



12 March 2020

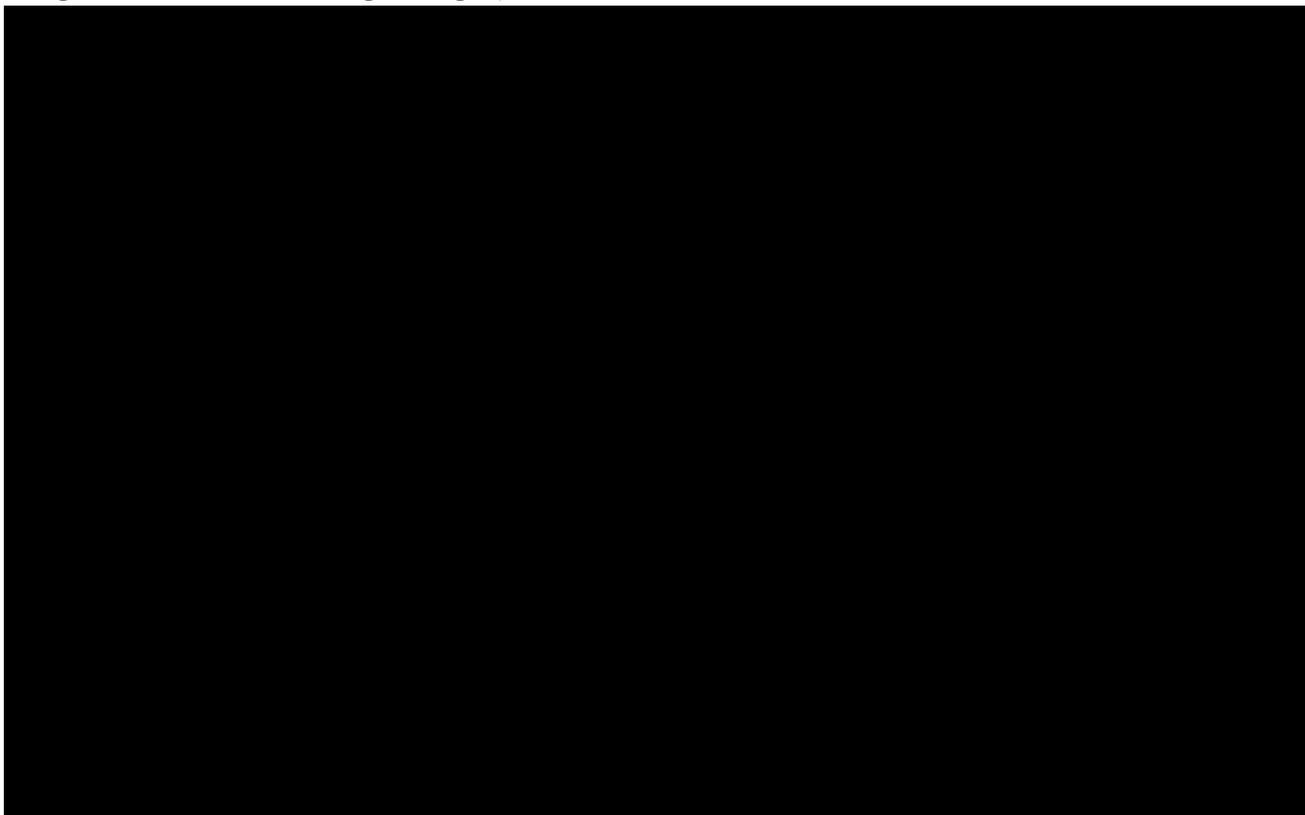
Western Sydney Planning Partnership,
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Re: Bringelly Village Centre Group

This submission has been prepared on behalf of the Bringelly Village Centre Group (BVCG). The Group comprises four individual landowners who collectively own four lots of land with a combined area of approximately 5.5 hectares. The land is situated [REDACTED], Bringelly, as depicted below:

