

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 17 March 2020 3:33 PM
To: [REDACTED]
Subject: FW: Webform submission from: [webform_submission:source-title]

From: [REDACTED] **On Behalf Of** DPE PS ePlanning Exhibitions Mailbox
Sent: Friday, 13 March 2020 3:33 PM
To: [REDACTED]
Subject: FW: Webform submission from: [webform_submission:source-title]

From: [REDACTED]
Sent: Friday, 13 March 2020 3:08 PM
To: [REDACTED]
Subject: Webform submission from: [webform_submission:source-title]

Submitted on Fri, 13/03/2020 - 15:04
Submitted by: Anonymous
Submitted values are:
Submission Type:I am making a personal submission
First Name: Jo
Last Name: O'Brien
Name Withheld: No
Email: [REDACTED]
Suburb/Town & Postcode: [REDACTED]
Submission file:
[aerotropolis-submission-mar-13-2020-jo-obrien.pdf](#)

Submission: Please see attached file - Aerotropolis submission Mar 13 2020 Jo O'Brien.pdf

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

Submission on the Draft Western Sydney Aerotropolis Plan

(Stage 2 plan - released December 2019)

Jo O'Brien

Thank you for the opportunity to comment on the next stage of the Western Sydney Aerotropolis plan. Unfortunately, many people affected by this plan will not realise that they had this opportunity. With the release of this plan in December many people will not have seen it or forgotten over the holiday season. And yet again there has been little promotion of this plan in the Camden council area, and no community engagement sessions south of Bringelly. There are people in this area who still do not know what an Aerotropolis is and are unaware of the scale of this new city proposed right on Camden's northern border. The impact of the Aerotropolis on the area in which I live (close to the town of Camden) will be substantial.

There are welcome aspects to some of the proposals, such as new opportunities and jobs, but with the expected influx of new residents, there will likely be a net decrease in opportunities for locals currently residing here. Some of the new jobs will also inevitably be taken by people living outside the "Western Parkland City". The artificial boundaries designed to keep residents in their own third of Sydney will not work and thus these plans are flawed.

Much of the Aerotropolis planning seems focussed on land within its boundaries without regard for the effects on the areas outside of the Aerotropolis. There should be increased engagement with all communities and councils in the area. These plans will impact the entire Western Sydney area, yet it seems that the engagement strategy is focussed primarily on the landholders within the Aerotropolis zone. Whilst that is somewhat understandable, these landholders will ultimately sell and leave, it is those living in the communities in the adjoining areas that will experience the full impacts of this development in the long term.

Below I have addressed some of the issues that will significantly impact on the Camden council area, as well as other issues of concern in areas within the Aerotropolis. It is not feasible for me to comment completely on the implications of this major change to Western Sydney, so there are many issues that I have not addressed here, but this does not mean that I am not concerned about them also.

Camden township

The formerly rural town of Camden, and the semi-rural region surrounding it are already under strain from the south west growth centre and other growth areas and developments. Any benefits from new jobs will be counteracted by losses in air quality, amenity, liveability and culture, and increased noise, traffic and pollution. Camden, formerly a regional centre with a full range of services and facilities, has already lost services including the council and RMS to the growth areas of Oran Park and Gregory Hills. There is a real possibility that the town will become unviable as many jobs, shops, and businesses focus on the Aerotropolis, and it is in danger of losing its heritage, identity and culture.

Hospitals

Health and education are identified as a sub section of the last point in the infrastructure category. These facilities should be of the highest priority. What is the value of a “smart city” where you cannot get emergency health services?

There is still no plan for a new public hospital in our region, either in the Aerotropolis or the adjacent southwest growth centre. It is inconceivable that all these new people will be able to be catered for in the already stretched hospitals of Campbelltown, Liverpool and Nepean. Travel times to these emergency facilities are already too long, traffic makes the situation impossible, parking is inadequate, staff and resources are stretched. Proposed improvements in Campbelltown Hospital (for example) are welcome if overdue, but will barely cater for existing needs, let alone the continued growth of the south west growth centre, Greater Macarthur 2040, and the population increase proposed in the Aerotropolis.

Private hospitals and clinics have an important role in health care, but they do not replace public hospitals and emergency departments. There is also a need for another public children’s hospital in the area which is not being addressed.

Air quality

The combined impact of reduced air quality from all the new developments including the airport and the Aerotropolis with its heavy industries, increased population, and diminished green space, must be assessed in total. There are known air pollution problems already in Western Sydney. The health of all residents in the area, both existing and new, will be severely impacted. Previous studies highlighting air quality concerns must be supplemented by an overall assessment of the combined impact of the airport, aviation emissions and fuel, the Aerotropolis, proposed heavy industries, increased traffic, housing, and car use.

Cumulative impacts

All of the impacts from the many major projects planned for Western Sydney should be assessed in total. It is inappropriate for all of these to be considered separately in their own individual assessments. So many projects are in the planning stages or early construction including the airport, housing estates, the southwest and other growth centres, road upgrades, Aerotropolis, Outer Sydney Orbital and new industrial areas. Issues include air quality, noise, water quality, traffic, environmental concerns, construction noise, dust and water pollution, water supply, flooding, groundwater, stormwater, wastewater, loss of vegetation, loss of heritage and history, loss of agricultural land, food production, social and cultural change, population pressures, and economic impacts.

Fresh water / food / energy

The water supply needed for the anticipated population increase should be an important consideration, especially given the recent shortage due to the drought. The amount of fresh food should be especially considered as so much agricultural land is being lost, and much of the agribusiness produce is planned for export. Stable and sustainable energy availability for the increased population should also be a priority.

