



Subject:
Date:

FW: Webform submission from: [webform_submission:source-title]
Tuesday, 17 March 2020 4:51:24 PM

[Redacted]
[Redacted]
Sent: Thursday, 12 March 2020 10:42 AM

To: PPO Engagement <engagement@ppo.nsw.gov.au>; [Redacted]

Subject: FW: Webform submission from: [webform_submission:source-title]

[Redacted]
[Redacted]
Sent: Tuesday, 10 March 2020 11:20 PM

To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>

Subject: Webform submission from: [webform_submission:source-title]

Submitted on Tue, 10/03/2020 - 23:19

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Helen

Last Name: Anderson

Name Withheld: No

Email: [Redacted]

Suburb/Town & Postcode: Bringelly

Submission file:
[Redacted]

Submission: Submission is via the attached PDF document

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

[Redacted]

RE: Prioritise Precinct planning to include the Dwyer Road Precinct & recommendation for renaming of the Dwyer Road Precinct

My name is Helen Anderson and I am the property owner/and resident of [REDACTED] Bringelly. I have lived at the above address for 32years.

What I have been told by the Planning Partnership

- STAGE 2 of precinct planning for the Aerotropolis indicated that the DWYER Road Precinct will not have priority zoning with precinct planning and rezoning not being achieved by the end of 2020 as is the case for all adjoining Precincts.
- Precinct planning for the DWYER ROAD PRECINCT will follow as infrastructure and services are planned, delivered and demand for additional land is generated.
- There is no proposed timeframe for the Dwyer Road Precinct to be rezoned but as a community we have been formally advised by the Planning Partnership that this Precinct will not be rezoned before the Airport is fully operational.
- Dwyer Road Precinct has no water, sewerage and it is not envisaged that this would be available until after the airport is operational and is needed to enable rezoning.
- The main reason for Dwyer Road precinct not being a priority is due to infrastructure and the desire for availability of employment lands to the east of the Precinct is to be taken up first.

What this means for my family and I

Uncertainty in decision making

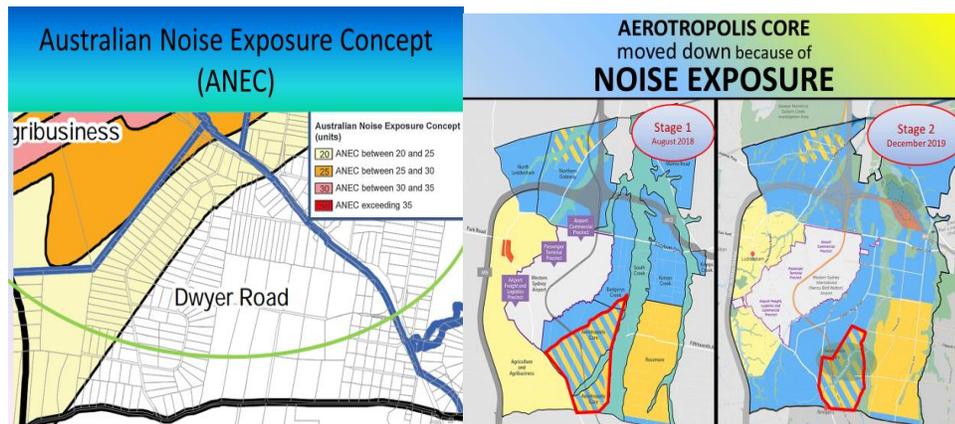
- This leaves my family with an uncertain future for perhaps the next 10- 30 years. Decisions about renovating our home, activities to undertake on our property, potential short- and long-term financial viability of any development application available to us under existing zonings, are all surrounded with uncertainty. The lack of planning and foresight afforded to us and others in this Precinct given we will be living on the border of a 24hr airport is untenable.

