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## TRANSCRIPT OF PROCEEDINGS

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TRANSCRIPT IN CONFIDENCE

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O/N H-1154774

**WESTERN SYDNEY**

**PLANNING PARTNERSHIP**

**MR A. JACKSON, Chair**

**AEROTROPOLIS LISTENING PANEL**

**BRINGELLY**

**WEDNESDAY, 26 FEBRUARY 2020**

## RECORDING RESUMED

[10.01 am]

5 MR JACKSON: So, look, thank you very much for coming along today. As it was promoted, this is an opportunity for you to basically articulate your case – the submission that you’ll be making. We’ll introduce ourselves around the table in a moment, but the people here are all representatives of agencies or councils who will have a role in assessing the submissions when they come in, and making  
10 recommendations, so it’s a great opportunity for them to hear. They’ll obviously look at the submissions when they come through, but it’s an opportunity to hear directly from you about your position, which I think is really valuable.

As we’ve said – so the microphones are here, so we’re taking an official  
15 transcript - - -

MS HELEN ANDERSON: Okay. Right.

MR JACKSON: - - - of the conversation, and we’ll give you a copy of that, to make  
20 sure you’re comfortable with it, and we’ll consider that as part of – as part of a submission. Can I just do a little bit of housekeeping from last night? So I’ve spoken with the Minister’s office. We’re waiting on a response to the two questions that the CLG raised in terms of can there be an extension of two weeks, and can we get a meeting with the Minister. So I’m – hopefully I can get an answer on at least  
25 the first one today. I suspect that there will be an extension, but that’s just me guessing. As soon as we find out, we’ll let the CLG reps know as quickly as we can, and then if you can let, you know, fellow residents know, that would be – that would be good. We’ll also send out – that issue that was raised last night about not getting an acknowledgement email  
30

MS ANDERSON: All right. Yes.

MR JACKSON: So there is something that pops up on the screen. It’s not as good as the acknowledgement email, but we’ll send that out today, just so you can share  
35 with others, to say, “This is what you look out for”. It’s a line in the middle of the screen that’s got stuff around it, but just so you can be assured that when you do put your submissions in, that they are going to be received - - -

MS BORGIA: Mmm.  
40

MR JACKSON: So that's that. We'll just do a quick whip round the table - - -

MS BORGIA: Yes. Sure. Great.

5 MR JACKSON: - - - so you know who's who in the zoo.

MS NORRIS: I'm Nancy Leigh Norris from Liverpool Council Strategic Planning Team.

10 MS ANDERSON: Hello, Nancy.

MS BORGIA: Hi Helen. I'm Natasha. I'm from Penrith Council. I'm the City Planning Manager.

15 MS ANDERSON: Hello, Natasha.

MR ORTEGA: Fernando, Sydney Water.

MS ANDERSON: Hello. We've met before. Had long chats. Yes.

20 MS GEE: Hi. Julie. I'm from Transport for New South Wales.

MS ANDERSON: Hello, Julie.

25 MS BLACKWELL: Sarah Blackwell. I'm from the South Creek team in Infrastructure New South Wales.

MS ANDERSON: Okay. Right. From – down – not Camden, but south - - -

30 MS BLACKWELL: No, sorry. Part of the State Government.

MS ANDERSON: Okay.

MR JACKSON: Infrastructure New South Wales.

35 MS ANDERSON: Right. Fine. Thank you.

MS GRZELAK: Patrice from the Department of Planning, Industry and Environment.

40 MS ANDERSON: Okay.

MR McNAMARA: I'm David McNamara, the Director Aerotropolis, for the Department of Planning, Industry and Environment.

45 MS ANDERSON: Okay. Thank you, David. Okay.

MR JACKSON: So we're in your hands now.

MS ANDERSON: Okay. Wonderful. Well I - - -

5 MR JACKSON: We have about 15 to 20 - - -

MS ANDERSON: Okay.

10 MR JACKSON: - - - and then we might have some questions at the end, if you want clarity.

MS ANDERSON: That's fine.

15 MR JACKSON: Thanks, Helen.

MS GRZELAK: ..... If you use that arrow key or the space bar - - -

20 MS ANDERSON: Just the space bar? Okay. Fantastic. Okay. Well, I'm Helen Anderson, as you know. Just my background. I have lived in the Dwyer Road precincts for 35 years so I've seen a lot of changes occur through this region. I have with me today Paul Cluto who's also lived in the Dwyer Road precinct for how long, Paul?

25 MR P. CLUTO: Nine years.

30 MS ANDERSON: Nine years? Okay. We're representing the views of our community, and I'll talk a little bit more about who our community is and what makes us who we are. But what you're hearing today is basically the collective views of our community. It is an adjunct to our formal presentation, by way of our formal written presentation. We've been working very closely with APP, property and infrastructure specialists, for some time now, and they're completing our submission as we speak, and we expect that it will be submitted by the deadline, which is the 28th of February. We would like you to consider our slide show and what we have to say, as an addition to that particular document, because we feel  
35 we're giving you a little bit more of a personal flavour, and adding a little bit more detail, I think, on some recent issues that have come to our – have come to our awareness in the last 24 hours.

40 Okay. So how we'd like to present is a little bit about our precinct, the land and the people that make our area. We have actually formed ourselves as a large landowner group, so we want to introduce you to what we term the Southern Gateway Precinct – an RMOU. We would like to talk a little bit more about what we see as the impacts on the community on Stage 2 and the decisions that have been made about our precinct. We would like you to hear what we're seeking. We have three  
45 particular recommendations that we'd like to see considered. One of the key elements that we think is missing in the plan is looking at the strategic positioning of

our particular precinct and how that interfaces with the south-west growth area, in particular, and the Aerotropolis fort.

And lastly, a bit of a summary. And we hope throughout the whole process that you'll see that we're constructive. We're collaboratively trying to work with government to come up with the solutions. Okay. The Dwyer Road Precinct. You would all be familiar with where we are. We're bounded by the Northern Road, Ringdale Road, the M9 orbital into the future, and a boundary that defines us from basically the agri-business component. We have about 250 properties in this area. Over 1000 residents live here. We have a combination of R5 – residential 5 and RU4 zoning. We have no RU1. Maybe one additional property that was just recently added as a result of the boundary change, but it's at the first end of the M9 orbital. 755 hectares of land. As we say, we're the largest landowner group assembled in the greater Sydney area.

Our people – as I said, we have about 1000 residents in our area. I'd have to say probably our eldest landowner resident is 94 years of age. Our youngest landowner resident is 32, so we have a wide-ranging group of residents that live with us and we have a very multicultural background. We have people who have lived here for decades. I think the longest person who has lived here is something like 64 years, all right. And then we have people who have moved into the area as recently as three months ago, so we have a wide variety of people who choose to live in this particular precinct. The common reason for why people have chosen to live in Dwyer Road is because it's semi-rural, it's out of the hustle and bustle of city living, particularly for those that have moved here prior to the announcement of the airport in – official announcement of the airport in 2014 and 2016.

MR .....: .....

MS ANDERSON: Well, it was really only ratified in 2016 so I'm going to go with that. So as you can see, we've just tried to depict some pictures of people in our community and what they do. Most people have hobby rural-type activities. We don't have any agricultural businesses operating in our precinct. We are predominantly residential. Many of our properties have dual residences on their properties and have different generations of families. In fact, I was talking to a resident last night, four generations of family living within their confines. The businesses in our precinct. As I said, we are R5 which allows for some home-based businesses to occur. We can't, as R5, have any other kind of agricultural activities or rural-based business activities unless we have a DA consent.

We have RU4 properties, and again, none of them have agricultural businesses operating, but we do have some other businesses that are in our precinct, namely we have dog kennels, we have childcare centres, we have high-tech homes on Northern Road. We also have a number of different religious organisations and facilities in the area. We have on our border, across the road here, we have Boral, we have PGH Bricks, we have the University of Sydney hub just a further part down, and we have the proposed World Trade Centre which is basically on the other side of the road.

