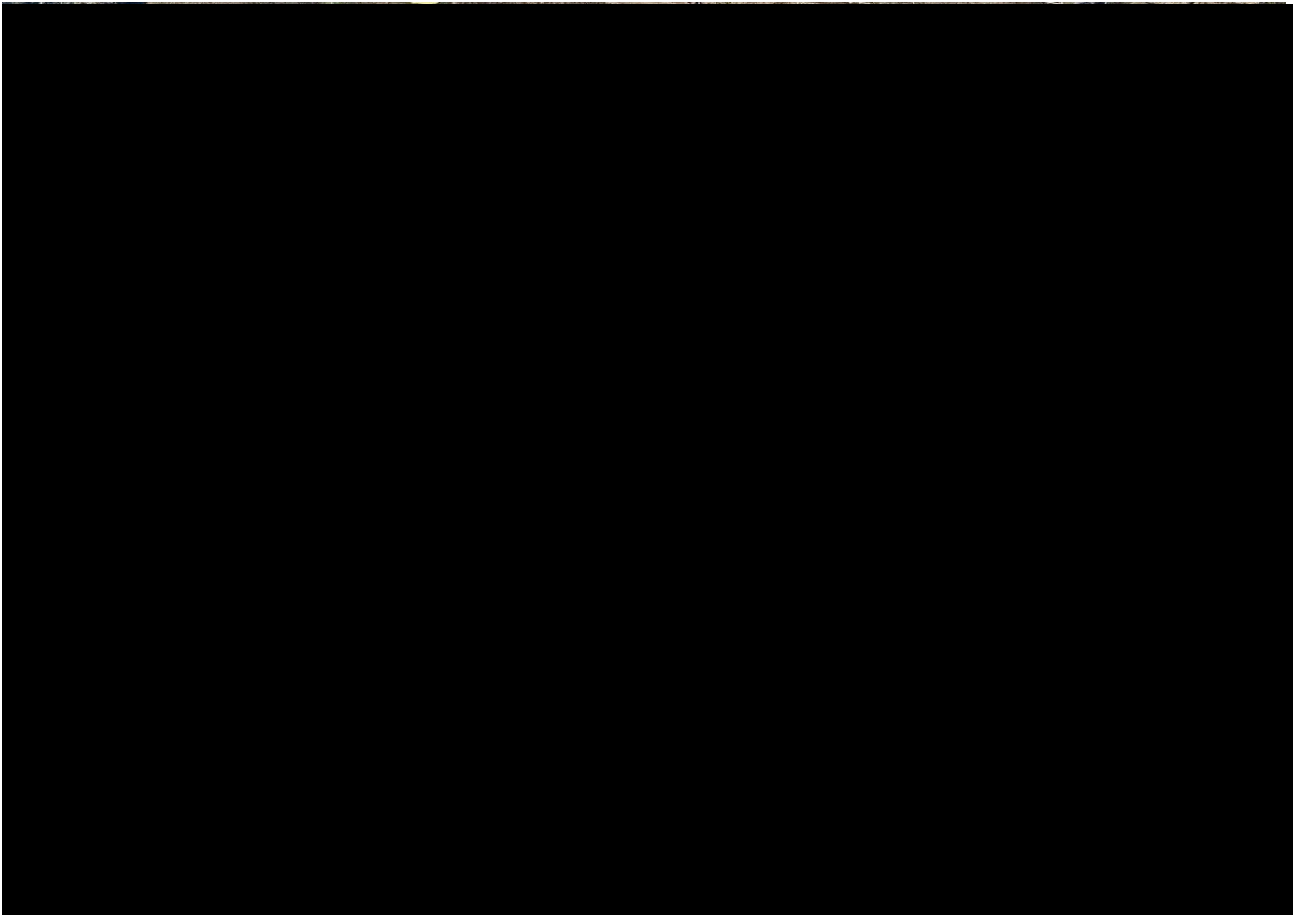
Lawson Road has a reservation width of 20m and is constructed to a two lane rural road standard.

