



Subject:
Date:

FW: Webform submission from: [webform_submission:source-title]
Tuesday, 17 March 2020 4:55:23 PM

[Redacted]
[Redacted]

Sent: Thursday, 12 March 2020 10:44 AM

To: PPO Engagement <engagement@ppo.nsw.gov.au>; [Redacted]
[Redacted]

Subject: FW: Webform submission from: [webform_submission:source-title]

[Redacted]
[Redacted]

Sent: Wednesday, 11 March 2020 2:42 PM

To: DPE PS ePlanning Exhibitions Mailbox [Redacted]

Subject: Webform submission from: [webform_submission:source-title]

Submitted on Wed, 11/03/2020 - 14:24

Submitted by: Anonymous

Submitted values are:

Submission Type: I am submitting on behalf of my organisation

First Name: Emma

Last Name: Hansma

Name Withheld: No

Email: [Redacted]

Suburb/Town & Postcode: Northmead NSW 2152

Submission file:
[Redacted]

Submission: Please see attached on behalf of Aerotropolis Clean Tech Recycling Park.

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

[Redacted]



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Ref: 191171_WSAP-SUB_Rev2

11 March 2020



Western Sydney Planning Partnership
Department of Planning, Industry and Environment
PO Box 257
PARRAMATTA NSW 2124



**Re: Draft Western Sydney Aerotropolis Plan (WSAP) – Submission – [REDACTED] Clifton Avenue
Kemps Creek**

The purpose of this submission is to address the potential East-West rail link infrastructure and zoning presented on the structure plan for the site located at [REDACTED] Clifton Avenue Kemps Creek.

The following is requested and discussed below:

- The land does not fall within the east-west rail link infrastructure; and
- The land is rezoned to general industrial under the WSAP.

East-West Rail Link

It is understood based on correspondence on the 5/03/2020 with [REDACTED] the Western Sydney Planning Partnership and written confirmation (email dated 9/3/2020) from [REDACTED] Department of Planning, Industry and Environment that Transport for NSW, have confirmed the site is impacted by the 'potential east-west rail link, stabling and critical infrastructure' in the draft WSAP. Further information is provided below:

The extent of the 'Potential East-West Rail Link, Stabling and Critical Infrastructure' in the Western Sydney Aerotropolis Plan (Dec 2019) is correctly displayed on the following pages:

- *page 27 – Structure Plan*
- *page 37 – Proposed Transport Corridors*

The map on Page 79 (Structure Plan – Kemps Creek) displays a slightly different boundary, which does not represent the correct extent.

The following figures show close-ups of the site location on these maps. On the maps verbally confirmed to be more accurate (Figures 1 and 2), it is clear that the potential East-West Rail Link Infrastructure encompasses the site majority of the site. However, as shown on the Kemps Creek Structural Plan (Figure 3), the site largely falls outside of the potential East-West Rail Link.