So we do have a range of different businesses that operate within our region as well. What we have noticed as a community is that since the announcement of the airport, or when in fact the airport was back on the agenda again, so round about, I'd say, 2012, 2013, what we started to see happening in our precinct is that as people were  
5 leaving, the type of people buying the properties were normally those coming in as investors or land bankers. So what we have seen happening is a growth in the rental market within our precinct as a consequence of that. Okay, our community. We have always come together when we've been faced with issues that need a collective approach. That has started from the time that I've actually been involved in the  
10 Dwyer Road precinct area way back when I came into the area in the mid-80s.

With the release of Stage 1, we came together as a community. We looked at what it said. We weren't happy with actually seeing our area as classified in agriculture and agri-business. We didn't really understand what that meant, but we formed together.  
15 We called ourselves the Southern Gateway Precinct. We lodged our submissions with that name, and we are thankful that we were recognised as a distinct precinct, and with a broader application of land use that is more coming for what we currently do and what we see of our potential future. These are our community meetings, so when we actually have a community meeting, these are the – we get 300 people, and  
20 that's just our precinct. That's how committed our people are when we call community meetings.

One of the things we've recognised in all of the conversations that we've had through the Rural Reference Group, reading the strategic plans, talking with  
25 Liverpool Council, is that people see the small landowner groups as being really fragmented, difficult to work with, troublesome, etcetera. And so when it comes to planning and development, we normally part – last cab off the rank because of that. We recognise that, and so what we've decided to do is to be really proactive, to step up and say, "We will form ourselves as a large landowner group", and we've sought  
30 assistance in being able to do that. We have a signed MOU with our property owners, and that's still continuing. We have a formal committee of landowners, and by the way, Dwyer Road Precinct is not just Dwyer Road. We actually have eight roads within our precinct, and our committee of landowners comprises the representatives from every single road. Not one road is missing in our committee of  
35 landowners.

We have a terms of reference. We have an agenda. We have a secretary. We have a chairperson, which is me. We have a bank account – Society Bank account, so we are very formally structured. We have regular committee meetings, as per the  
40 pictures that you saw previously. We have a comprehensive landowner database of every property that's within our precinct, and we're continually growing that, as people come and go, when properties are on the market and new owners come in. We have active email communications. We have Facebook page communications, and we have doorknocks, because one of the realities for many of our older members  
45 of the communities is that even – and all that technology is very – not becoming of them, and we have to do as much as we can for ..... and face-to-face, to maintain that communication.

Committee of landowners, that's your committee – well, that's our committee, and as I said, we get together very regularly. You can see we are gender equivalent. We have male and we have female there, and we have multicultural backgrounds, and we have younger people in that group and we have older people in that group, so I think

5 we're hitting all the marks on that – for that category. Okay. As I said, we have a Memorandum of Understanding, okay. It's a legally non-binding one from the point of view that it's a way in which we can get some consensus with the community about what are we aiming to achieve as a large group of landowners, and these are our objectives, all right. We want to progress the orderly and expeditious planning

10 of our lands. We want to collectively determine the appropriate exit strategies over time. We want to work collectively and having an organised structure to work with government into the future, and we want to resolve any impediments to the planning process and the delivery of infrastructure.

15 Now, you're going to probably ask, "Why is it that we got to this point?" We got to this point because on polling our community, 90 per cent of the people here do not want to be living next to an operational airport come 2027, and based on the outcomes of Stage 2, that's the reality. So our community said, "We don't want that reality, so what do we have to do proactively in order to show State and local

20 governments that we're here to work to find the solution to get us out". We are sharing this information. We hope you treat it with some confidentiality. This is to give you an indication of the extent of our MOU process, and to show you it's not just a piece of paper and a bunch of words.

25 This map represents all of the properties that are in our precinct, and as I said, everything from 2 to 10-hectare properties of land. Every little orange block you see there is a landowner who has signed up, all right. You will see that we have in red existing businesses. Now, these are some of the businesses that I highlighted before. We're having communications with them – it's interesting. I was – we had one of

30 them that wasn't even aware of what was really going on, which surprised me, but anyway, they didn't. At the – this point in time, they're weighing up where they're sitting, what they're going to do. Many have said, "We're in here for the long haul", but of course, their big question is the infrastructure. So when they've talked to us and we've said to them that we're collectively looking at how do we resolve and help

35 government solve infrastructure issues, as soon as we start talking about that, they say, "Put us in". All right. "We want to work with you because that's something that's an issue for us as well".

40 You will notice that we have pink properties here. They're the properties that are currently being leased out, and we are still tracking down who the owner actually is, all right. Sometimes it can be easy, sometimes it's a bit hard, and so that's a work in progress at the moment. But what I can say to you is that every property that is a leased property, that we have been able to track down the owner, they are all in, because the fundamental reason for why they bought that property was for

45 investment and land banking purposes. The white. RMS, you own a couple of properties there on the border. We hope we got that right. The other white properties represent our landowners that are absolutely confused at the moment.

I hope you can appreciate that when you introduce something like this, and an MOU, to a 94-year-old, it's like, "Oh, my gosh, what are you asking me to sign? What does all this mean?" We, with some of our residents, have been meeting six, seven, eight times, not just with them but their children, their grandchildren. And as much as we  
5 say "This is not legally binding. It doesn't prevent you from selling your land tomorrow if you wish", we still have to go through these processes, and it takes time. So we still haven't been able to completely colour that map for you, but we think – and 90 per cent is pretty awesome, and we've only been at this since the release of your Stage 2. We have been really busy. When we saw where we were going to be  
10 sitting, and our community after they came and heard you talk, Andrew – and we were very civil, and we walked out and we had a meeting within a week of that, and it was unanimous, that everyone said, "What do we have to do to try and be proactive and get ourselves over the mark?"

15 Okay. So what we believe we've been told – and I'm going to base this on the document that we got answers to from the questions that we gave you, is that we will not be rezoned for the airport. Part – the reasons we've been given is that there's a surplus of flexible employment lands to the east of us, and the uptake of that has to occur before we can look at, you know, how that plays out for you. We've been told  
20 that our precinct is the furthest from the proposed sewerage treatment plant sites, and we have a greater understanding of that since the meetings that have been held, and certainly from last night. And one of the key things for when and how we may be rezoned is to do with the timing of the extension of waste water services and how they will connect up to us. And that's what we believe to be the key reasons for why  
25 we're not being looked at sooner rather than later.

Essentially, what does that mean for us as a community? Well, first off, we see that we are the only three – only residential community within 3 kilometres of the airport with some level of noise-affected property that hasn't been looked at in this initial  
30 stage, and we feel that that's discriminatory and a little unfair. For us it means we have no clarity, we're left in limbo. We had – you will probably receive – if not already, a submission from one of our residents who's been tracking the history since he's lived here in 1982. And as he said, "Helen, you know, we had Badgerys Creek announced. Then it was stopped in 1995, then it was back on the agenda in 2003,  
35 then in 2007 it was back off again. Then it was on in 2013, and then we had all these changes of government have mean that there has been this complete turnaround of decision-making processes with regard to an airport. And the lands around it have had the same process happening to them. How many draft plans have we seen that have never been made final? Right?"

40 And his statement was, "Enough is enough" because at the moment we have a State government, they're following a process. We want a decision whilst we've got that government because the next time we get another government, who knows what will happen, and we're still in limbo again. So that's how our community sees it. They  
45 see that we're in limbo, everything is a draft, nothing gets any timeframes put around it. Everything is dependent on everything else, and when everything else changes, as



governments change, as you people change, it all changes again, and our community are really pretty all fed up with that.

MR JACKSON: Sorry, Helen, just got a couple of minutes. Is that okay?

MS ANDERSON: Gosh. Okay. Okay.

MR JACKSON: Sorry.

MS ANDERSON: Unprecedented – we have an unprecedented development happening around us, which we’re really concerned about. We have noise and associated health impacts, reduction in our residential amenities, and we feel it unfairly promotes take up with large landowner groups. I just want to quickly show you that.

