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27 February 2020

Western Sydney Planning Partnership
PO Box 257
PARRAMATTA NSW 2124

Submission on Draft Western Sydney Aerotropolis Plan
Re: [REDACTED] Kemps Creek ([REDACTED])

This submission has been made by TreeServe Pty Ltd in relation to the Draft Western Sydney Aerotropolis Plan.

TreeServe is a large national vegetation contractor (300+ FTE's) and operates the site as an integral facility to service its operations. TreeServe occupies and fully utilises [REDACTED], Kemps Creek ([REDACTED]). The site is located within the Kemps Creek Precinct of the Aerotropolis.

The location of the TreeServe facility is shown in Error! Reference source not found. in the context of the Draft Western Sydney Aerotropolis Structure Plan. The existing TreeServe facility is for a resource recovery facility, which includes the storage and processing of firewood and mulch and was approved by Penrith City Council in 2015. The site is fully developed and operational.

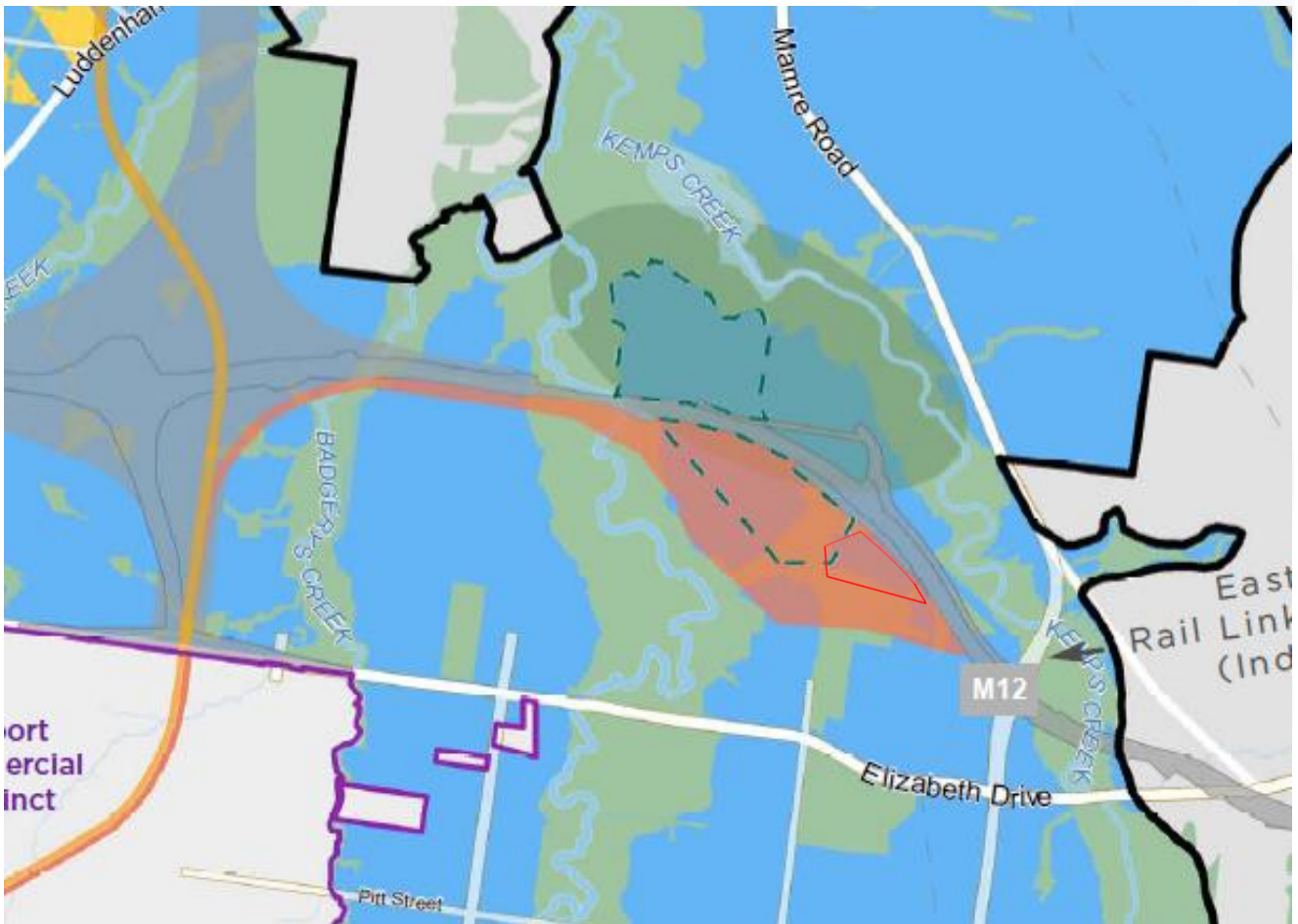


Figure 1 Location of TreeServe at 90-145 Clifton Avenue, Kemps Creek

TreeServe is concerned about the impact of the 'Potential East-West Rail Link, Stabling and Critical Infrastructure' overlay on the structure Plan, shown in **Figure 1** as a shaded red area. In particular, the Draft Structure Plan provides no indication of:

- What facilities are likely to be required in this shaded area.
- Whether the land nominated in the Draft Structure Plan is the best location, or even a suitable location for these facilities.
- Whether the facilities are reasonably likely to require the full extent of the allocated land.
- What is the timing for land acquisition, and what mechanisms are available in the interim to enable existing land owners to continue operations and/or dealings on the land, including investing in improvements and upgrades of existing facilities.

TreeServe is therefore concerned that without further evidence being made available in relation to the above matters that the nomination of the land for these uses is without proper planning consideration and is therefore premature. In particular, there is no public identified alignment for the East-West Rail Link Connection east of the Aerotropolis. Given that the East-West Rail Link will essentially connect to the North South Rail Line between St Marys (and beyond to Marsden Park and Tallawaong) and south to the Western