Figure 1: Structure Plan

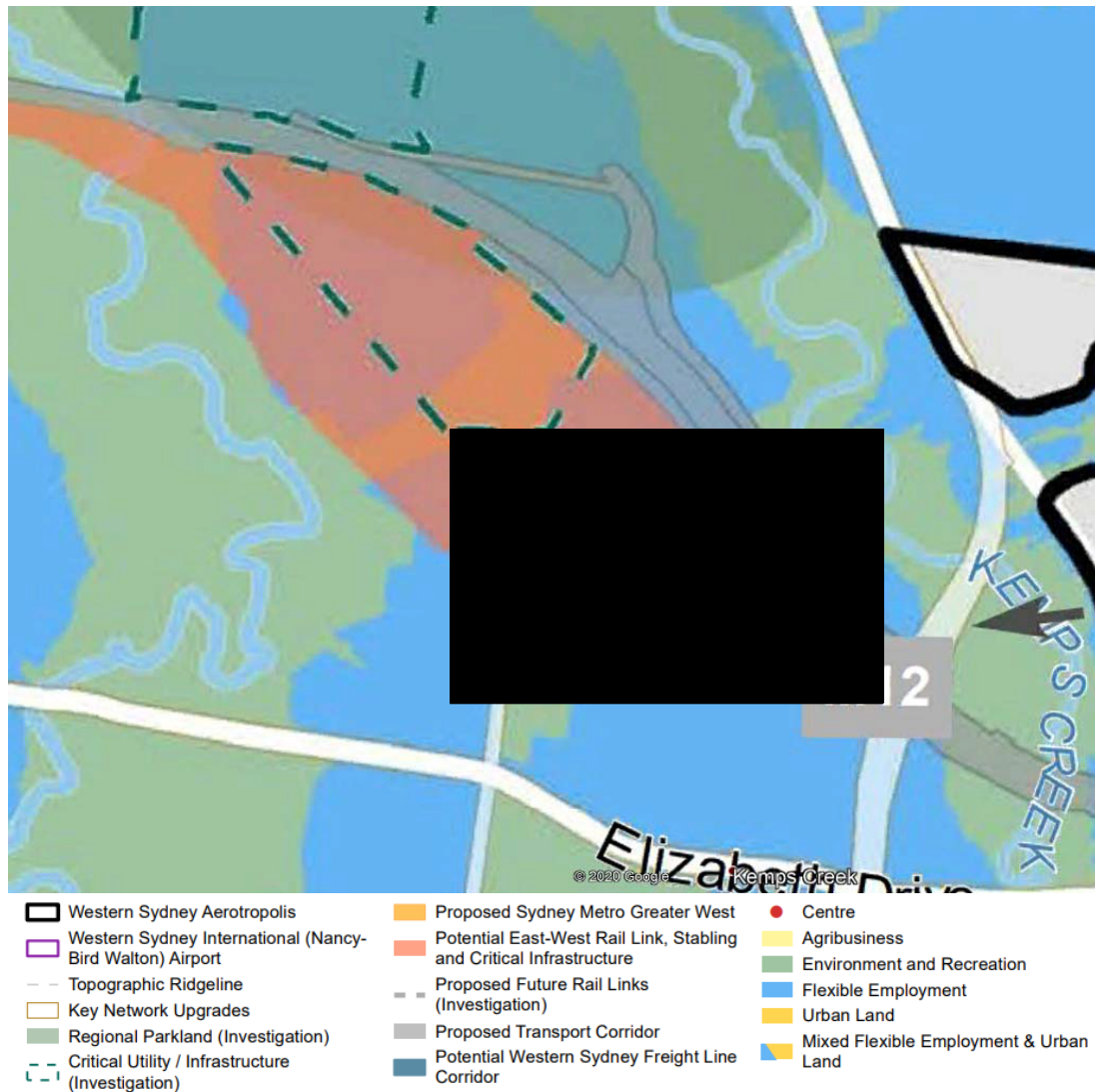