MR JACKSON: Yes.

MS ANDERSON: We look at that and we go, “Mmm.” Okay? Where’s equal opportunity of outcome in the plan? We don’t see it. And our community doesn’t see it. The noise. You already know this because you would know the map. There’s the AMEC contour – we’re within 3 kilometres. But what we found more interesting was to see that the decision made to move the boundary down of the Aerotropolis core, virtually if I want to parallel that across, it equates to a large portion of our precinct pretty much being deemed to be noise-affected. We hear about this single and double runway. Our discussions with WSA to date have been everything was based on two runways, and so we believe that’s a little bit of a furphy in the scheme of things, and we believe it needs to be considered as such. The fact is, every local council that we know of has talked about these buffer zones and the need for them. Because we don’t have flight paths, that compounds the noise impact. There’s already been submissions on – evidence-based research on residents ..... which you would be aware of, and the bottom line is, we’re at the southern end of the ..... runway, and we’re within the public safety areas. This is happening now.

This is our lifestyle and ..... You saw the pictures of us enjoying life, semi-rural life. This was only taken – that picture of the cows and the roadworks, was only taken a few weeks ago, and I was driving down yesterday and the same thing was happening. Rural village character, your plan says that you want to acknowledge the existing rural village character of Bringelly. We believe the reality is that unprecedented development, the result is significant shift in our community, and we don’t believe that’s going to be maintainable. Okay. What do we want? There’s - - -

MR JACKSON: When – sorry, when you say you don’t think it’s going to be maintainable, does that mean that you support it changing?

MS ANDERSON: Yes.

MR JACKSON: Yes. Okay. Sorry, I just wanted to be clear. Yes.

MS ANDERSON: Our precinct is happy to move on. We're not – we're not saying to you that – we recognise – some of our people fought to stop this airport. They've accepted that now, right. We accept the fact the airport is coming. We accept the fact that you need to develop the area around us. What we don't accept is that we're  
5 going to be left here for an indefinite period of time – 10 years plus, and have to endure all of that infrastructure, and potentially an operational airport, when we came here for a semi-rural lifestyle. And that can't be maintained, and we've got evidence of it now. It's progressively being eroded away. That's what we're seeking. We want to be more – we want you to see us as a strategic asset. We want to be out here.  
10 We want our lands to be looked at before the operational airport, and we want to work with you to find infrastructure solutions. And that's the practicality.

Again, we believe that we're trying to address the large landowner issues. We understand now, yes, there is these interim infrastructure options. I understand that  
15 Sydney Water are looking at their delivery, but we're also looking at private infrastructure providers as well. That's why we're talking with APP. And what we're saying is we're willing to look at all those options. Okay. We believe the Southern – the anchor to the Western Sydney Airport – we're a transition area, direct access to the orbital. We believe we have access to all of the social infrastructures,  
20 and we are an interface to the south-west growth area. Now, I'm just going to jump here because I think most of you would appreciate that, but what I feel is really missing in the plan, all right. You keep – and I'm not going to say "you". The plan keeps referencing that our uptake is dependent on everything to the east of us, right. Yet we actually border – this is a map taken from Camden's LSPS, right. That was  
25 ratified by their council.

You will see that they are actually proposing – that blue section up there is where they are proposing within their LGA to have flexible employment land sometime within the next 20 years. And, in fact, we're proposing to actually do all of their  
30 feasibility work within the next five. Where is it? It's basically adjacent to our precinct, right. If you have a look at their LSPS, they talk about there being a doubling of their population by 2026. They talk about 70 per cent of their population working outside of their LGA. In fact, 40 per cent of their population travel outside of the greater western Sydney area, right. We have had the ability to look at their  
35 submission that is coming to you, and it went to their council meeting last night. What I can tell you is in their submission, they are going to be saying things like, "We want an integrated approach with our adjoining boundaries". They're going to be telling you that they want more jobs and they want them closer to their part of their LGA and their growth areas.

40 We know that the South West Creek development is up and running from 2022 and probably completed by 2030, with infrastructure, provided by – provided through their developer. We know that one of the things they're specifically requesting is that further to the initial precincts identified – and this is directly from their  
45 submission:

*DPIE investigate the integration opportunities specifically with our precinct.*

We are – as it says, the 30-minute solution – maybe not to the Aerotropolis core, but we’re the 30-minute solution to the south-west growth area. Reality is Mamre Road, Badgerys Creek, flexible employment areas, they’re the employment solution to the north and to the east, right. If you think anybody from Narellan is going to travel all the way to Mamre Road or all the way to Badgerys Creek within 30 minutes 20 years in the future or 10 years into the future, I beg to differ. It’s not going to happen.

MR JACKSON: So we’re just about out of time - - -

10 MS ANDERSON: Yes. There you go – quickly. I’ve got the last two slides.

MR JACKSON: Okay.

15 MS ANDERSON: We want to be called the Southern Gateway because it represents a strategic positioning of our area. We think we’ve ticked the boxes, or we’re trying to tick the boxes for you, because that’s what we think you need from us. We want to work with you, all right. We want to be able to look at alternate pathways. Essentially, we know safeguarding a curfew-free airport is number 1. If we can activate the precinct planning, you won’t get disgruntled residents. We want 20 to work collaboratively. That’s it.

MR JACKSON: Thank you.

MS GEE: Thank you.  
25

MR JACKSON: I realise we’re just very short on time. Does anyone have any specific questions they would like – that – that was very good. Thank you. Where – is that part of your submission - - -

30 MS ANDERSON: It’s in addition. You can take – you can take a copy of the slides. We’d just appreciate some confidentiality around those copies - - -

MR JACKSON: That’s what I was going to say - - -

35 MS ANDERSON: - - - being identified.

MR JACKSON: We’ll make sure that that’s redacted, that section.

40 MS ANDERSON: But we’re happy for you to see that as evidence because we did put that in our formal submission, okay - - -

MR JACKSON: No, no, that’s fine.

MS ANDERSON: Yes.  
45

MR JACKSON: Absolutely fine.

MS ANDERSON: So feel free to take a copy of it.

MR JACKSON: Yes. Thanks, Helen. I don't think we've got any other questions, thank you.

5

MS ANDERSON: Okay.

MR JACKSON: Thanks for your time. Thanks for coming in during a week day.

10 MS GEE: Thank you very much.

MR JACKSON: Appreciate it. The – and we'll get back to you – we'll let you know as soon as we can about those decisions, or questions of last night around extension. Not that that's relevant for you - - -

15

MS ANDERSON: Yes.

MR JACKSON: - - - but meeting with the Minister - - -

20 MS ANDERSON: Well, if we can just ..... we've got people in our community who still haven't done .....

MR JACKSON: Yes.

25 MS ANDERSON: .....

MR JACKSON: Yes, absolutely. Yes, yes. No, that's fantastic. Great. Well, thanks for your time - - -

30 MS GEE: Thank you.

MS BLACKWELL: Thank you very much.