The impacts of living on the border of a 24/7 operational airport

- Our house and property are in the ANEC 20-25 noise contour.
- In addition, it was stated in the Western City & Aerotropolis Authority Landowner Forum Tuesday, 17th December 2019 that current modelling is suggesting that during the evening only one pathway will be used. The flight path to be used will be the south/west pathway for arrival and departure, to limit the impact on residential communities directly to the north and east of the Airport. This however has high impacts for the 1000 residents in this precinct of which my family is a part. Aircrafts will be flying over the western section of our precinct heading south west over Burragorang/Nattai. We are being “sacrificed” at the expense of residents to the north of us.
- There are no assurances as to how the livability and amenity for my family will be maintained, in fact it simply can’t be. The Plan on page 76 states that a key consideration for this Precinct is aircraft noise and safeguarding airport operations, but there are no immediate strategies to address this.
- Liverpool Council in their submission to Stage 1, referenced the recommendations of CHETRE with respect to recommending that the WHO Guidelines should be applied to zoning decisions with residential and other sensitive locations being protected from harmful levels of noise and adverse effects on residents physical and

mental wellbeing. Their recommendation was that there should be no residential development within 5kms of the airport boundary.

- This has been considered to some extent in Stage 2. The boundary for the mixed-use area of the Aerotropolis Core has been moved further south and Luddenham Village and all other residential areas within a 3km boundary have been considered as a priority for rezoning. The proposed land use for these precincts being in accordance with zonings reflective of industry, agribusiness not residential.
- My property is well within 3kms of the airport, we are existing residents, yet the same consideration is not being afforded to my family and the rest of this Precinct. We are left to wait indefinitely; this is unfair and discriminatory.
- Most of this precinct is noise affected, by the decision that the boundary for mixed use on the Aerotropolis Core has been moved further south given further noise impacts. If you follow the boundary line across to our Precinct you can see that this makes 4/5ths of this Precinct noise affected. *Please see the figures below that demonstrate this.*
- The world is littered with examples of airports that allowed residential development to surround their boundaries only to be subsequently suffocated by the actions of disgruntled residents (LAX, Heathrow, Schiphol and Kingsford Smith Airport). The concept of allowing let alone locating residential neighbourhoods as close as possible to the airport boundary seems to be at odds with the Plan's aspiration to create livable and healthy lifestyles and its aim of protecting its curfew-free status.
- My family and I will have no hesitation in becoming one of those disgruntled residents whenever and wherever the opportunity arises. If the Federal Government wish to safeguard the airport operations then mitigating any future risks by working with existing communities to find resolutions to concerns, well before the airport opens, would be the only reasonable solution. Our community via our large landowner group submission is aiming to provide some practical solutions to help resolve this issue. I therefore ask for due consideration be given to not only the personal concerns expressed by myself and others but the strategic value and opportunities that we present for future development.



The lifestyle of living on R5 zoned land cannot be upheld

- My property is zoned R5. Essentially this is residential housing but in a rural setting. The only activities that can be undertaken without consent are home based childcare and home-based occupations.
- One of the objectives of Zone R5 (refer to Liverpool Large Lot Residential information) is to “ensure that a high level of residential amenity is achieved and maintained”.

