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**Subject:** Webform submission from: Western Sydney Aerotropolis Draft Precinct Plans  
**Date:** Friday, 12 March 2021 1:34:22 PM  
**Attachments:** [submission-on-initial-precinct-draft-plans---from-dwyer-road-precinct-committee-of-landowners-march-2021.pdf](#)

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Submitted on Fri, 12/03/2021 - 13:32

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am submitting on behalf of my organisation

**Name**

**First name**

Helen

**Last name**

Anderson

**I would like my submission to remain confidential**

No

**Info**

**Email**

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**Submission file**

[submission-on-initial-precinct-draft-plans---from-dwyer-road-precinct-committee-of-landowners-march-2021.pdf](#)

**Submission**

The attached submission is from the Committee of Landowners - Dwyer Road Precinct and represents the landowners of this precinct.

**I agree to the above statement**

Yes

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## **SUBMISSION ON INITIAL PRECINCT DRAFT PLANS**

### **COMMITTEE OF LANDOWNERS – DWYER ROAD PRECINCT**

### **SUBMITTED ON BEHALF OF LANDOWNERS – DWYER ROAD PRECINCT**

#### **CONTEXT**

1. We are a community of 250 families with no timeframe for when our precinct will be rezoned, with correspondence stating that development is unlikely to happen for many years.
2. We have a structure comprising of a non-legally binding MoU and a Committee of Landowners representative of the community that has liaised with property and infrastructure specialists, Government and other interested parties.
3. Over a third of our precinct is in the ANEC 20-25 noise area and whilst an argument is being made that this is related to the second runway, our community is aware that further noise studies are underway by the Department and with the release of flight paths information in the ensuing 1-2 yrs the true impacts will be known.
4. We have local businesses unable to plan effectively as to IF and HOW they may be able to grow, develop and continue their businesses into the future.
5. Sixty-five properties are potentially affected by the Draft Cumberland Plains Conservation Plan and further clarification on issues surrounding the implementation of this Plan in the context of the Aerotropolis Plan has not been forthwith, particularly with respect to acquisition.
6. As it stands there will be 250 families living within 3kms of an operational airport completely dependent on rain or trucked in water exposed to noise pollution and loss of lifestyle amenity for an indefinite period of time.
7. We can continue to live here but any DA (development application) will be determined on what the future land use will be. Enhancements to residents, granny flats etc, construction of residential dwellings, growing of existing businesses – all not allowable either under the local council environment and planning policies or the Aerotropolis environment and planning policies. We are caught between two planning policies – Local Govt LEP land use provisions for Ru4 and R5 and the Aerotropolis SEPP. Specific issues we have raised with regard to businesses and knock down/residential rebuilds in the ANEC noise zones have been skirted around without any real clarity and certainly discrepancy between Council and the Planning Department.
8. We can sell, but people buying do not know what the future may hold. A risk for investors, a risk for families

## CONCERNS WITH THE INITIAL PRECINCT PLANS

### IDENTIFICATION OF NATIVE VEGETATION – ENVIRONMENTAL AND RECREATIONAL ZONING

Whilst Dwyer Road Precinct is not an initial precinct, we are supportive of the following landowner and Council concerns:

- The need for an acquisition strategy with timeframes, identified properties, and valuations.
- The process of rezoning and determination of properties affected by this zoning lacks transparency. Many families are devastated by the effects of the rezoning with no explanation or rationale other than statements like “it was always going to be a parkland city”. People’s livelihoods, health and wellbeing have been affected by the Government’s lack of transparency in decision making. Departmental actions are evident of a lack of preparedness to treat people in a decent and respectful way. If this is how small landowners in initial precincts are being treated, then the same will apply to landowners in Dwyer Road at some point in the future and therefore we express our concern and distrust of the processes currently underway and stand by our neighbours in their attempts to seek resolution to these issues.
- Justification to explain the amount of open green space, given Federal Government concerns of bird strikes. There is no mitigation strategy in the Plan to explain how this will be managed.
- There is a failure to provide details on the purpose of lands zoned, but clearly the Government is wanting to secure private land for public purpose with no landowner compensation being articulated. The lack of process, detail and timeframe needs to be addressed. The scale of land for acquisition is large and it would appear not likely to happen immediately but over many years. This is untenable for families who are needing to move on with their lives and shows absolute disdain and lack of respect for landowners affected by these decisions.
- There would appear to be attempts to devalue people’s land by various means to achieve the green space. One example is proposing to change currently biodiversity certified land to “non biodiversity certification”. This clearly appears to be covertly done to devalue land in readiness for acquisition, this is grossly unfair.
- As it relates to Dwyer Road Precinct, there is no clarification on the implementation of the Draft Cumberland Plains Conservation Plan with the Aerotropolis Plan and therefore sixty-five properties in Dwyer Road Precinct are left in limbo as to future implications. We wish to see more details now, as to how the acquisition process may also apply to the affected properties in our Precinct. We are also concerned that on the ground assessment of the health and condition of the trees in the “tree canopy” has not been undertaken. For example, the proliferation of mistletoe in many of the gum tree populations aligning the riparian corridors and in the designated tree canopy regions is well known and documented by landowners and Council, but would appear to be unknown to the Department of Planning.