35 **RECORDING SUSPENDED** **[10.30 am]**

**RECORDING RESUMED** **[10.31 am]**

40

MR JACKSON: So thanks for coming along. Thanks for giving up your time today to come and present. As we had this – or as kind of promoted, this is an opportunity for you to come along and to present to us, and for us to hear. The people around the table will introduce ourselves in a moment – are all parts of either agencies or

45 councils that will have a role in looking at the submissions that come in, and making recommendations to government. So I think it would be – I think it's a really good opportunity to hear directly from yourselves, as well as obviously seeing the



# Dwyer Road Precinct

## Presentation overview



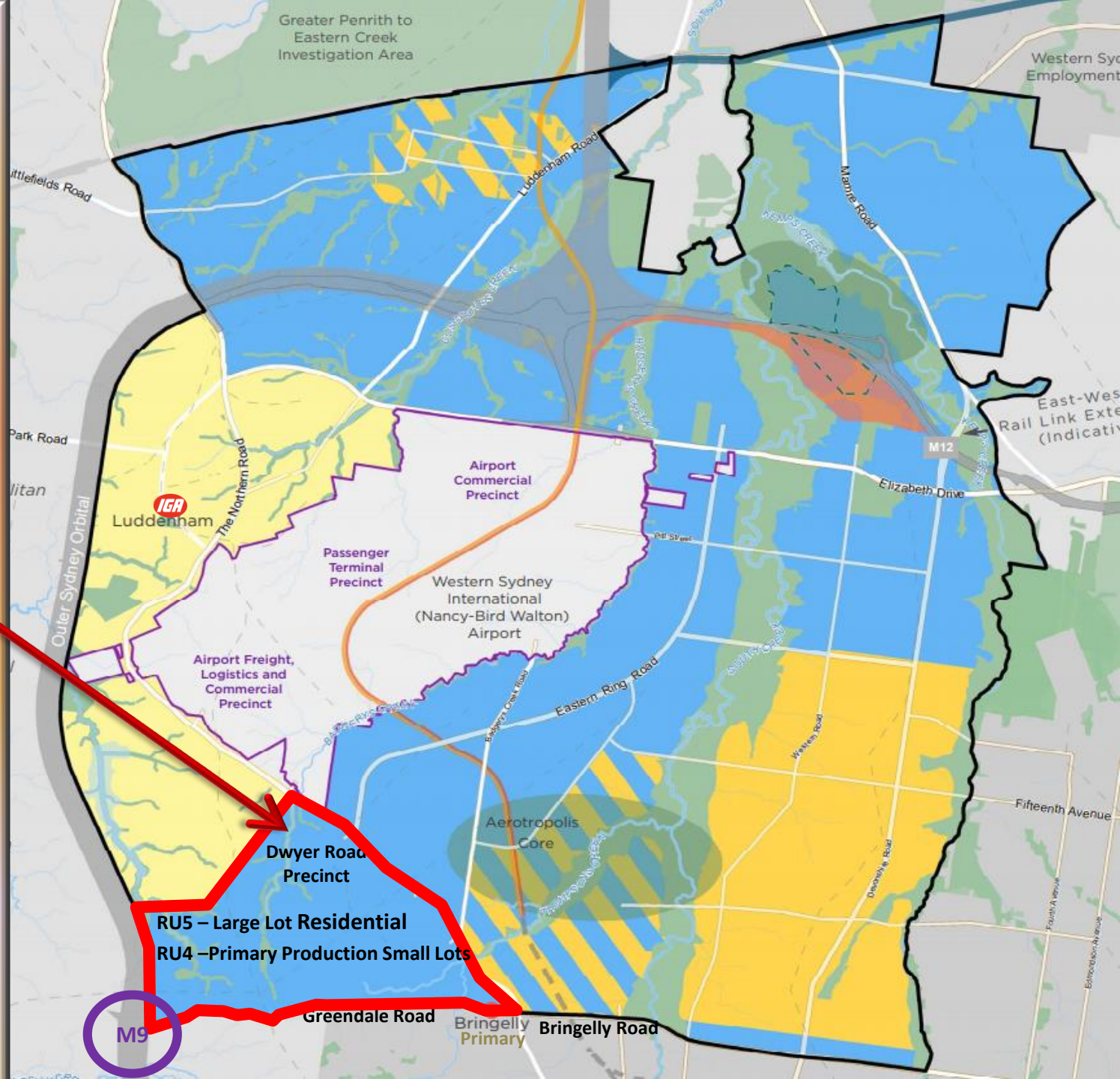
1. Our Precinct – Land & People
2. Southern Gateway Precinct MoU
3. Impacts on the community
4. What our community is seeking
5. Strategic reasons for accelerate precinct planning
6. Summary

# Dwyer Road Precinct

PROPOSED  
Flexible  
Employment

- Over 250 HOMES
- 1000+ Residents
- 755 Hectares of Land

We are the  
**LARGEST**  
**LANDOWNER**  
**GROUP**  
assembled in  
Greater Sydney







# Our People, Our Lifestyle, Our Home



1878



Bringelly Public School 142 Years

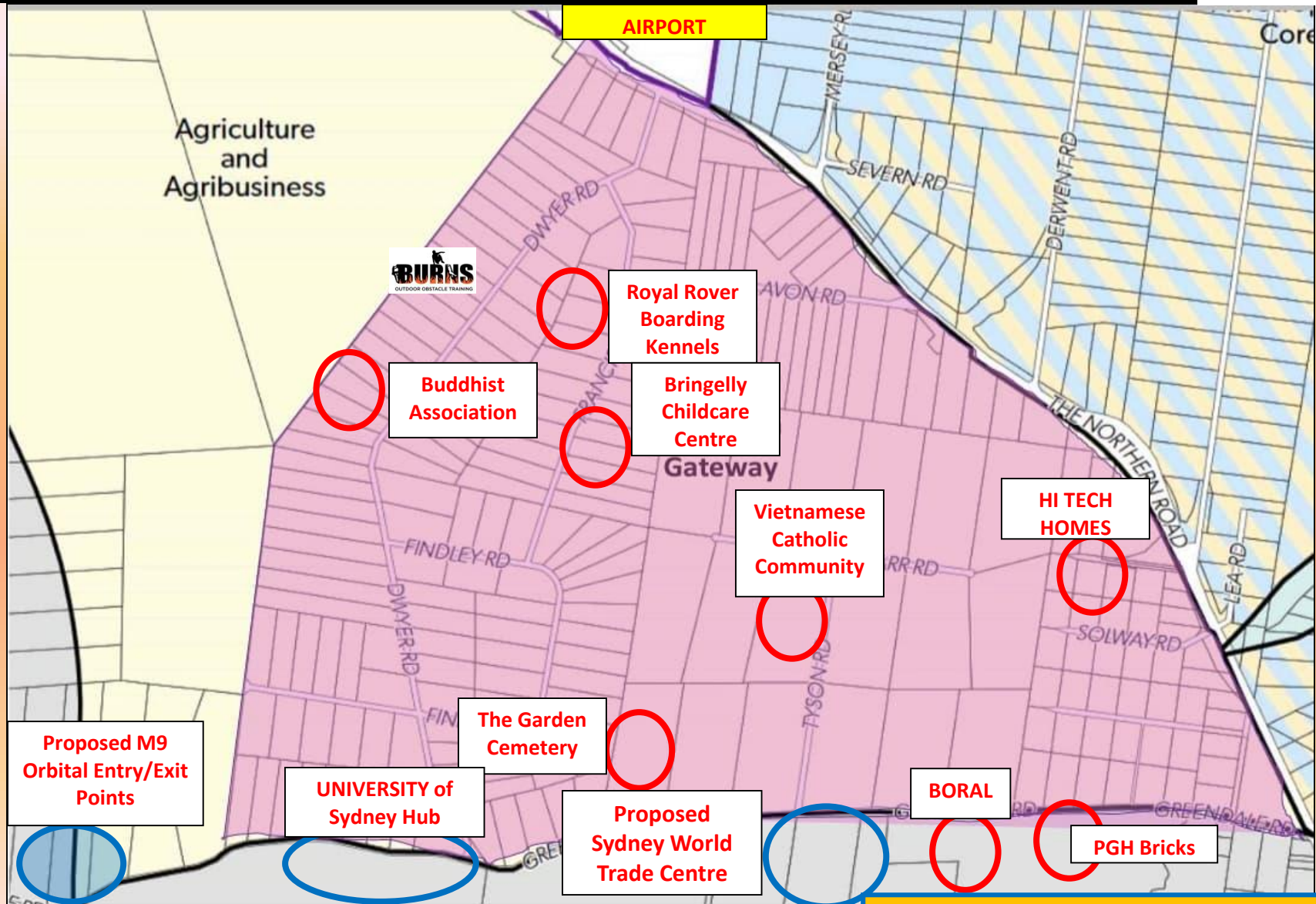


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# BUSINESSES in the PRECINCT