Pitt Street has a reservation width of 15m. It has a road reservation area of 5600sqm

Cuthel Lane/Road runs easterly off Lawson Road from about the midpoint of the subject land. It has a reservation width of 10m. It has a reservation area of 2800sqm.

The centreline offset between Pitt Street and Cuthel Road is about 40m.

An aerial view of the land is provided overleaf.

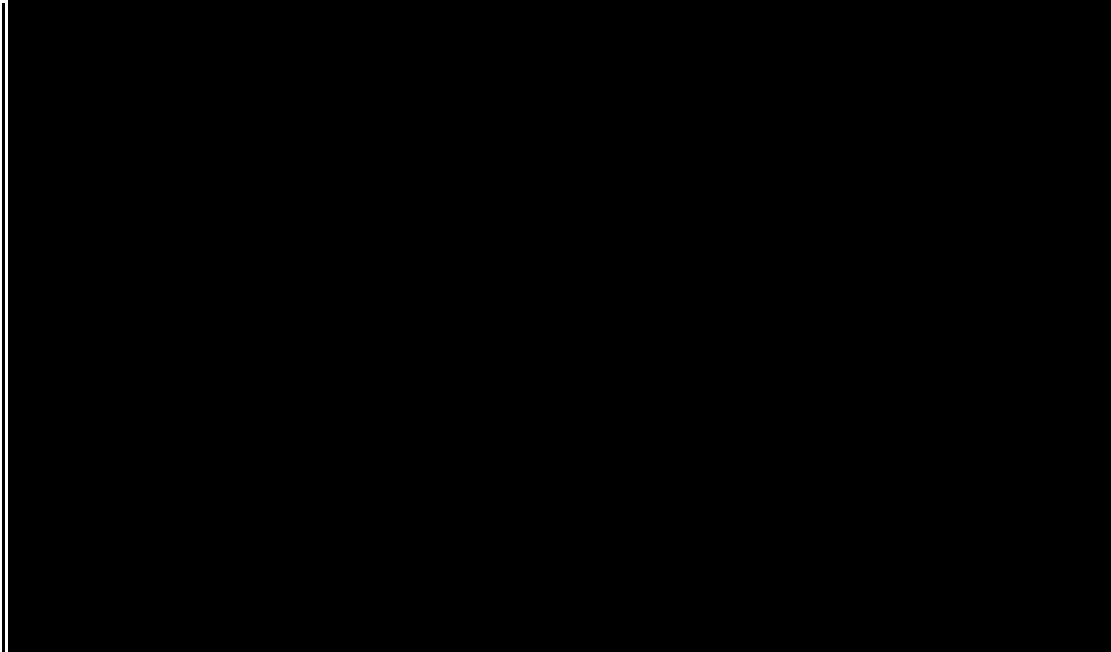


### **PLATE 1 AERIAL VIEW OF SUBJECT LAND**

Firstly we note the following:

- The Western Sydney Aerotropolis (WSA) indicates “Proposed Transport Corridors” by grey colouring and these appear to be The Northern Road and the M12.
- There is a proposed road commencing at Pitt Street (western end) and running easterly to Devonshire Road. We note that the words “Pitt Street” are provided over the western end of the road. We also note that historically Pitt Street extended westerly into the Airport lands.
- This Structure Plan does not provide any indication of the “Fifteenth Avenue Transport Corridor” which links the airport to Liverpool CBD and which is about 2700m south of Pitt Street.
- The Proposed Transport Corridors Map indicates “Key Network Upgrades” of which Pitt Street appears to be part and again the words “Pitt Street” appear over the road. It is also noted that the Fifteenth Avenue Transport Corridor now appears.
- The Badgerys Creek Structure Plan appears to indicate a “Transport Corridor” (although the key and associated colouring is not clear), which would seem to adopt an alignment just north of Pitt Street thence Cuthel Lane/Road, across Environmental Land of the South Creek Corridor and South Creek itself to Turnbull Avenue to Devonshire Road where the east/west route terminates. Traffic would then be directed north to Elizabeth Drive or south to Bringelly Road. The route is one of straight alignment and appears to have been located without other considerations, particularly environmental impact. The need for this road as a Transport Corridor is questioned.