## **AGRIBUSINESS PRECINCT**

- As there has been no response to repeated questions as to whether there will be buffer zones between the Agribusiness Precinct and the Western border of Dwyer Road, we are assuming there will not be any zone to manage noise pollution impacts. As there is no timeframe for our Precinct planning process and if the logistics hub is meant to be operational at the time of the airport opening, it goes without saying that lifestyle amenity for residents of Dwyer Road Precinct will be a significant issue during both construction and operational stages. The properties that border onto the Agribusiness are currently zoned R5 not Ru4 therefore lifestyle amenity issues are important. We therefore request a response as to how this is going to be managed.
- The map shows two roads emerging from the agribusiness southern border through properties on the north west side of Dwyer Road which connect the southern border of the Agribusiness precinct with Dwyer Road. We have requested more details over the last few months, and no information has been forthcoming. We request that the purpose, intent, timeframe for implementation of these roads be provided.
- It is impossible for the community to constructively comment on proposed roads into our Precinct, given this information is not forthcoming. It also is dependent on the future planning arrangements for the Precinct and the role Dwyer Road has in the road infrastructure arrangement. These proposed roads are very close to riparian level 2 water flows in the Cumberland Plains Draft Plan to which landowners have responded to via a submission.
- It is acknowledged that future connections to the Agribusiness Precinct will be important and if any road infrastructure is being planned it needs to be considerate of a reducing grid/neighbourhood block pattern over Dwyer Road. This will accommodate smaller urban services, which in our last submission we highlighted as a potential landuse for the Precinct that would not be in competition with neighboring flexible employment areas.

## **CONNECTIONS AND INFRASTRUCTURE ROLLOUT TO DWYER ROAD PRECINCT**

To be left in limbo indefinitely with unprecedented and years of development around us, only supports our case that for the families that are left to reside in the Aerotropolis, it is only decent for government to ensure public health and safety and facilitate livelihoods for families in the area.

We request that the following be incorporated into the initial planning processes to address these concerns

1. Connection to town water by 2026 for all properties within our precinct
2. Ongoing consultation on noise studies and resultant noise pollution and mitigation strategies
3. Review of the status of our rezoning (in lieu of not being an initial precinct) on an annual basis in light of:

- release of flight path information in 2021/22
  - adjoining developments and impacts on our Precinct
  - investor /development interest in our precinct given our unique location etc. Dwyer Road precinct residents are willing to combine the separate property ownerships into marketable singular development agreements that will expedite the functionality of the Aerotropolis.
4. Introduction of transitional zoning arrangements to facilitate local business development. There is a precedent for this having been done (State Environment Planning Policy – Sydney Region Growth Centres 2006- Appendix 12). This is confusion between Council and Department of Planning on the application of Clause 42 of the Aerotropolis SEPP to allow the above.

## **SUMMARY**

- It is disappointing that requests made of the Planning Minister and other Members of Parliament (Peter Sidgreaves MLP) to address the concerns of residents has been denied.
- The concerns raised in correspondence have been redirected back to the Director of the Aerotropolis and the Planning Partnership. Many of these concerns have still not been answered satisfactorily for the community.
- The Committee of Landowners – Dwyer Road Precinct, will support and stand by our small landowner neighbours in initial precincts that are seeking answers to the questions raised and we have reiterated above.
- There are impacts for us as a Precinct and we want these issues addressed and considered as part of processes moving forward.

**Helen Anderson**

**Chair – Committee of Landowners**

**Dwyer Road Precinct**

**12<sup>th</sup> March 2021**