# Southern Gateway Precinct Community Action Group



WE are NOW Operating as a  
**LARGE LANDOWNER  
GROUP**



SOUTHERN  
GATEWAY  
PRECINCT

Signed MoU's with Property Owners

Formal Committee of Landowners

Regular Committee meetings

Comprehensive Landowner database

Regular Community meetings

Email/Facebook Page communications



# Committee of Landowners



**LEGALLY NON-BINDING**

**MEMORANDUM OF UNDERSTANDING  
(MOU)**

*For the*

***Southern Gateway Precinct  
Landowners Group***



*Between*

***THE LANDOWNERS (Schedule 1) AND AS  
DEPICTED IN MAP (Schedule 2)***

To **Progress** the orderly and  
expeditious **planning** of the  
lands

Collectively determining  
appropriate **exit strategies**  
over time

**Working collectively** and  
having an organized  
structure to work with  
Government into the future

**Resolving impediments** to  
the planning process and the  
delivery of infrastructure



## Stage 2

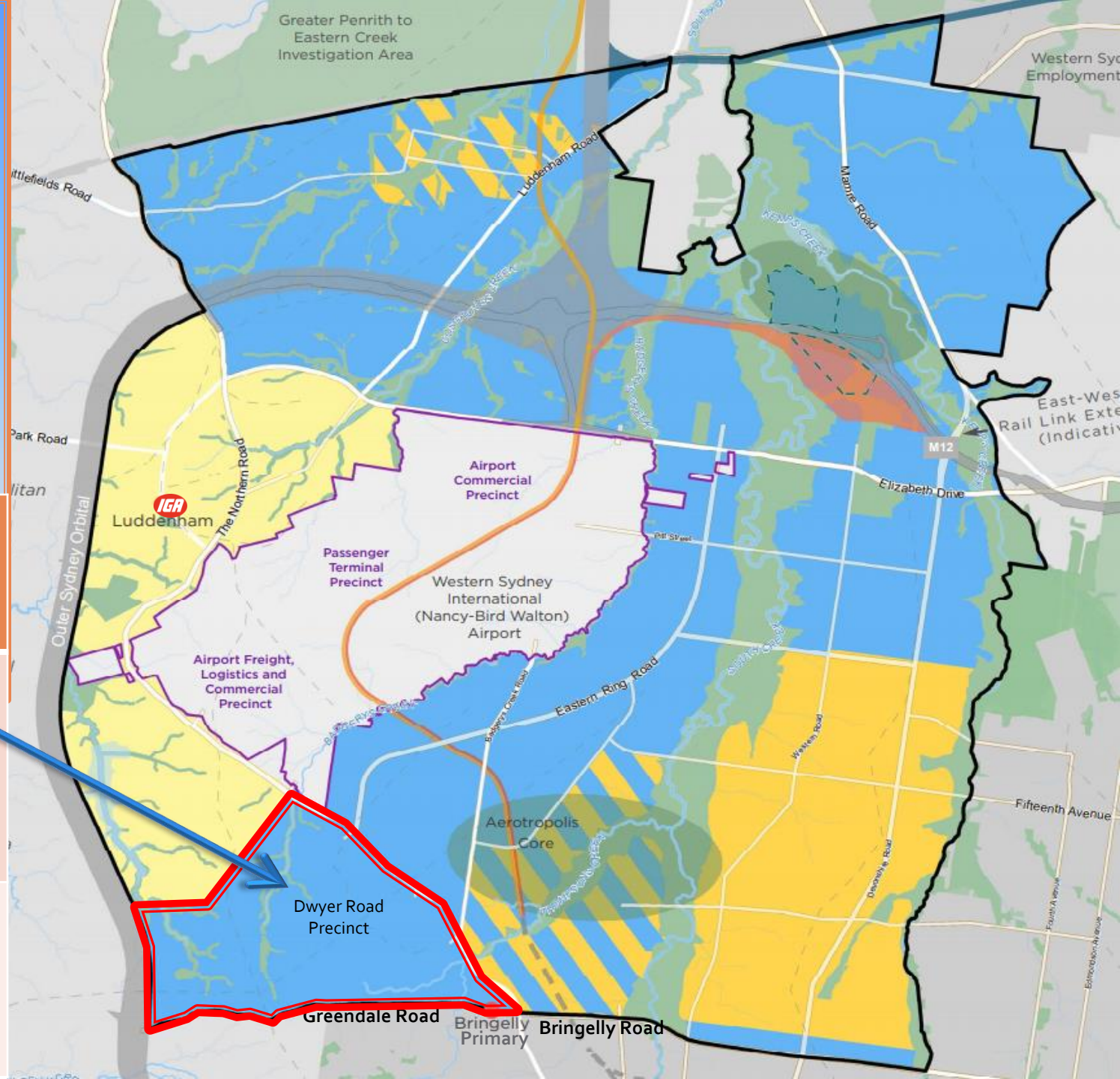
What we  
have been  
told:

**We will NOT be  
rezoned**  
before the Airport

1) Surplus of  
flexible  
employment land.

2) Precinct is  
furthest from the  
proposed **sewage**  
treatment plant  
sites

3) Timing of the  
Extension of  
**Wastewater**  
Services





# The IMPACT on our Community



1. **No Clarity – we are left in LIMBO**
2. **Unprecedented development** over protracted period of time
3. **Noise and associated health impacts-**  
Airport/Infrastructure Projects
4. Reduction in **residential amenity**
5. **Unfairly promotes** immediate take-up and development of lands surrounding us