- Over the next 10-30yrs at least, we will be forced to endure the negative effects of infrastructure developments in the area such as road upgrades, land developments associated with all of the priority precincts to the east and north of us, in addition to the South Creek West residential development which is being fast tracked to the south. With this development comes increased trucks and heavy vehicles, increased dust and pollution, traffic congestion and diversions, with increased travel time and general inconvenience to the daily living of residents. Most residents with developments on their doorstep may only have to endure this for a few years, however the level of development around us is unprecedented and it has been stated that the Airport and the Western Parklands City will be decades in the making
- We are not connected to Sydney Water. We are dependent on rain/water collection tanks or trucked in water. The increase in dust, pollution, and when the airport is operational, petrol discharges and fumes will certainly impact on the quality of drinking water available. Not only does this effect our quality of living but potentially our health and wellbeing.
- We choose to live in a semi-rural setting so that we can enjoy the outdoor living. We do not want to be barricading ourselves inside, with closed doors and windows to cope with noise, fumes, dust and pollution. That is not what we expect when living on R5 zoned lands. One of the objectives of R5 zoning is to *“ensure that there is minimal conflict between land uses in this zone with land uses in adjoining zones”*. Again, as stated earlier, the level of development around our Precinct is unprecedented. This conflict will exist for an indefinite period and cannot be attenuated unless we are also afforded the same opportunity to accelerate our precinct planning and future rezoning within a defined timeframe.
- The existing zoning of R5 is incompatible with the eventual conditions of the land and this is a problem.
- The statement that a strategic outcome for the Dwyer Road is to *“Acknowledge the existing rural village character of Bringelly”* is absolutely flawed. Whilst the Plan describes the lands as comprising mainly of ‘rural holdings’ and observed agricultural industries, the reality is that the majority of properties contain one – two residential properties that are occupied by families and residents, many of whom have lived in the area for decades. Some small-scale/hobby based rural activities in the Ru4 properties exist and home-based businesses occur in parts of the Precinct; however, these are mainly secondary to the predominant residential use. Since the announcement of the airport in 2013, there has been a growth of transport and logistic operators move into the Precinct and a higher rate of properties purchased for investment, land banking purposes and are currently leased for a range of business and residential purposes. There has been a significant shift in the “nature” of the community and to argue that the rural village character be retained when a flexible employment land use is pre-ordained is just not realistic nor maintainable.

The strategic opportunities that our Precinct offers

The Plan provides two headings and 10 dot points on the expected planning outcomes for Dwyer Road Precinct. On examining those key considerations and strategic outcomes there are inconsistencies and a lack of strategic visioning for our Precinct.

For a start there are no existing agricultural operations in our Precinct that need to be supported and transitioned to flexible employment over time. As stated previously the lands are predominantly residential in usage with some home businesses, and a growing influx of transport/ logistic, trades businesses/operators, that have occurred since 2013.

Also, the Plan only sees the Precinct as providing employment opportunities close to the Aerotropolis Core Precinct. Firstly, if that was the case, then the development of the Precinct needs to be considered in parallel to the Aerotropolis Core. Is it not correct that employment needs to be available as people move into and reside in adjoining areas, not years later? Also, the strategic opportunity for the Precinct to provide employment lands for the South West Growth Area has been understated.

1. Interface with the South West Growth Area

- The forthcoming large residential release area to the south in South Creek West – home to 30,000 new residents, borders on the Dwyer Road Precinct. This is to be fast tracked and planning is underway.
- There is recognition that the Camden LGA is the fastest growing LGA in NSW with a projected doubling of population between 2016 and 2026.
- Camden Draft Local Strategic Planning Statement (Local Priority P 4) acknowledged the need for future employment lands to support the population growth and have earmarked lands adjacent to the Dwyer Road Precinct, on the eastern side of Northern Road(just past the Northern Rd/Greendale road intersection) for investigation in the short term (ref page 53).
- The Stage 2 LUIPP states the sequencing of precinct planning and rezoning for Dwyer Road will be determined by the rate and nature of development in the initial precincts” This is very *“Aerotropolis centric”*.
- The Dwyer Road Precincts capacity to address the employment land needs as identified by Camden LGA in their own LSPS should be the priority. Supporting the accelerated precinct planning for Dwyer Rd Precinct, to provide the needed solution for employment lands to the south, should be the concern of the Planning Partnership. This helps to resolve landowner concerns about noise and impacts of surrounding developments, and therefore actively addresses one of the key considerations for this Precinct which is to safeguard airport operations.
- If the Planning Partnership is indeed a Partnership then reconciling both Liverpool, Camden and Aerotropolis planning needs and outcomes should be strategically addressed. The concern is that this has not been achieved in a collaborative manner.
- Dwyer Road precinct runs the risk of “being left behind”, rather than being viewed as a strategic southern interface between the Airport and the South West Growth Area providing the closest employment lands for those to the south of the Aerotropolis boundary.
- The Precinct can in fact be the 30min solution for employment for the South West Growth Area. It is inconceivable how the new Mamre Road Precinct or even Badgerys Creek Precincts could provide employment within 30mins. Both these designated employment land precincts service predominantly communities to the North and East of the Airport and Western Parklands City.

