

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 26 February 2020 2:42 PM
To: [REDACTED]
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package

From: [REDACTED]] On Behalf Of DPE PS ePlanning Exhibitions Mailbox
Sent: Tuesday, 25 February 2020 7:17 AM
To: [REDACTED]
Subject: FW: Webform submission from: Western Sydney Aerotropolis Planning Package

From: [REDACTED]
Sent: Monday, 24 February 2020 12:16 PM
To: [REDACTED]
Subject: Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Mon, 24/02/2020 - 12:15

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Stephen

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Submission file: [webform_submission:values:submission_file]

Submission: Western Sydney Aerotropolis Plan draft - December 2019 The headline of the Executive Summary of this document says: The Western Sydney Aerotropolis Plan sets a vision for the Western Sydney Aerotropolis as Australia's next global gateway, built around the world-class Western Sydney International (Nancy-Bird Walton) Airport. It is, however, even vaguer on what the relationship is between the Aerotropolis and the 'global gateway' than all its predecessors. What are the commercial activities that are to bring the promised hundreds of thousands of jobs (no numbers given in this document, I notice); in what way are they dependent on a 24/7 airport? It might be argued that it is not the purpose of this document to justify the building of the airport; nevertheless it adds to the impression that the airport is something looking for a reason for its existence. The only partial exception to that statement is the agroindustrial precinct, something which appeared out of nowhere in this document's immediate predecessor. It is made clear that the airport would be used to fly fresh produce 24/7 to foreign and domestic markets. Leaving aside whether there would be demand for such produce in Asia, this is an area in which residents recently experienced a day of 48.9 degrees and even after flooding rain are not allowed to water their gardens because of water restrictions. Even if it were commercially and agriculturally viable it is likely that the workforce would be holders of temporary worker visas - as it is in much of Australian agriculture - rather than the much touted 'jobs for the west and southwest'. It is also totally illogical, in fact insulting to people who care about such things, to suggest that an agroindustrial complex that is specifically situated next to an airport minimizes 'food miles'. Presumably the removal of the Dwyer Road precinct from the territory of the Agroindustrial precinct suggests less than full confidence on the part of planners in the precinct's prospects. For the rest of it, it's increasingly vague references to hi-tech industry. Is an airport in the immediate vicinity an essential requirement for such industry? It

could well be the reverse. The most important input for such industries is highly skilled and mobile staff. My experience of trying to fill highly paid positions in Liverpool is that qualified people don't want to live in that part of the world. With all due respect to the concept of the Garden City, I doubt that the presence of an airport will increase the area's attractiveness. Certainly planning documents should include some estimate of the substantial amounts of money that will undoubtedly be required as sweeteners to prospective commercial residents. With regard to the Garden City and the Aerotropolis's contribution. Why an Aerotropolis - something that has an airport in the middle of it - is an essential component of a Garden City is not made clear. It would appear to be totally counterintuitive. There is considerable focus in the document on how the Aerotropolis will contribute to the cooling of a very hot region. In the document's immediate predecessor the main contribution was to come from large water bodies based on South Creek. I will admit to knowing South Creek and its tributaries only from driving along the region's roads. South Creek is a barely noticeable ditch under the M4; its tributaries rarely contain water. Perhaps it is for that reason (and that birds are not welcome near airports) that, although the water component is still there, the main contribution in this document is to come from the planting of trees. I find it hard to believe that even the most dedicated tree-planting program in an area dominated by an airport, intensive agriculture, and major logistics hubs will have more trees than are currently in place, and I therefore do not understand where the cooling effect will come from. A net reduction in trees, plus all the extra heat from the airport and other commercial activities, to say nothing of residential air-conditioning, will surely increase, not decrease, temperatures. I have two questions regarding the photographs in the document. I take it that Figure 9 is a photograph of existing land. If it is, what is the photograph telling us about the Aerotropolis: that this is what will be lost, or that this is what the future will look like? If the latter, I suggest it is a total misrepresentation. What is the purpose of the photograph of Lake Burragorang in Figure 10? Is it to suggest that this is what the Aerotropolis will look like?! Or is it to remind us that Sydney's water supply is within 13 kilometers of an airport? I note the document's reassurances that residents of the Aerotropolis will be protected from the noise of a 24/7 airport. There is presumably little point saying that there can be no protection from aircraft noise for residents living well beyond the boundaries of the Aerotropolis, much less those within its boundaries. The curfew at KSA, and the effect on residents of the entire Greater Sydney region and beyond of aircraft noise from KSA outside curfew hours, make that abundantly clear. The draft Western Sydney Aerotropolis Plan is an unconvincing document. It provides no vision for a 'global gateway', and provides no reassurances that the Aerotropolis will be a commercially, environmentally and socially viable entity.

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