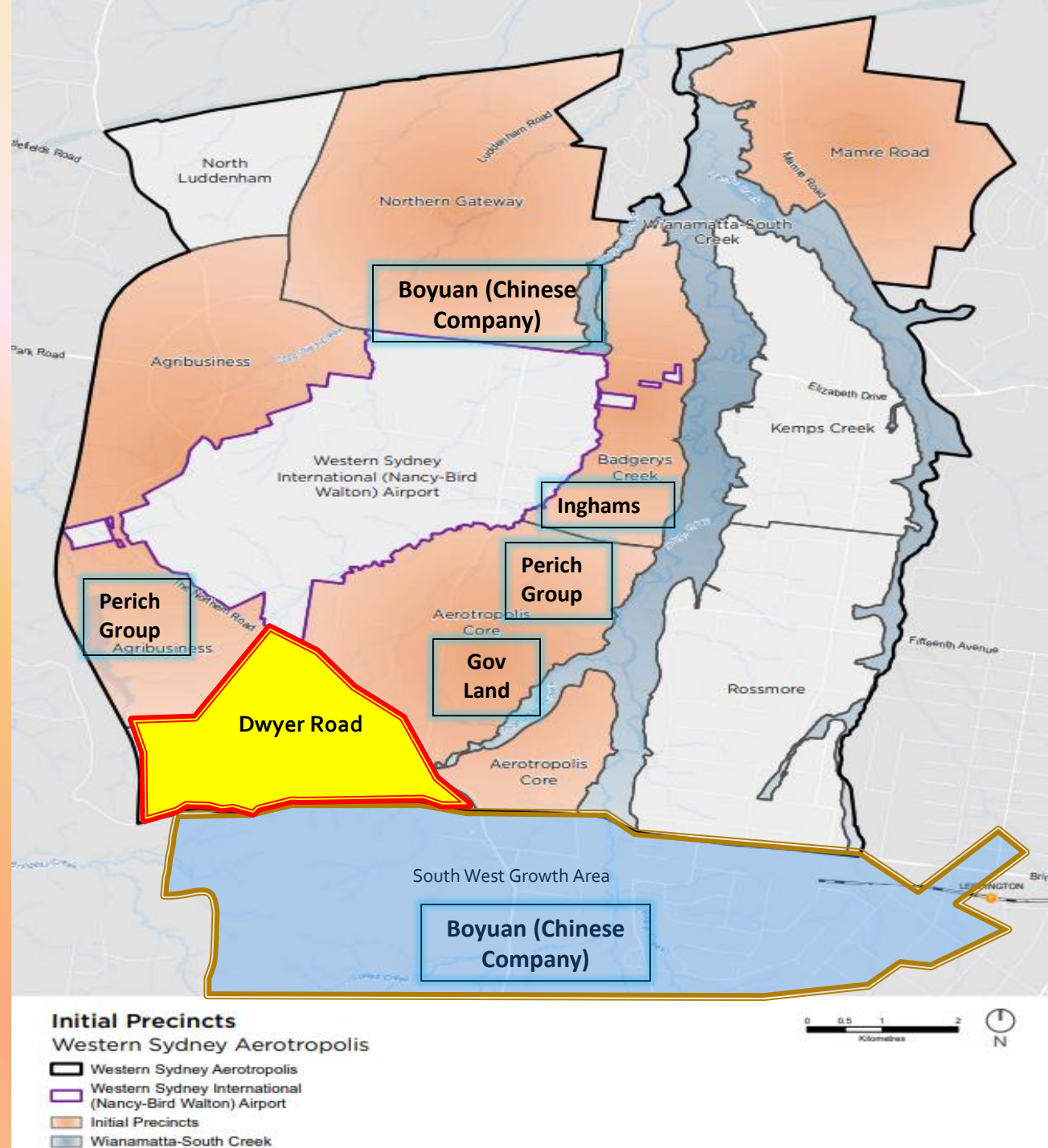
1) **Unfairly promotes**

immediate take-up and development of lands

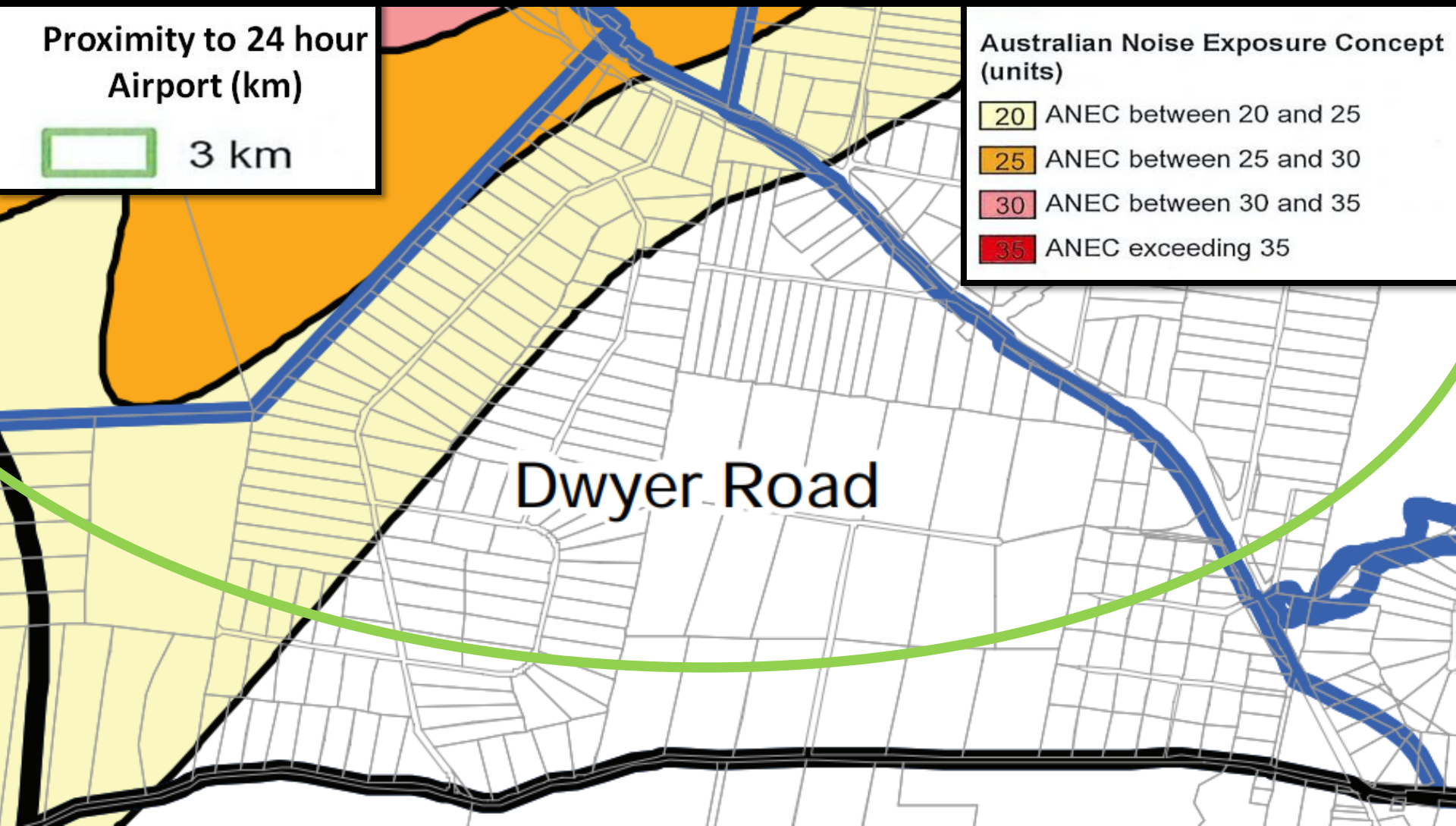
2) P&D should be founded on

**EQUAL**

**OPPORTUNITY** of outcome which the plan does not currently promote



# EBR SUPPORTS NON-RESIDENTIAL WITHIN 5KM OF AIRPORT DUE TO HEALTH IMPACTS

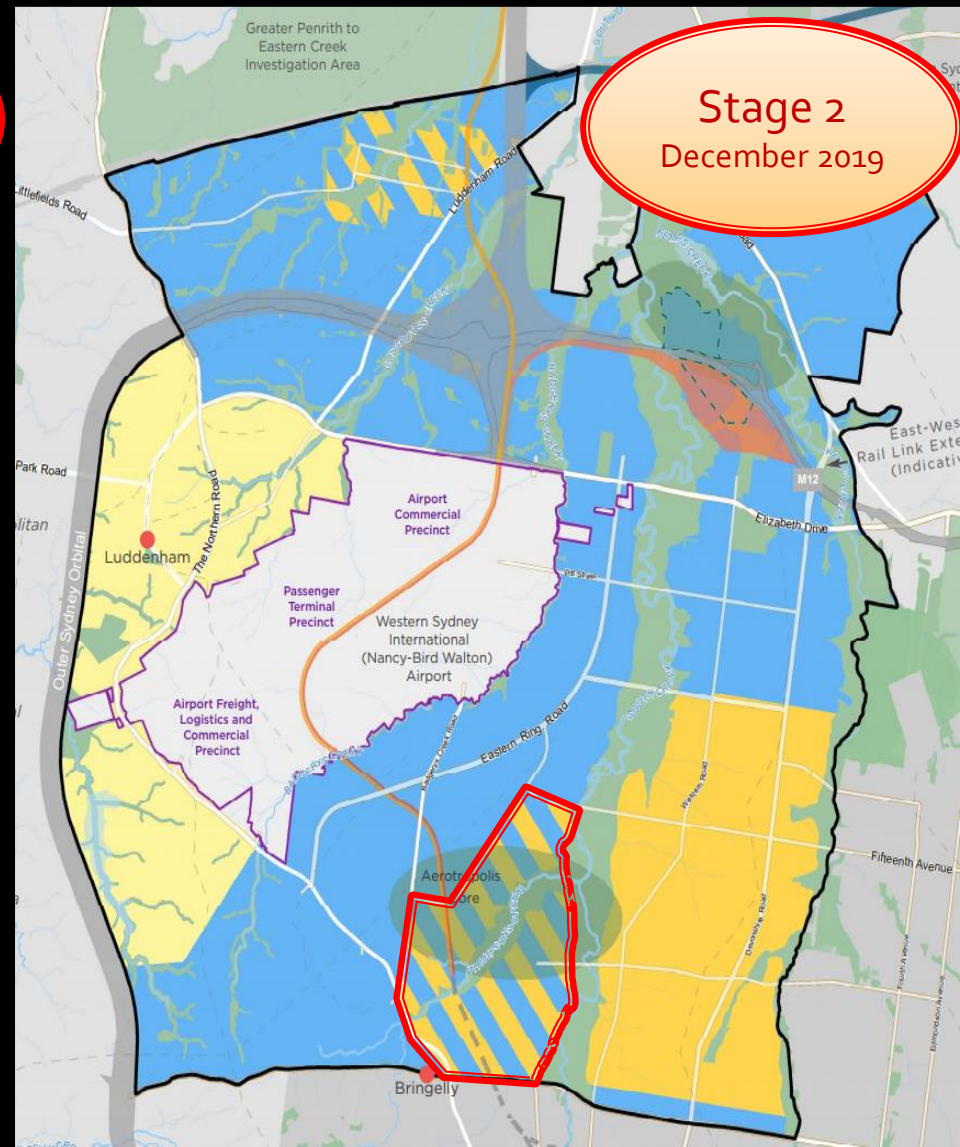
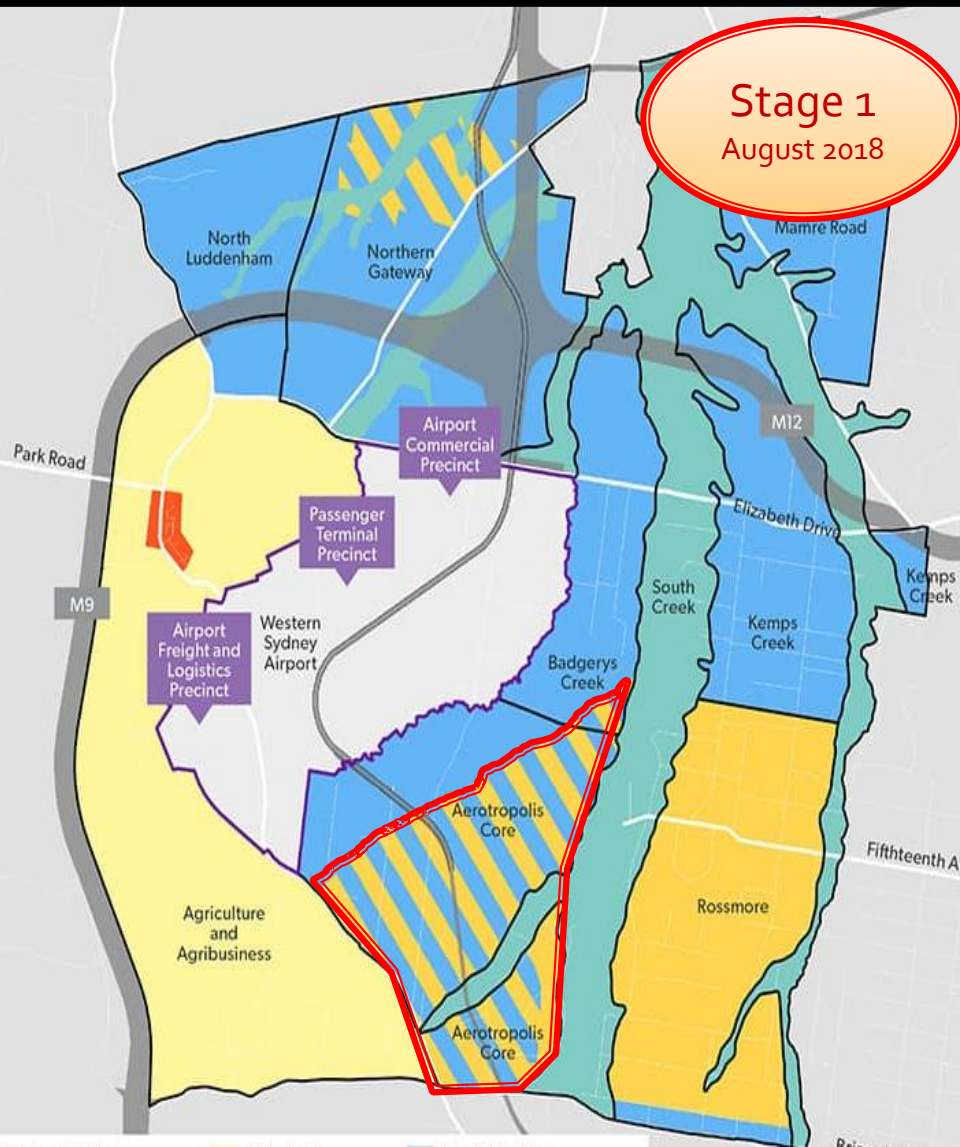




# AEROTROPOLIS CORE

moved down because of

## NOISE EXPOSURE



# **FACT: Precinct borders the Airport**

1. Need for **Buffer Zones** acknowledged by LGA'S
2. Acknowledged deficiencies in WSA **EIS** regarding Aircraft Noise and Airport Ground Noise
3. Compounded by absence of defined **FLIGHT PATHS**
4. Evidence based research Stage 1 submissions – supports non residential **within 5kms** of Airport due to adverse effects on physical and mental health