Figure 2: Transport Corridor

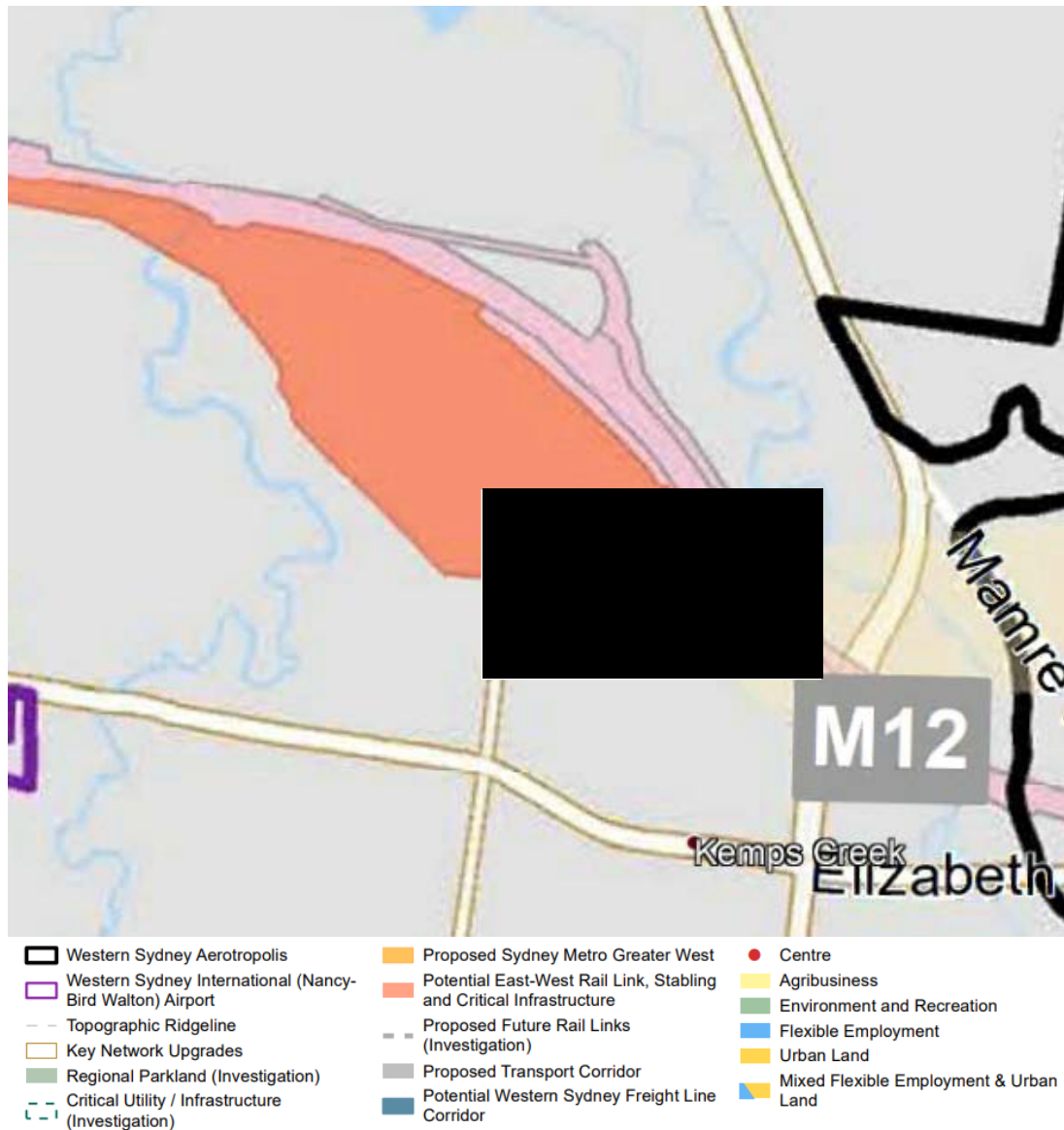
