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Submitted on Fri, 13/03/2020 - 12:52
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Submission file:
[airport-submission-for-18-properties.pdf](#)

Submission: Dwyer Road Precinct Priority Submission (SEE ATTACHED FILE) Property landowners contributing to this submission. Please consider this as 18 separate submissions. Address Land Owner's Representative(s) [REDACTED]

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



Dwyer Road Precinct

Introduction

This submission represents the views of the 18 neighbouring landowners along Dwyer and Northern Road. We represent a group of adjoining properties on the northern corner of The Northern Road and Dwyer Road, Bringelly. Our lands are located in the Dwyer Rd/Southern Gateway Precinct.

We are all signatories to the Dwyer Rd/Southern Gateway Precinct MoU and are fully supportive of the this Precinct's joint submission representing the views of our collective group of landowners, known to the DPIE as the Dwyer Road Precinct (Southern Gateway Precinct).

We want to ensure that the DPIE hear from individual landowners on how important this issue is to us and our families. Hence we collectively wrote this submission. **We would like this submission to be recorded as representing 18 submissions, one from each of the property households as per Appendix 1.**

We are all in agreement with fast tracking the zoning and development of the Southern Gateway/Dwyer Rd Precinct so that the landowners can be in a position to move on to the next stage of the process and not live with uncertainty.

While we were pleased that a flexible employment model is now being proposed for our Precinct, we are extremely unhappy and very concerned with a potential proposal from the Planning Partnership that this zoning for the Southern Gateway/Dwyer Rd Precinct may be given a **low priority, with an indefinite time frame, and certainly one that leaves us here when the 24/7 airport becomes operational.**

Why are we unhappy?

We are shocked that the Planning Partnership has considered other Aerotropolis land as a higher priority than our Precinct's land particularly because we will be left residing in an area to be severely affected by both the construction of and operation of a 24 hour 7 day a week international airport. Our land is also closer to, and has better access in and out of the Western Sydney International (Nancy Bird-Walton) Airport than other Aerotropolis Precinct.

This shortsightedness needs to be addressed without delay by the Planning Partnership so that we, the potentially affected residents, can exercise options to avoid the negative impact of the airport on our lives.

ANEC Contours cannot be ignored! Our combined land is completely affected by the 20 ANEC noise contour and part of our land is also affected by the 25 ANEC noise contour.

Many of us have resided in the area for many decades, raising families and enjoying the community atmosphere that Bringelly offered. Many were attracted to the rural/semi-rural lifestyle on the outskirts of the city but still living close enough to commute to work. Our children were raised and schooled in the area and we attended many sporting and other community events. Many families have more than three generations living in the household. The age range of our families ranges from new-born, toddler, through to teenagers, adults, and the elderly.

Living next to a developing international airport and under the proposed flight path is unacceptable to us!

The reasons for this are obvious (to us) but include:

- **Health issues such as:**
 - exposure to excessive noise
 - exposure to harmful chemicals
 - exposure to dust
 - exposure to potentially harmful microorganisms stirred up during earth works and vegetation removal
 - potential contamination of foods grown on our land for personal consumption
 - risks posed to children playing on potentially contaminated land
 - contamination of our water supply by chemicals, dust, or other pathogens as we **do not** have 'town water' and must rely on rainwater from our roofs or water 'carted in'.

- **Lifestyle inconvenience such as:**
 - disruption of community lifestyle; the rural village character of Bringelly is rapidly changing and will be soon gone as will the reasons for us wanting to stay in the area
 - increased travel times in the area during airport and infrastructure works
 - danger of driving in the current and future traffic conditions

- **Increased stress about the uncertainty of the future:**
 - Many residents feel stressed about the uncertainty of the future
 - Many residents have become agitated with both the slow progression of the airport and its adjoining zones as well as the method of implementation
 - A combination of the above two dot points; stress is translating into agitation which appears to be turning into anger amongst many residents because of the uncertainty faced.

Why we should be a priority precinct?

The Southern Gateway/Dwyer Rd Precinct has been proactive from the start of this process of planning for the future of land neighbouring the Western Sydney International (Nancy Bird-Walton) Airport; there has been a coordinated effort to try to find strategies that will result in the best outcome for both the residents and the future of the South West Growth Area to the west of the airport.

The advantages we offer include:

- We have organized ourselves to help facilitate all aspects of negotiation with the Planning Partnership to ensure the best outcomes for all parties.
- We have organized ourselves by considering all issues at hand.
- We have already clustered land holdings to maximise commercial appeal as we know we have some of the most potentially viable commercial land in the region for development.
- We have land positioned for development. Of all the potentially zoned land available for development, the land of The Southern Gateway/Dwyer Rd Precinct (of which we are the northern most part of) is the closest land to the access road into the Western Sydney

International Airport for maintenance and cargo. This is a significant benefit for businesses that wish to be located close to the airport.

