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Submitted by: Anonymous
Submitted values are:
Submission Type:I am making a personal submission
First Name: Wen Can
Last Name: Yin
Name Withheld: No
Email: [REDACTED]
Suburb/Town & Postcode: Bringelly 2556
Submission file:
[henry---aerotropolis.pdf](#)

Submission: Please see attached File

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

[REDACTED]

27 February, 2020

Western Sydney Planning Partnership

PO Box 257,

PARRAMATTA NSW 2124

Dear Sir/Madam

RE: SUBMISSION TO THE WESTERNS SYDNEY AEROTROPOLIS STAGE 2 LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN RELATING TO LAND PREVIOUSLY INCLUDED IN THE AEROTROPOLIS CORE PRECINCT IN STAGE 1 OF THE LUIP AND REASSIGNED TO THE DWYER ROAD PRECINCT IN STAGE 2 OF THE LUIP.

Following my review of the proposed plans for zoning in the Western Sydney Aerotropolis Stage 2 Land Use And Infrastructure Implementation Plan released on 6 December, 2019, I wish to make a submission which proposes that my property located at [REDACTED], Bringelly, 2556 should be reassigned back into The Aerotropolis Core(Mixed Flexible Employment and Urban Land) as displayed in Stage 1 of the LUIP dated 18 August, 2018.

My property is one of four adjoining properties with a total combined area of approximately 5.5 hectares that was zoned Aerotropolis Core in Stage 1 of the LUIP and reassigned to the Dwyer Road Precinct zone in Stage 2 of the LUIP. These four adjoining properties are situated at the north-west junction of The Northern Road and Bringelly Road, Bringelly and are bound by the realigned The Northern Road (in construction phase) to the north, the existing The Northern Road to the west and Bringelly Road to the east. The four individual properties range in size from 8,667 square metres to 1.84 hectares and all four properties have been severely impacted upon by the repositioning of The Northern Road, especially by the upgrade and realignment, including the ongoing construction work associated therewith.

I believe that the most appropriate zoning for my property and the three adjoining properties aforementioned is Mixed Flexible Employment and Urban Land (Aerotropolis Core Precinct) and not Dwyer Road Precinct for the following reasons:-

- (i) My property and the three adjoining properties are completely separated from the rest of the Dwyer Road Precinct by the Bringelly Public School and the adjoining Bringelly Park. Our properties do not abut the boundary of any property in Dwyer Road Precinct that is privately owned. These aforementioned public facilities in my opinion should define the edge of the Aerotropolis Core in stage 2 of the LUIP.
- (ii) All of our four properties have town water however, all the landowners in the Dwyer Road Precinct depend solely on tank water save the Bringelly Public School, Bringelly Rural Fire Brigade, the Community Hall and Bringelly Park all of which were connected to our town water supply subsequent to the subdivision of the Kelvin Park estate.
- (iii) Due to the realignment of The Northern Road our four properties have been substantially impacted by the acquisition of land by RMS from each of our individual properties for the upgrade of The Northern Road.

(iii)continued

This has resulted in all of the four properties being substantially reduced in size from their original 2 hectares size. The majority of the Individual properties in the Dwyer Road Precinct are either 2 hectares in size or greater. Our properties are not suited to some large scale uses that is proposed in the Dwyer Road Precinct due to our reduced size and it would be in my opinion more suited to be zoned Mixed Flexible Employment and Urban Land.

- (iv) Our four properties unlike the other properties in the Dwyer Road Precinct of Stage 2 of the LUIP are serviced by bus transport, with regular services to Leppington station, Liverpool CBD and Liverpool Station. There is a bus stop within short walking distance of each of our four properties. As part of The Northern Road realignment works, a proposed pedestrian and cycleway is to be constructed which will connect all four properties to the Bringelly Centre and also to high frequency transport.
- (v) The Western Sydney Aerotropolis Indicative Wastewater Servicing Plan was displayed at Community Information Sessions during January and February this year and it indicates that the proposed layout of the sewer service for the Aerotropolis will proceed for some length west of the realigned The Northern Road under the Thompson Creek Bridge. It would be reasonable to anticipate the Bringelly Public School, Bringelly Rural Fire Station and the Bringelly Community Centre being connected to the sewer service at the same time as the new priority precincts of the Western Sydney Aerotropolis. Our four properties could also be connected to the sewer at very little cost especially as the sewerage would be gravity fed and the connection being in close proximity.
- (vi) All four properties are strongly connected to the existing Bringelly Village shops which are diagonally opposite the four properties and within short walking distance. A pedestrian footpath and cycleway is included in the plans for the realignment of The Northern Road and will pass directly in front of all the properties. Three of the properties are directly opposite the Bringelly Public School whilst the fourth property's front boundary is approximately 100 metres from the school. It is a short walking distance from all of the four properties to a large park which includes a playground, open space and sporting fields. The Bringelly Community Centre is also within the park. The Bringelly Village shops provide a substantial service to the local community and includes a Medical Practice, Dental Practice, Pharmacy, Australia Post Office, Grocery Store and Cafe, Liquor Store, Manicure Centre, Takeaway Food, Real Estate Agency and Pet Food Store.
- (vii) If our four properties were to be restored to the Stage 1 LUIP Aerotropolis Core zone classification this would enable the land to be used for service centre businesses and other commercial businesses that would be a valuable amenity for visitors to businesses in the Aerotropolis Core. The site of the four properties on the corner of Bringelly and The Northern Roads is an ideal position for service related businesses as it would alleviate any traffic congestion as well as travel times on the two major arterial roads for visitors i.e. the realigned The Northern Road and Bringelly Road as well as Greendale Road. The Bringelly Interchange, due to be completed this year, will provide an easy traffic exit from the realigned The Northern Road by way of an exit ramp as well as a easy traffic entrance onto the same road by way of the entrance ramp for visitors diverting to a service centre situated on our four properties.

- (viii) There are no environmental, bushfire, heritage or archaeological constraints on the four properties nor is any of the land flood affected. The land is capable of being developed for commercial, industrial or urban uses.
- (ix) The four properties are some of the parcels of land that were originally created in 1985 as part of the historical " Kelvin Park" Estate which included the heritage listed homestead "The Retreat". All of the owners of the parcels of land purchased their land to enjoy the rural-residential qualities that the Estate offered. Our four properties have been part of the " Kelvin Park" Estate which includes the historical homestead which was built in 1820 and of all the parcels of land that were created from the 360 hectare subdivision only our four properties have now been positioned outside the Aerotropolis Core despite being encumbered by the same covenant restrictions as those positioned within the Core.

I request that you kindly consider my above submission and request that the proposed zoning of my property and the three adjoining properties be reviewed and reassigned from Dwyer Road Precinct to the Aerotropolis Core (Mixed Flexible Employment and Urban Land).

Yours Sincerely

Wen Can (Henry) YIN