Fig.1: BVCG's land holdings, Bringelly



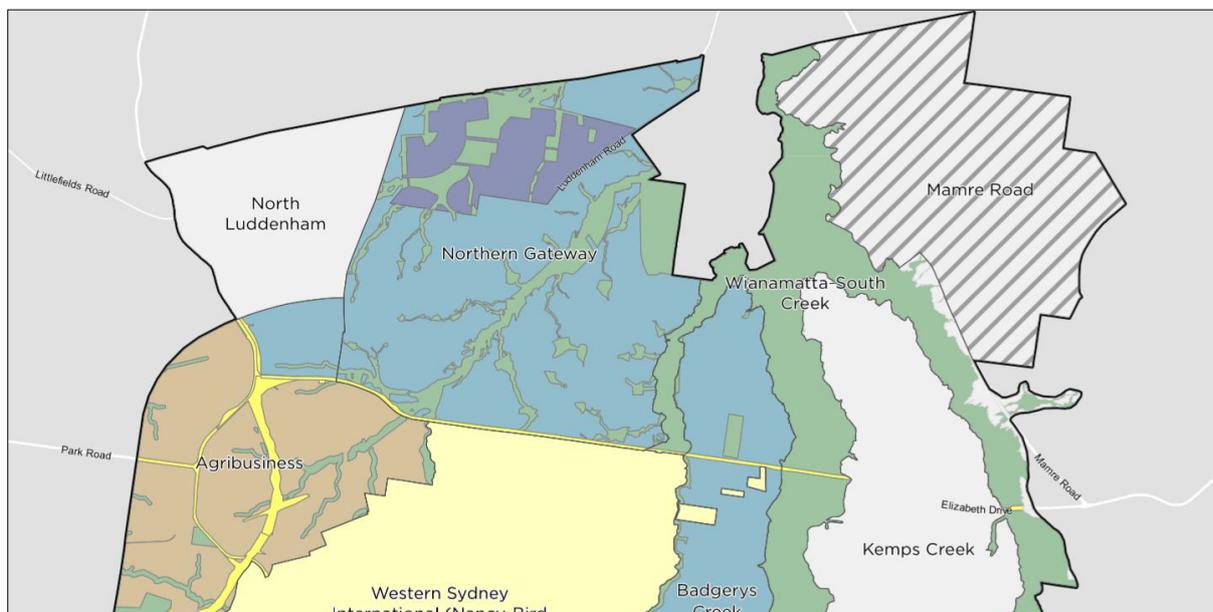
Source: Nearmap, 2020

Whilst only small in size, the parcel has nonetheless been severely impacted upon by works associated with the Western Sydney Airport, especially the upgrade and realignment of The Northern Road.

This submission seeks to have the lands **immediately rezoned** as part of the next phase of planning for the Airport, ahead of other lands identified within the Dwyer Road Precinct. The basis for this request is as follows:

- The land parcels were originally created as part of the prestigious [REDACTED]. All of the current owners bought their land to enjoy the rural-residential qualities that the Estate offered. Their properties are still encumbered by covenant restrictions that apply to the Estate, even though all other properties within the Estate are now positioned within the ‘Aerotropolis Core’ Precinct.
- Parts of the four individual allotments have been acquired by RMS to facilitate the construction of The Northern Road deviation. The deviated The Northern Road now forms the rear boundary of the allotments where, upon completion, it will sit lower than the natural ground level of the properties, necessitating the installation of new ‘fall-safe’ property fencing.
- The BVCG lands were initially identified in the Draft LUIIP (August 2018) as being within the ‘Aerotropolis Core’. With the deviated The Northern Road forming the western boundary of the Core, the land now lies outside the Core precinct. In the most recent Aerotropolis planning documents (December 2019) the land is identified as being part of the ‘Dwyer Road Precinct’.

Fig.2: Current Precinct Positioning of BVCG’s land according to WSA Planning Documents