Wastewater / Stormwater

The impact of a water treatment plant and stormwater from the Aerotropolis on flooding, water quality, groundwater, and the environment throughout Western Sydney should be carefully assessed.

Flooding

Flooding and water traversing through the Aerotropolis must be assessed in combination with the surrounding areas. The South Creek (and Nepean) flooding models will be significantly impacted by all the development and changes along the length of the watercourses. The proposal to also use South Creek as the main waste-water treatment channel will vary the models yet again.

There is no map of probable maximum flood (PMF) in this draft which should be included as an important guideline for development. Have flood evacuation routes been identified to cater for the increased population?

South Creek

I find the celebration of South Creek as the main recreational facility for the Aerotropolis sadly ironic, when it is only being preserved because it is in the 1:100 flood plain, and to be used as a flood and stormwater drain and treated sewerage channel.

It is a shame that the South Creek recreational land area has been so substantially reduced (by 30%) to allow development in the 1:100 flood plain. I understand that affected landholders petitioned for this, and of course they want to maximise their compensation for the loss of their homes, land and community. But the consequence will be many new properties that will be regularly flood affected and possibly devastated in a PMF event. The recreational land and wildlife and environmental corridors have also been substantially narrowed, which will reduce the biodiversity in the area, and reduce the green space.

Dwyer Rd

Similarly, residents in the newly named Dwyer Rd precinct, want their land moved from agribusiness and agriculture to future employment / Aerotropolis core. They understandably don't want to live near an airport, and they want compensation for the loss of their homes, amenity, community, and the reduced value of their land. But when these people leave that area, their neighbours in adjacent areas and the Metropolitan Rural Area (MRA) will suffer the consequences of any intense development of this land. There should be a transition from more intense agribusiness nearer the airport to more agricultural uses near the MRA and Greendale Rd. The heritage and rural feel of Bringelly village should be maintained.

Bringelly Rd / Greendale Rd

This road is being used as a hard barrier between the Aerotropolis and the Camden council area, as if changes in these two areas will not affect each other. It makes more sense to co-ordinate plans between the southwest growth area and the Aerotropolis core and have

better transition areas. Land to the north east of the Camden council area near Rossmore and Leppington may be suitable for supporting developments for the Aerotropolis. The MRA land in and near the Aerotropolis should be protected from development – and nearby land should be zoned for agriculture, rural living, or low-density employment.

Public Transport

Given the substantial changes planned within the Aerotropolis and the quest for a “30-minute city” public transport must be prioritised. Without this the impact of thousands of cars will be overwhelming, in terms of pressure on roads, traffic, air quality, and need for parking. All of the train/metro lines must be in place before residential and commercial development. This includes the lines south via Narellan to Macarthur, and a full connection to Leppington. Leppington should be connected to the south as well as north to provide a direct service from Narellan towards Sydney city.

Transport – roads

Further details of proposed motorways including the Outer Sydney Orbital and the M5 motorway extension along the path of Bringelly and Greendale Rd should be provided as soon as possible. The impact of these roads will greatly affect adjacent residents and the plans for areas surrounding them.

Metropolitan Rural Area

The impact on the Metropolitan Rural Area (MRA) from the Aerotropolis, motorways and the airport combined will be substantial, and the transition area especially in the region of Greendale Rd should be carefully managed. There is already pressure to continue development into the MRA – I am aware of a major concept proposal for this area being publicised as being a part of the Aerotropolis. It should be clear that development in the Aerotropolis will not extend into the MRA and such developments will not be approved, especially in areas with valuable woodland, vegetation and biodiversity.

Cumberland Plain / Environment / Biodiversity

The loss of Cumberland Plain woodland will be substantial, with significant impacts on wildlife and biodiversity. As many areas of woodland and vegetation as possible should be preserved in the Aerotropolis, especially considering the losses already across the airport site. This should include wildlife corridors as well as pockets of remnant bushland. Biodiversity and vegetation preservation should be a high priority in any development assessments.

The impact of the wildlife buffer zone on biodiversity is unclear. The map shows zones out as far as 13km, including large areas of the Camden council area. This could have substantial implications for residents, farming areas, the MRA, woodlands and biodiversity. Will there be regulations in this zone that affect existing residents and land uses, and the future retention of vegetation and water sources?

Heritage

Existing heritage protections should be maintained, and other heritage items, with their curtilage, safeguarded from development. This should apply to both indigenous and European heritage. The context of these places should be preserved. Heritage items including buildings, remnant sites and landscapes provide important connections to place for existing residents and newcomers alike.

Kelvin Park Homestead

This heritage property appears to be just inside the core precinct but should be included in the nearby green space environmental area of Thompsons Creek and/or be part of the regional parkland. Including this property, its curtilage and surrounding area in regional parkland would considerably enhance both the recreational area and the setting and outlook from the heritage property.

I saw a headline in the newspaper yesterday – *“Rolling hills flattened out for new airport”* – and immediately felt heartbroken. The impact on our community of losing so much is not addressed in all the enthusiasm for the shiny new things. It is so sad that virtually everything that was in this area - the history, heritage, homes, properties, trees, wildlife, creeks, landscape, even the hills - are going to be lost or totally transformed in order to build this modern city and airport. This is not just a “greenfield” building site. This is our home, our community. No-one asked us if we wanted this. People living in areas that border the Aerotropolis are still not being adequately consulted. The changes and impact to the Camden area will be substantial. Our community should be an integral part of the consultation process and be included in decisions that will impact all of our lives so significantly in the future.

Jo O’Brien

Grasmere

March 13, 2020