- We have land with good transport opportunities. Being on the Northern Rd will be a benefit for transport logistics and warehousing. Contrary to the proposed Aerotropolis on the opposite side of the Northern Rd, there is the ability to immediately turn left and travel north directly towards the airport entrance some 150 metres away. Access to the airport from the precinct opposite will require vehicles to turn left and travel south to locate a turning bay before heading back towards the airport entrance.
- We have turn around bays close to the north and south of our location making in and out transport to the airport and surroundings a better prospect.
- Not all businesses moving to the area will want to be 'airport specific' in operation. The location can open up other opportunities for businesses that wish to locate there to service other areas to the north, south and east (eg, Penrith, Campbelltown and Liverpool)

Why the Southern Gateway/Dwyer Rd Precinct should be given high priority for fastracking

1. Restriction of development opportunities

To restrict land use in our area with a low priority for development policy is in our eyes both unfair and short-sighted. Many of the landholders have owned these properties for three decades or more in the knowledge that the area was destined for a future airport. We have endured the major inconvenience of **NO** town water and **NO** sewer but looked beyond that because we believed our properties were likely to be sought after for airport-related businesses or services when an airport finally became a reality.

2. Dealing with small landholders

There is a belief that a buy up of smaller properties would be both cumbersome and uneconomical for commercial industry to undertake but ***we are doing the hard work for you!***

3. Proximity to airport southern service entry

Our land is extremely well-placed for access to the Western Sydney Airport cargo and maintenance areas via the airport southern service entrance. Our properties are only about 150 metres from this entry point, even closer than the proposed Aerotropolis Core group on the other side of the Northern Road to the south and east of us. This makes our land better suited to serve commercial business interests such as those associated with cargo and maintenance, particularly warehousing and logistics.

4. Expedient access to The Northern Road

The upgraded The Northern Road will become a divided road. This will mean that all properties on both sides of The Northern Road between Greendale Rd and the airport can only exit to the left. Our land lies between two proposed U-turn facilities on The Northern Road giving **premium** access to the Western Sydney Airport. There will be a U-turn facility on The Northern Road at the Western Sydney Airport southern service entrance some 150 metres to our north and another facility on The Northern Road at the Mersey Road intersection about 300 metres to our south.

Because of the divided road, access north towards the airport from properties on the opposite (eastern) side of The Northern Rd is not as direct. Exiting for them is only possible towards the south requiring the driver to continue travelling south until reaching a turning bay where they can then head north back towards the airport.

On the other hand, access to the airport from our side of The Northern Rd (western side), is much more direct: exit left then travel 150 meters north to the airport southern service entrance. This arguably gives us the best access to and from the airport southern service entrance of any private land to the south of the Western Sydney Airport.

Businesses not directly involved with the Western Sydney Airport would still relish the ease of access to excellent transport roads including the M9, The Northern Rd and Dwyer Road.

5. Commercially enticing

Competition is the framework of modern business. Not all commercial parties interested in acquiring land close to the airport will be multinational billion dollar companies. Many smaller companies (yet still large commercial businesses) would relish an opportunity to acquire sites close to the airport to ply their trade. Giving options to business opens up further opportunities allowing businesses to expand. Many Australian businesses are in this category. Some landowners have already been approached by commercial businesses to discuss the prospect of acquiring their property should commercial land use for the area become timely.

6. Potentially adverse health effects on residents living in proximity to a 24/7 International airport

As previously mentioned, there is potential health impact to residents living close to a 24/7 International airport. **We will stress these points again as they are important issues for us:**

- exposure to excessive noise
- exposure to harmful chemicals
- exposure to dust
- exposure to potentially harmful microorganisms stirred up during earth works and vegetation removal
- potential contamination of foods grown on our land for personal consumption
- risks posed to children playing on potentially contaminated land
- contamination of our water supply by chemicals, dust, or other pathogens as we **do not** have 'town water' and must rely on rainwater from our roofs or water 'carted in'.

Thank you

Peter SRZICH

The Northern Rd/Dwyer Rd Street representative for the Dwyer Rd/Southern Gateway Precinct
on behalf of the properties listed in Appendix 1

APPENDIX 1

Property landowners contributing to this submission.
Please consider this as 18 separate submissions.

Address –	Owner's Representative(s) Full Name(s)
██████████	<i>Peter & Diane SRZICH</i>
██████████	<i>Stephen PATTERSON</i>
██████████	<i>David VELLA</i>
██████████	<i>Anthony & Grace GRIMA</i>
██████████	<i>Ross SINCLAIR</i>
██████████	<i>Jacob STAVROU</i>
██████████	<i>Carina & Justin CAMILLERI</i>
██████████	<i>Charles GRIMA</i>
██████████	<i>Zdravko KARAN</i>
██████████	<i>Bruce & Ronda LOW</i>
██████████	<i>Chris WHYTE</i>
██████████	<i>Carmen MORGAN</i>
██████████	<i>Michael NIES</i>
██████████	<i>Maria & Vince ROMEO</i>
██████████	<i>Wayne & Lorelai BURNS</i>
██████████	<i>Joe TABONE</i>
██████████	<i>Ross GULLO</i>
██████████	<i>Anthony SPITERI</i>