Sydney Airport and Aerotropolis Core, and is subject of further investigation in relation to connections back to Leppington (via the existing Rossmore Stabling yards). As such, there appears to be extensive further planning investigations required in order to have any confidence that the nominated location for the 'Potential East-West Rail Link, Stabling and Critical Infrastructure' land is in any way suitable or necessary.

TreeServe has been negotiating with Transport for NSW (TfNSW) for the last 18 months in relation to the alignment of the M12 motorway corridor. Through this negotiation TreeServe and TfNSW have agreed to an alignment that minimised the direct impacts on TreeServe's existing operational activities. This has been a positive and beneficial outcome, one that required intensive effort on behalf of both TreeServe and TfNSW. It is therefore very disappointing that, after all of this effort and goodwill, the Western Sydney Planning Partnership has rather haphazardly nominated the land, which was so keenly protected, for a future transport infrastructure use anyway. It appears that either TfNSW was not negotiating in good faith, or that the Western Sydney Planning Partnership has not taken into consideration the outcomes of the TfNSW negotiations (either by not being aware of them or by ignoring them).



Figure 2 Aerial photograph of the TreeServe site

It is acknowledged that critical infrastructure may be required to support the Aerotropolis in the longer term. However, this critical infrastructure must be properly coordinated, and mechanisms must be established to clearly provide certainty for existing landowners and facility operators so that existing business activities are not unduly constrained or restrained in the short and medium terms.

TreeServe would welcome the opportunity to liaise with the Western Sydney Planning Partnership in the future planning investigations that we believe are required before any specific locations for this critical infrastructure can be reasonably identified.

We thank the Western Sydney Planning Partnership for the opportunity to make our submission and request that we are consulted throughout the remainder of the process. Should you wish to discuss this further, please contact David Harris of TreeServe at [REDACTED]

Sincerely,

A handwritten signature in black ink, appearing to be 'David Harris', written in a cursive style.

David Harris
Director, TreeServe