5. Precinct: Southern END of runways within **PUBLIC SAFETY** areas





# Lifestyle & Amenity



Happening NOW!

# Rural Village character?



Plan says	“Acknowledge the existing rural village character of Bringelly”
Reality...	<i>unprecedented development</i> on all fronts for protracted period of time “decades in the making”
Result...	There is already a <i>significant shift</i> in the “nature” of the community

To argue that the rural village character be retained when a flexible employment land use is pre-ordained is **not realistic nor maintainable**

We came to live here for a semi-rural lifestyle – this cannot be maintained even in the medium term

# What is our community seeking?



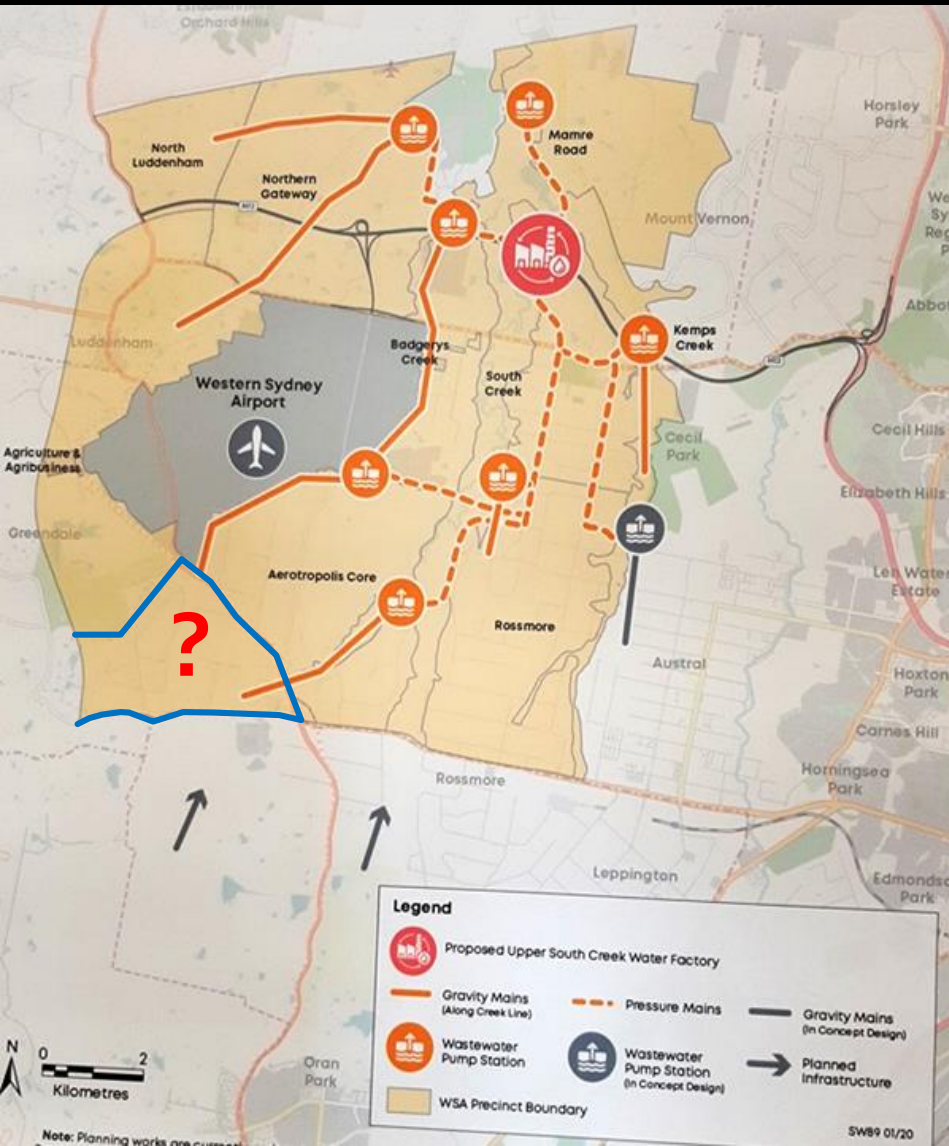
Dwyer Road Precinct be considered for **accelerated rezoning as an initial precinct** where alternative infrastructure solutions can be demonstrated.