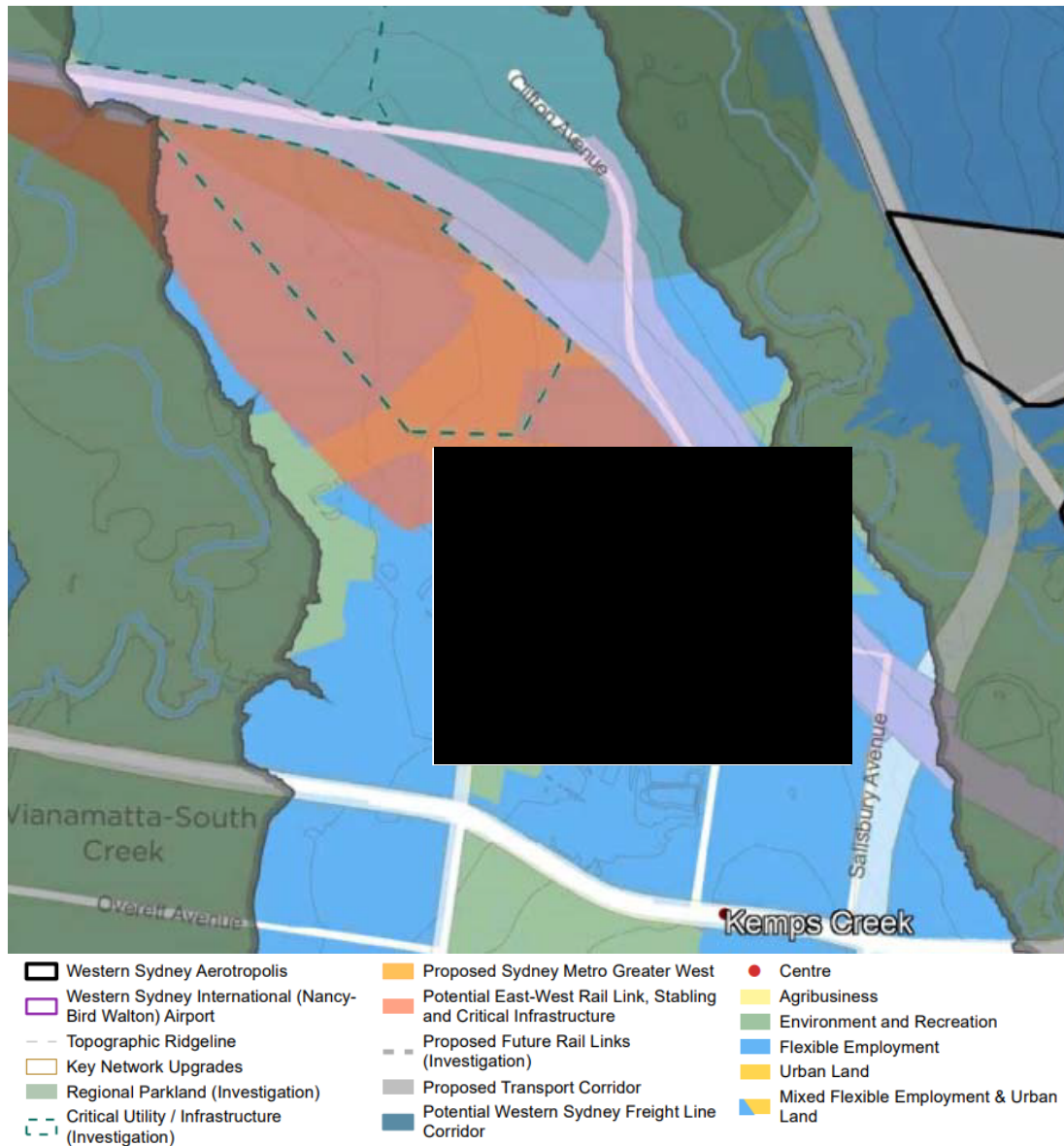


