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From: system@acelo.com on behalf of Jim Baldwin [REDACTED]
Sent: Friday, 19 October 2018 4:21 PM
To: [REDACTED]
Subject: Submission Details for company Campbelltown City Council (org_comments)
Attachments: 287201_Campbelltown City Council Submission on Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Jim Baldwin
Organisation: Campbelltown City Council (Director City Development)
Govt. Agency: No
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]
[REDACTED]

Content:
Attached

IP Address: - 203.19.161.213

Submission: Online Submission from company Campbelltown City Council (org_comments)
https://majorprojects.acelo.com/?action=view_activity&id=287201

Submission for Job: #9552
https://majorprojects.acelo.com/?action=view_job&id=9552

Site: #0
https://majorprojects.acelo.com/?action=view_site&id=0



18 October 2018

Director, Aerotropolis Activation
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Director

Submission on Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan – Stage 1: Initial Precincts

We congratulate the NSW Department of Planning and Environment for their work in preparing the Land Use and Infrastructure Implementation Plan for the Stage 1 precincts of the Aerotropolis. We acknowledge the enhanced level of co-operation that has been occurring between the three tiers of government, State Federal and Local building on the collaboration that has occurred during the preparation of the Western Sydney City Deal.

It is important for the current and future residents of Campbelltown and the wider Macarthur area that they are able to gain access to the Aerotropolis as efficiently and conveniently as the other areas of Western City. To this end it is essential that the north-south rail link be constructed in its full length as early as possible.

The references to the Planning Partnership on page 13 appear to extend beyond the intention of that Partnership. The statement that 'it removes jurisdictional boundaries – instead of the traditional approach where a council of the NSW Government rezones land, assesses development proposals or delivers infrastructure without integration with other plans or investments' is considered misleading and gives an unfair negative connotation to the work undertaken by Councils. It is Campbelltown Council's request that this sentence be deleted.

We agree with the chosen initial precincts and the design principles for each. It is of vital importance that the planning is well considered and orderly but it must be enabling and supportive of the large scale investment made by the Federal Government in the Western Sydney airport.

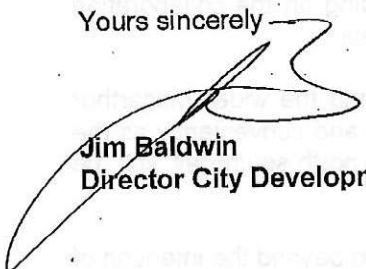
The Plan's commentary on providing a sustainable, liveable and green Aerotropolis is commendable. It is considered that further work needs to be undertaken to enshrine these aspirations into all levels of planning documentation to ensure on the ground delivery. It is right to incorporate sustainability and resilience measures into the vision and LUIIP and it is requested that this be a continued focus and mainstay of all related documents and policies, so that the vision becomes reality and gets delivered as development progresses.

The proposed out of sequence arrangements in section 5.4 are not supported. Good and orderly planning is required and the door should not be left open for out of sequence proposals due to the risk and uncertainty they create to the agreed priorities.

Council has previously raised concerns that no consideration has been given in the planning to date for the source of construction materials. The large amount of materials required for the construction of the airport and Aerotropolis will not come from within the site itself. There is a need to identify early the location of the required materials and consider this when prioritising spending on roads and transport infrastructure. Additionally, consideration needs to be given to where the construction workers are likely to live. The methods of transport of workers and materials to and from the airport and general area of Aerotropolis will be critical to its success and the travel paths for these have not been enunciated, considered and possibly not funded. The successful and efficient movement of workers and materials to and from the site on a daily basis, for the period of the development, is of critical importance and must be a key consideration for all forward planning work.

Again thank you for the work being undertaken on the Land Use and Infrastructure Implementation Plan and for the opportunity to provide comments. Should you or your staff require any further information or explanation of the issues please contact me or [REDACTED]

Yours sincerely



Jim Baldwin
Director City Development