

Paul & Monica Taglioli

Badgerys Creek Rd Bringelly

N.S.W. 2556 M:

OLS - Height of Buildings (HOB) and FSR

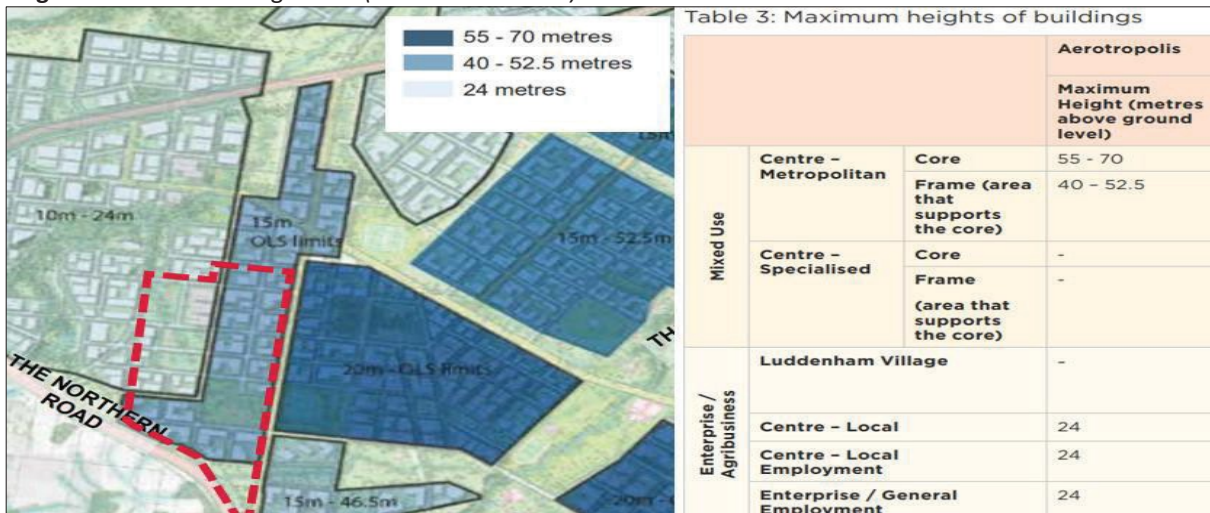
We note that there are inconsistencies between the exhibited maps in the Draft Precinct Plan. The proposed HOB Controls identified in the Draft Precinct Plan are not supported by the DRBC Landowners. The controls are not appropriate for a station precinct location and do not reflect the potential of the site as part of the Aerotropolis Core city centre.

It is noted that there are significant inconsistencies between the HOB maps included in the precinct plans and precinct brochures. The HOB map in the Aerotropolis Core brochure identifies the eastern and southern parts of the site (fronting Badgerys Creek Road and The Northern Road) coloured to have a maximum HOB of 40 -52.5 metres. However, has reference to the **OLS control limiting the height to 15 metres with no explanation – see Figure 8. (There is no OLS building Heights on Badgerys Creek Rd under 35M – see Figure 9).** Inconsistent with this, the lots with frontages to Derwent Road have been identified for a height limit of 24 metres. Furthermore, we note that according to the Airport Safeguarding Tool, lots within the subject site can achieve building upto 44.5 metres in height – see Figure 9. Therefore, this is an inconsistent approach and there is no planning basis for not applying increased HOB and FSR on the DRBC Landholding.

We note that lands to the northeast of the station located at a further distance to the Metro station than these lots have also been identified for a maximum HOB of 40-52.5 metres. In addition, landholdings to the south of Thompsons Creek, have been identified for a higher height and FSR than our client’s landholding which is closer to the Metro station – see Figure 1.

Significant development contribution rates are being applied to the DRBC Landholding due to it being identified as part of the station precinct (as confirmed by the Draft SIC) but the site has not been allocated appropriate controls to offset this cost and realise the potential of the land. This is further discussed below.