Figure 3: Kemps Creek Structure Plan (Inaccurate)



The owner of the site is currently in the process of preparing a development application for a resource recovery facility, permissible in the existing RU2 Rural Landscape zoning under the infrastructure SEPP 2007. If the site falls within the East-West Rail link it would result in this development being unfeasible.

Therefore it is requested firstly that the exact location of the potential East-West Rail Link is provided and secondly, if the site falls within this area, that the border of the potential East-West Rail Link Infrastructure be moved to the northern boundary of the site to enable the land to be developed as intended.

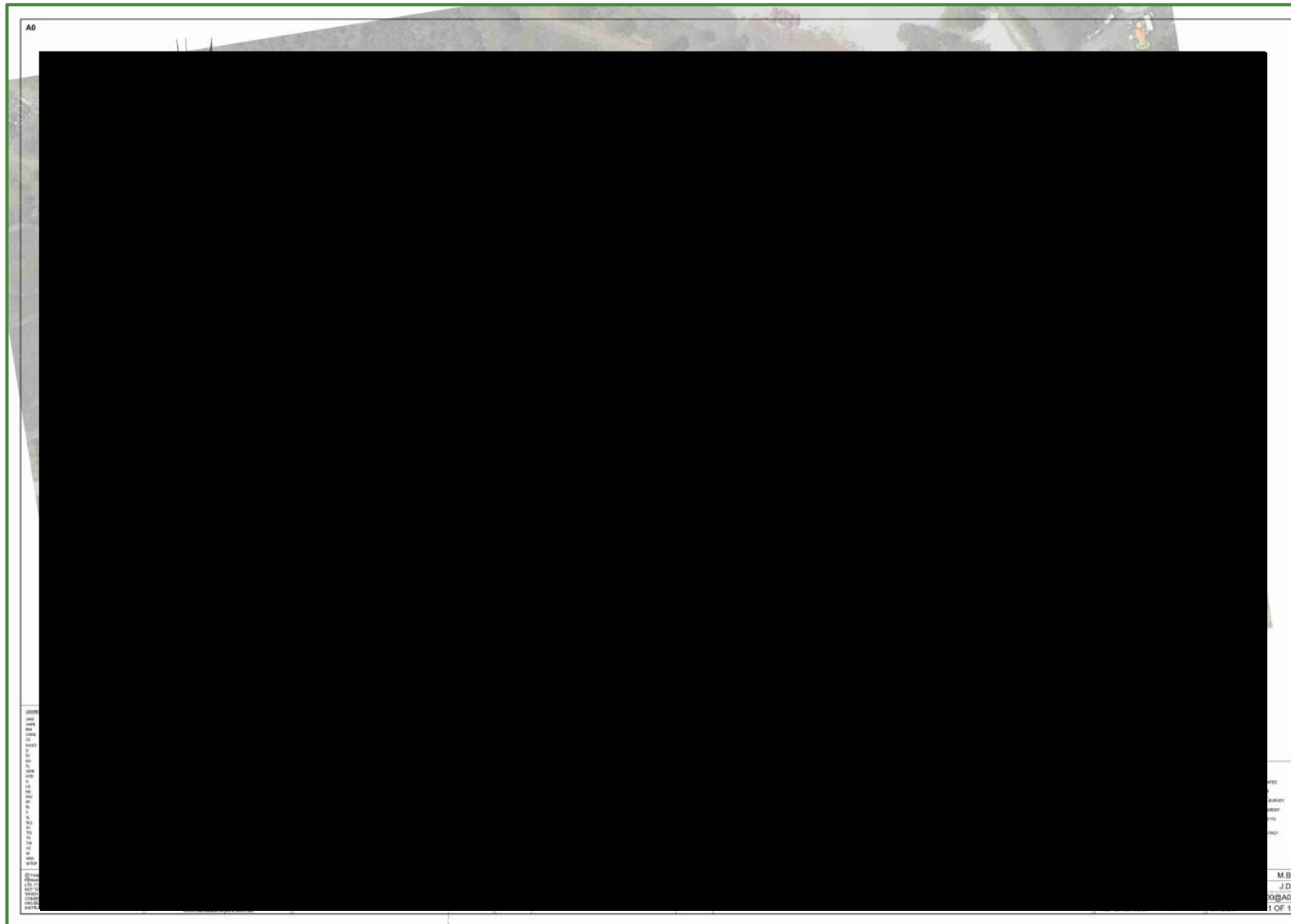
Re-Zoning

The Structure Plan – Kemps Creek under the WSAP shows the site contains two zone types on the land: Environmental and Recreation and Flexible Employment Land. It is noted that Kemps Creek is yet to be rezoned as it is not part of the initial precincts. We request that the front (eastern) portion of the site be rezoned to general industrial (see Figure 5) for the following reasons:

- The front portion of the site is already partially disturbed and the proposed development area would be designed in and around this location.
- The proposed development would no longer be permissible if zoned under Environmental and Recreation;
- Locating industrial zoning adjacent to rail infrastructure is ideal due to noise and air impacts and would allow resource recovery as well as ancillary industrial activities;
- The environmental connectivity would already be reduced by the rail infrastructure (see further discussion below);
- A quarry is located to the south of the site and is not considered of ecological value.

A full BDAR assessment has been undertaken for the proposed resource recovery facility by Ecological Consultants Australia. It is understood the site contains PCT 883: Castlereagh Scribbly Gum Woodland, an endangered ecological community (EEC) listed under Commonwealth legislation. Consequently, an iterative design process has been undertaken to avoid and minimise impacts. The subsequent concept plan provided below was developed which preserves a portion of the vegetation at the rear of the property.

