

From: [REDACTED]
To: [REDACTED]
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package
Date: Friday, 14 February 2020 3:14:26 PM

From: [REDACTED] **On Behalf Of** DPE PS
ePlanning Exhibitions Mailbox
Sent: Monday, 13 January 2020 9:42 AM
To: PPO Engagement <engagement@ppo.nsw.gov.au>
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package

From: noreply@feedback.planningportal.nsw.gov.au
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Sent: Sunday, 12 January 2020 7:56 AM
To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>
Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Sun, 12/01/2020 - 07:54
Submitted by: Anonymous
Submitted values are:
Submission Type: I am making a personal submission
First Name: Isaac
Last Name: Camilleri
Name Withheld: No
Email: [REDACTED]
Suburb/Town & Postcode: Rossmore & 2557
Submission file:
[submission-isaac-camilleri.pdf](#)

Submission: Please see attached File

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

[REDACTED]

Submission for the Proposed SEPP (Western Sydney Aerotropolis)

Isaac Camilleri

[REDACTED]

[REDACTED] Rossmore

Environment and Recreation Zoning

The objectives of the Environment and Recreation Zone envisage a Green Spine that dissects the Aerotropolis Precinct, connected with parkland, cycleways and recreation areas. While the objectives of the zone are quite detailed, it is difficult to see the practicality and the likelihood of those objectives being achieved, through the proposed planning mechanism.

The Current Zoning of Environment and Recreation does not correspond with a Public Use, despite the objectives being Public in nature. This is a major inconsistency, with government (Local or State) having no power to enforce a Public Use on Private Land, meaning that for the objectives of this zone to be realised relies upon the goodwill of the current landowners. Many residents may wish to retain their existing use rights pursuant to Division 4.11 Existing Uses of the Environmental Planning and Assessment Act 1979. If Existing Use are found to have been granted formal consent, and the landowner utilises Clause 4.70, this will prove a major obstruction to the orderly development of the Environmental and Recreation Zone.

If the land marked as Environment and Recreation was reduced in size to the boundaries of the 1:100 year flood line and zoned as RE1 Public Recreation with the appropriate land mapped on the Land Acquisition Map, with the necessary funds obtained through Local Contributions (s7.11) and State Infrastructure Contributions (SIC), it will allow for the coordinated and orderly development of the Wianamatta-South Creek Precinct. With the Contributions Plan not being Finalised, this vital piece of infrastructure that is the core of the Aerotropolis Precinct must be account for and landowners compensated through the provisions of the Land Acquisition (Just Terms Compensation) Act 1991 No22.

Linear Parks

This part of the Submission is based upon the Linear Parks (Investigation) as mapped in the Blue Green Infrastructure Map. These Linear Parks appear to have no logical basis for their existence, or even their proposed locations, raising the question of the rationale and logic for those linear parks, with none of the Land earmarked for these Linear Parks currently being mapped as Biodiversity Land.

Considering recent events, it highlights how Bushland/Parks and residential properties are not compatible unless due consideration is given. The linear parks as proposed provides ample opportunity to extend a Bushfire Threat from the Wianamatta-South Creek Precinct into the Core of the residential areas of the Rossmore and Kemps Creek Precincts.

Further, the Rossmore Precinct is envisaged to be a high-density residential area with Residential Flat Buildings being the proposed character of the area with Building Heights of approximately 6 to 8

stories, meaning greater amounts of lives and assets will be impacted by this potential Bushfire Threat.

The Rossmore Precinct benefits from a key piece of infrastructure that does not appear on any map, this infrastructure is the Existing Rossmore Grange which is quite large in nature and could quite easily provide for all the recreation needs in the Rossmore Precinct with the assistance of a few small local parks.

The benefit of this approach is that this Reserve is not fragmented and it has already been utilised as a Public Reserve and been a Key Location in Rossmore for decades. Further, the land acquisition is not an issue as it is currently owned by Liverpool Council, with only upgrades works being required, which can be levied through Local Contributions.

Critical Infrastructure

The Local Road Network proposes realignments of major roads primarily to Fifteenth Avenue and Ramsay Road. The primary opposition to this approach is that it does not utilise the existing road network and by realigning these major roads, it will impact detrimentally upon more landowners where widening and upgrade of existing roads seem the logical approach, with less land acquisition required.

The Kemps Creek Precinct has noted “Potential East-West Rail Link, Stabling and critical Infrastructure” located alongside the Proposed M12 alignment. The aerotropolis site itself is expansive, with rail infrastructure proposed to dissect the site. It seems more practical to have a Stabling Yard and other Rail Infrastructure on land that is already Publicly Owned, such as the Aerotropolis Site, opposed to acquiring more land.