2. Interface with Greendale Road and M9 Orbital

- The Precinct is bordered by the Northern Road, Greendale Road and the proposed M9 orbital.
- The key focus for the M9 is to support growing communities, businesses and the creation of new jobs in Western Sydney and to allow for freight to move efficiently and safely by rail.
- It is envisaged that there will be an interchange to allow access to the Southern part of the Airport and the Greendale Rd exit will provide access to suburbs west of Liverpool and the South West Growth Area.
- The Dwyer Rd precinct is uniquely placed and provides strategic opportunities for businesses and investors to plan and develop industries and businesses to capitalize on the benefits of this infrastructure combined with uniqueness of location.
- Whilst the M9 orbital is some years away, the strategic planning of how these outcomes can be achieved should not be left to chance, given the accelerated planning of adjoining areas.

3. Bordering on the southern end of the Airport

- We are the only precinct that has a border onto the Airport that is not a priority for planning purposes.
- Failure to look at the activation of the southern edge of the Airport is potentially missing strategic opportunities and investor opportunities afforded by the location of the lands in this precinct.

4. Operating as a large landowner group
 - We understand fragmentation of landowners is a significant impediment to effecting rezoning, and co-ordinated infrastructure and development outcomes. This is stated in the Plan as a key consideration.
 - On polling our community, close to 90% DO NOT WANT TO BE LIVING NEXT to a 24/7 operational Airport and their desire is to fast track rezoning.
 - Our community sees the advantages of operating as a large landowner group and at this stage approximately 80% of the total land in the Precinct has been identified for development and a MoU is being finalised with those landowners. We hope to even expand this percentage as our committee and community process gains momentum.
 - Whilst in principle we understand the challenges confronting the early activation and precinct planning for Dwyer Road precinct, we will be asking Government, via our large landowner group submission, to allow flexibility in the activation of lands in the Dwyer Road precinct where alternative arrangements for infrastructure delivery are funded and guaranteed and where business/investment attraction is successfully demonstrated.
 - If we can demonstrate an ability to achieve the objectives and the underlying intent of the LUIPP, why should we be left to last. It is unfair and discriminatory.
 - We as a community have taken this proactive and visionary stand and where we can demonstrate an ability to achieve the objectives of the Plan we should not be penalised. We should be afforded the same opportunity to develop our lands where the fundamental impediments being stated by the Planning Partnership (i.e. infrastructure) can be addressed.

5. Set our Precinct up for success – we are the “Southern Gateway”
 - In moving forward as a large landowner group, we see ourselves not simply as “Dwyer Rd Precinct”. We have many more roads and streets that make up our geographical area.
 - We want our area defined not by a road but by what we potentially offer as an outcome for the Airport, Aerotropolis and the South West Growth Area.
 - We are the Southern Gateway for all the strategic reasons outlined above. It implies productivity, infrastructure and collaboration. Its positive and outcome focused.
 - To keep our precinct as Dwyer Road is limiting and not allowing for the vision of us as a group of landowners to take seed and grow.
 - Support us to support the objectives of the Plan, rename our Precinct to Southern Gateway.

In summary, for my family the ability to move on with our lives with some certainty is what we seek. We have no desire to live by a 24/7 operational airport and believe that the Plan provides no assurances that our lifestyle and amenity will be addressed. There has been a lack of strategic visioning for our Precinct, which means we run the risk of being left behind. We as a community have needed to find ways we can plan for our future and mitigate the barriers to facilitate the fast tracking of our own rezoning. To that end, I request that serious consideration be given to not only mine but other resident concerns and our collective submission where we seek to work collaboratively with Government to find the solutions to enable the accelerated development of our lands.

Yours faithfully

Helen Anderson