Support should be given to **activate precinct planning prior to the 24/7 Airport** being operational to mitigate effects to residential health and amenity and safeguard the future operations of the WSA

Reconsider and build upon the vision and **strategic outcomes for the Dwyer Road Precinct**. Identify specific strategic opportunities based on the Precincts position within the Aerotropolis and its interface with the South West Growth Area.



# The Practicalities – Fragmented Land Ownership + Infrastructure



1. Working as a large landowner group – MoU
2. Mains water supply to parts of precinct already happening
3. Interim Grey water solutions for initial precincts has to happen– why not us?
4. Alternative strategies to the delivery of infrastructure equivalent market interest in our Precinct



# Strategic Reasons for accelerated precinct planning & rezoning



- Southern ANCHOR to the WSA
- Transition area between Aerotropolis Core/Agribusiness & residential Lands of South Creek West
- Direct Access & links to M9 Orbital
- Access to existing & planned future transport & Social Infrastructure
- Interface with the South West Growth Area



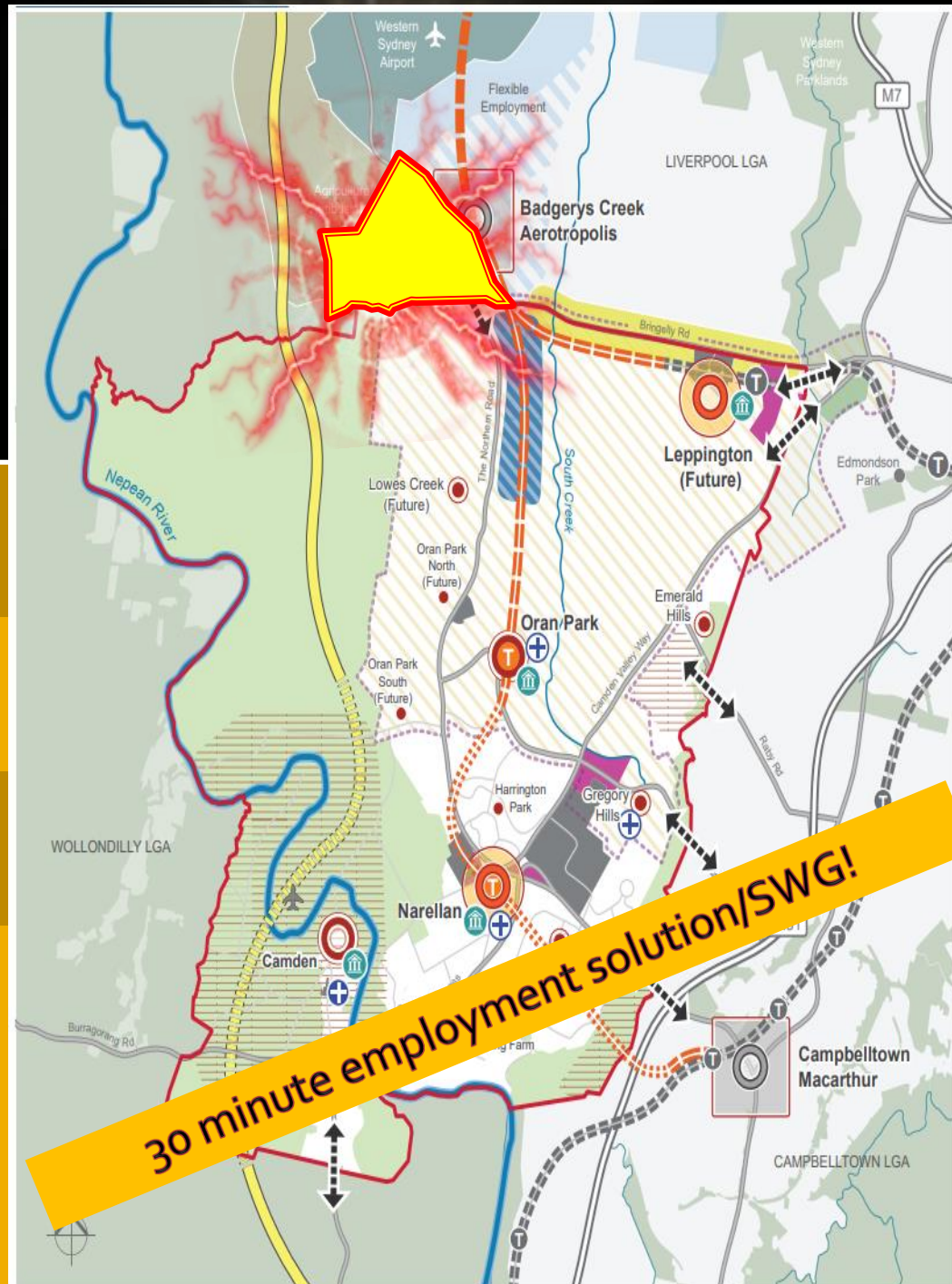


# Interface with the South West Growth Area

**CAMDEN - fastest growing LGA in NSW with 30,00 new residents forecasted by start of 2020**

**CAMDEN COUNCIL'S LSPS calls for more Employment Land and**

- 1) Integrated approach with adjoining boundaries**
- 2) More Job opportunities across skill sets & CLOSE to residents**
- 3) Specifically that further to the initial precincts identified that DPIE investigate the integration opportunities specifically with our Precinct**







South west  
Growth Area

**PRIORITY**  
**LAND RELEASE**  
within the next 5 years

**Dwyer Road Precinct**  
**30 Minute solution**  
**employment SWG**

**Southern Interface**  
**between Airport &**  
**SWG**



# SET our PRECINCT up for SUCCESS!



- Defined not by a road, but by what we offer as an outcome for WSA, Aerotropolis & SWG
- We are the Southern Gateway for all the strategic reasons covered
- The name promotes opportunities, productivity & collaboration
- SGP markets our precinct for success!



# How do we measure up?

## Have addressed your concerns?



1. Overcome **Fragmented** Land Ownership? 
2. Overcome **Infrastructure** provision hurdles? 
3. Revealed capacity to provide Flexible Employment **Opportunities** for SWG? 
4. Demonstrate **strategic value** of our unique location as the Southern Anchor? 

# HELP US HELP YOU!



- EARLY Activation of our PRECINCT = **SAFEGUARDS** the future of the WSA
- We want to work strategically as a **Large landowner group to help Gov** find the solutions to enable this and accelerate the process
- **We are supportive** of alternative pathways to trigger early precinct planning & rezoning



# Working Collaboratively



The Southern Gateway Precinct & its Committee of Landowners looks forward to **working closely with all levels of government** into the future to resolve future impacts, issues and deliver the POWERHOUSE which will be the Western Sydney Aerotropolis!!