Source: Western Sydney Aerotropolis Planning Documents, 2020

- The Dwyer Road Precinct is principally intended to provide a flexible employment opportunity adjacent to the Airport. Desirable land uses have been identified as including high technology industry, commercial offices, small and medium enterprises, urban services, warehousing and logistics, food technology and research, food production and processing, agribusiness and fresh food produce markets. Planning for the Dwyer Road Precinct is also anticipated to acknowledge the existing rural village character of Bringelly.
- All four properties are intrinsically connected to the Bringelly Village. They are accessed externally ([REDACTED]) rather than via internal roads that service the rest of the Kelvin Park Estate. The properties are located [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
- The properties are also serviced by bus transport, with regular services to Leppington Station, Liverpool CBD and Liverpool Station ([REDACTED]). A pedestrian and cycleway that links the properties to the Bringelly Village Shops and high frequency transport is proposed to be installed as part of The Northern Road realignment works.
- Upon completion of The Northern Road deviation it is intended that the existing The Northern Road will not connect to the new road, [REDACTED] ([REDACTED]). The Northern Road at this location will no longer cater for through traffic, effectively ‘localising’ the former busy road and making the aforementioned connection to village facilities (shops, schools, park and community centre) enjoyed by the BVCG lands even stronger.
- The BVCG properties are all connected to town water, unlike other properties in the Dwyer Road Precinct that are serviced by tank water only. The Bringelly Public School and adjacent park, which contains the Bringelly Rural Fire Station and Bringelly Community Centre, are also connected to town water. These public facilities define the edge of the Bringelly Village, separating the Village and the BVCG lands from the Dwyer Road Precinct.
- The Indicative Wastewater Servicing Plan that was displayed at Community Information Sessions during January and February this year suggests that proposed sewer services for the Aerotropolis Core will extend under the new Thompson Creek Bridge for a considerable distance west of the realigned The Northern Road. This makes sense as the existing school and neighbouring community services at Bringelly could then be connected to sewer services at the same time as the new priority precincts around the WSA. The four BVCG properties could also be connected at this time at little cost as they would be gravity fed.
- The Dwyer Road Precinct was previously identified as part of an Agribusiness Precinct under the original Draft LUIIP. Although the lands are now designated as their own precinct the identified land uses that are considered as suitable to the precinct are primarily employment and agriculturally based. These large-scale uses are not suited to the BVCG lands given their position opposite a primary school (with heritage buildings) and their proximity to the Bringelly Village shops. The BVCG properties stand apart from the rest of the Dwyer Road Precinct.
- Whilst future planning for the Dwyer Road Precinct is expected “to acknowledge the existing rural village character of Bringelly”, the reality is that little ‘planning’ is actually required to identify an appropriate zoning and land uses for the BVCG lands. These lands result from The

Northern Road deviation and are inextricably linked to Bringelly Village. The lands could immediately be zoned for commercial or mixed-use purposes, providing flexibility in accommodating a range of land uses, services and facilities (including various housing forms and commercial, business or industry activities) that are associated with and supportive of the existing Bringelly Village.

- An alternate approach would be to restore the Aerotropolis Core classification of the lands. This would also enable the lands to be used for a range of land uses to support visitors to and businesses within the Core precinct. [REDACTED] [REDACTED] would attract a variety of service-related businesses.
- The BVCG lands are otherwise unconstrained. They are not heritage, fire, archaeologically or environmentally affected and are not flood-prone.

The BVCG landowners have been seriously impacted by WSA planning and associated roadworks. The rural-residential setting that they bought into has been drastically altered by these events, to the degree that all landowners now wish to leave the area. A major road has dissected their properties from the rest of the [REDACTED] and will impact on the enjoyment of their residential premises.

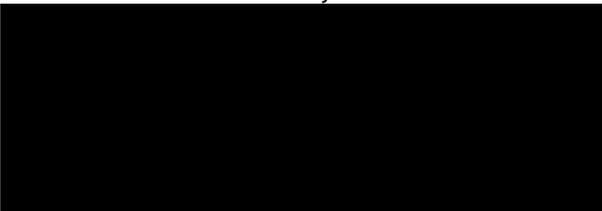
There are probably no other properties that have been impacted to the same degree as part of the initial planning for the Airport. Despite this, no immediate respite is offered by the current proposed planning response. Instead the lands have been ‘dumped’ into a precinct that they are clearly disconnected from and for which no immediacy is assigned to its planning.

The BVCG lands are connected to town water and are proximate to a range of urban services, including shopping and transport services. The lands are able to be sewerred in conjunction with other priority precincts that will support the Airport and are otherwise unconstrained. There are no apparent reasons as to why recourse through the Airport rezoning process has not been offered to the BVCG landowners to address the hardship caused by recent events.

On behalf of the landowners it is respectfully requested that their lands be included in the next phase of Airport planning, either as part of the WSA SEPP process or via alternate means. This action ought to occur independently and ahead of other longer-term planning that is to be undertaken for the Dwyer Road precinct.

We look forward to your response to this submission and are available to discuss possible options with you.

Yours Sincerely



Wayne Gersbach | **Memphis Strategic**

CC. Liverpool City Council