- This straight alignment approach has the effect of placing this proposed road westward from Lawson Road fully over the subject land and almost immediately north of Pitt Street. It appears to be based on adopting the Cuthel Road reservation (10m wide – area 2600sqm) at the expense of the Pitt Steer road reservation (15n wide – area 5600sqm). Further the alignment seems to cross South Creek where it will most impact on the creek given the creek bends in this area as shown in the extract of Topographical below.



**PLATE 2 SHOWING THE ROUTE AS IT CROSSES THE SOUTH CREEK CORRIDOR**

It is our view that a first principle in locating these proposed roads would be to maximise the use of existing road reservations that exist in the vicinity of the proposed alignment whilst at the same time avoiding unnecessary environmental impact. Such approach minimises the impact on landowners and avoids, or at least minimises, acquisition costs whilst at the same time contributing to the orderly and prompt development of land.

Whilst we acknowledge the straight alignment approach as depicted in the Structure Plan and the somewhat broad nature of same, we suggest that this approach needs to be considered in terms of the existing public road reservations (and environmental impact) particularly, in this case Pitt Street. In essence the current approach will involve the closure of Pitt Street and sale. We assume this road is a “Council” road and the proceeds of closure and sale would be directed to Council with the acquisition costs of the new road funded by others.

We would suggest an alternative would be to adopt the Pitt Street road reservation with road widening either side thence a minor curved realignment at Lawson Road and a similar road realignment with Cuthel Road if the latter is to be adopted as part of the new reservation. This slightly curved alignment approach would have the following benefits:

- The new road would maximise the existing public road reservations.
- The acquisition of the subject land in total and the consequential acquisition costs would be avoided.
- The road closure and sale of the Pitt Street road reservation with its associated implementation complications would be avoided.
- Widening of the Pitt Street road reservation to say 20m (2.5m either side) would be reasonably expected as part of the normal development of the land (absent the public purpose). As such this

width would be achieved without compensation becoming involved albeit there may be some compensation applicable for additional land take associated with an increased non development need for a wider reservation as well as any curved alignment in the vicinity of Lawson Road although this would be minor relative to a total acquisition of the subject land.

However, the environmental impacts of crossing the South Creek Corridor remains.

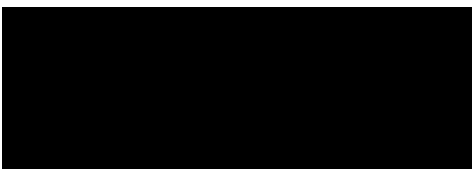
Alternately the route should be located further to the north or south at a location where the South Creek Corridor can be crossed at a point where the creek itself is of relatively straight alignment and impact on the creek is at least minimised.

We would ask the following questions:

- 1 Has this proposed transport corridor route been fully investigated in terms of unnecessary and unacceptable environmental impact on the South Creek Corridor and particularly the creek itself?
- 2 What are the views of the NSW Office of Water in this regard and have alternative crossings been fully considered?
- 3 What particular advice has been received from the NSW Office of Water in this regard?
- 4 Why has the Pitt Street road reservation not been adopted given that it has a wider reservation width than Cuthel Lane/Road and has/had an established crossing of Badgerys Creek?
- 5 If the route is based on the need for a straight alignment only, then it fails in not fully utilising the existing road system and pays scant regard to the location of the South Creek Corridor crossing. Has the need for this Transport Corridor been reassessed in recent times particularly with the recent introduction of the Fifteenth Avenue Corridor which also provides an east west link and would (like Elizabeth Drive and Bringelly Road) provide a direct route to Liverpool CBD/M5/M7?
- 6 What transport analysis has been carried out that supports the need for this Transport Corridor given the now proposed Fifteenth Avenue Transport Corridor?

We request consideration and advice regarding of these matters and would welcome further discussion.

Yours faithfully,



Gary Rhodes  
Consultant Town Planner



Landowner Contact  
James Chan