Figure 1: Maximum Height Plan (WSA Precinct Plan)



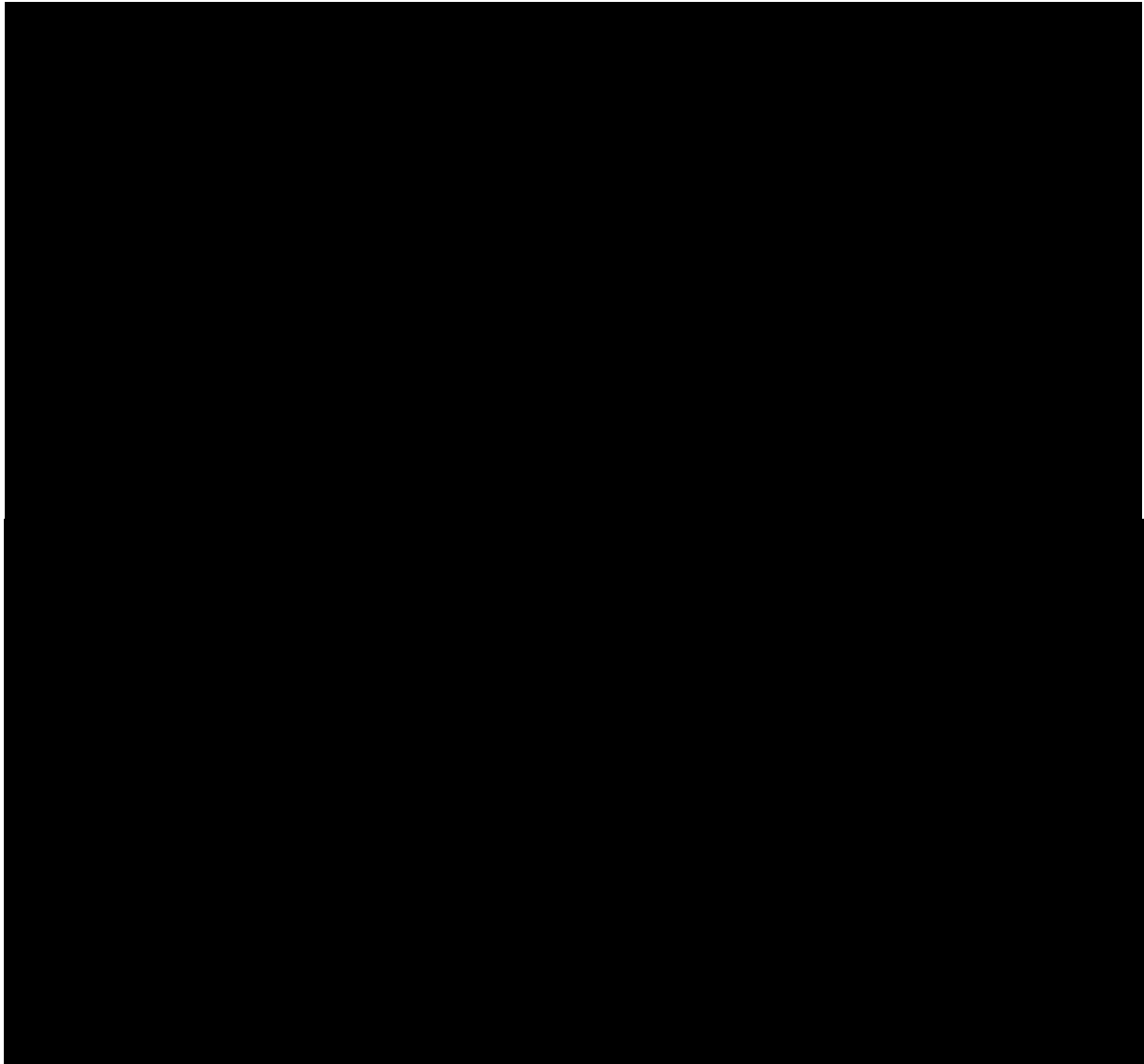


Figure 2: Extract from Airport Safeguarding Tool (*Open Street Map contributors, CC-BY-SA*)