Figure 4: Site Plan

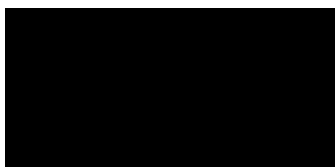
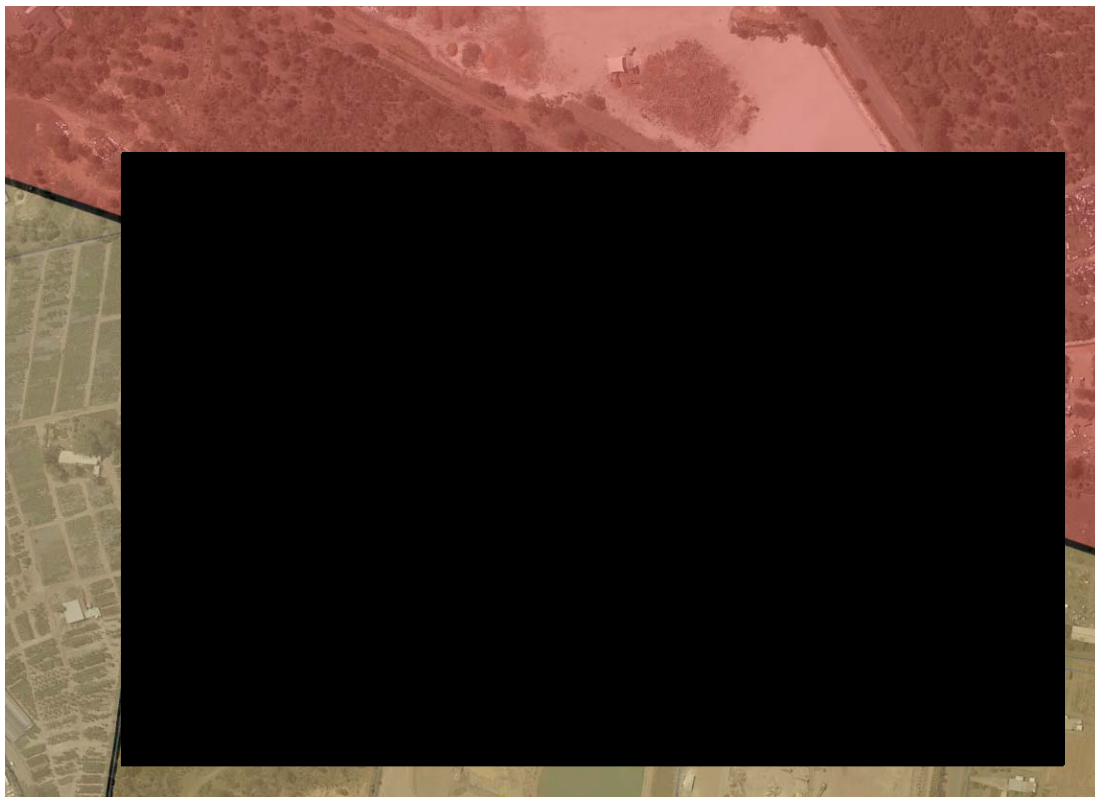


All proposed cleared areas would be subject to the Biodiversity Conservation Act 2016 and offsets would be required.

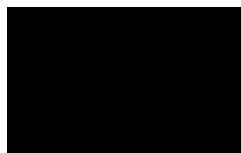
In addition, by maintaining the back (western)_portion of the site, we are able to maintain connectivity between ecological communities to the south of the site. This would help reduce larger ecological impacts caused by the East-West Rail Link. The proposed area for rezoning at the front (eastern) aligns with the cleared areas of the quarry site to the south. As the site is adjacent to the East West Rail Link, this would be ideal for industrial zoning and would be consistent with the proposed development.

In summary the following zoning is requested along with the change to the location of the Potential East-West Rail Link Infrastructure as shown in Figure 5.

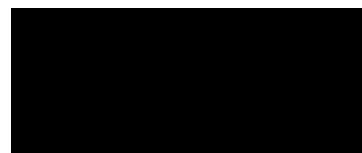
Figure 5: Proposed Rezoning



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