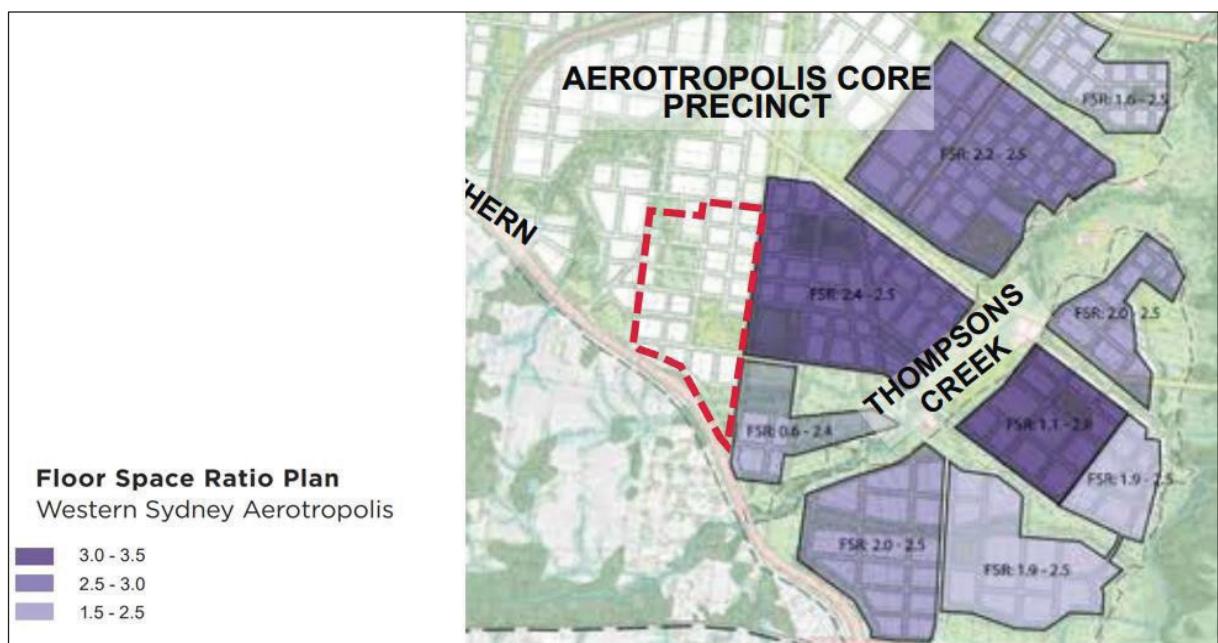


Figure 3: Floor Space Ratio Plan (WSA Precinct Plan)

2.

It is recommended that the Draft Precinct Plan be amended to increase the HOB and FSR controls on the *DRBC Landholding* to a density that is similar to the lands to the immediate east of the landholding and south of Thompsons Creek – see *Figure 1* and *3*. Additionally, we strongly suggest that the entire landholding have a height control of 40-52.5 metres, consistent with the eastern part of the site. It is noted that this would remain compliant with the OLS control over the site and deliver a better planning outcome for the landholding as a whole of site urban design approach.

Good design and landscaping will take care of any concerns arising from Urban design should this be the issue. Using the Airport Safeguarding tool, our Property should be 38.5M. (see-figure 2) This is certainly no skyscraper that would be a blight on the landscape.

It should also be noted that current pandemic has not run it's course and there is still a lot of uncertainty as to the effect it will ultimately have on our economy.

It is all very well to think that things from an economic perspective in Australia currently look OK, but I would suggest that things may change rapidly when Governments at all levels stop printing money or simply have a change of policy. Whilst planning may think that this can be corrected to meet those changes down the track, history shows it is always too little too late.

The Aerotropolis will need be flexible now to be able to meet any and all challenges into the future . By restricting the building heights below the maximum possible is a major setback to development before it even gets started.

Given the current debt at all levels of Government, I would have thought it be more prudent (without sacrificing good design) to maximise, government's income through State and Local Government contributions.

Setting building heights below 50% of what is allowable under OLS surely cannot be a prudent outcome for the Government, landowners or the people of NSW.

Regards

Paul & Monica Taglioli

Landowner