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From: system@accelo.com on behalf of Rosemary Dillon [REDACTED]
Sent: Friday, 2 November 2018 4:04 PM
To: [REDACTED]
Subject: Submission Details for company Blue Mountains City Council (org_comments)
Attachments: 292160_Submission Details from Blue Mountains City Council 20181102.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements:

Name: Rosemary Dillon
Organisation: Blue Mountains City Council (General Manager)
Govt. Agency: Yes
Email: [REDACTED]

Address:

[REDACTED]
[REDACTED]
[REDACTED]

Content:
Please see attached.

IP Address: - 141.243.33.161

Submission: Online Submission from company Blue Mountains City Council (org_comments)
https://majorprojects.accelo.com/?action=view_activity&id=292160

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

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



PCU077079



26 October 2018

Reference File: F09826-18/246785

Mr [redacted]
Director, Aerotropolis Activation
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Department of Planning
Received
2 NOV 2018
Scanning Room

Dear Mr [redacted]

SUBJECT Stage 1 of the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan

Blue Mountains City Council (Council) strongly opposes the Western Sydney Airport and associated aerotropolis, but its development is still highly relevant to the Blue Mountains community, local economy and environment.

For this reason, at the Ordinary Meeting of Council on 18 September 2018 it was resolved:

1. That the Council makes a submission to the NSW Department of Planning and Environment on the Western Sydney Aerotropolis Stage 1 Land Use and Infrastructure Implementation Plan, re-asserting its opposition to the proposed airport whilst addressing key matters including mass transit rail, road connections, freight rail, environmentally sensitive design and planning and development frameworks including sustainability impacts; and
2. That the Council delegates the authority to the General Manager to finalise and lodge this submission prior to 12 October closing date.

Min. No. 334

Please find Council's submission attached.

Should you have any queries, please contact Andy Turner, Director, City and Community Outcomes, at ATurner@bmcc.nsw.gov.au or on 4780 5000.

Yours faithfully

[Redacted signature]

ROSEMARY DILLON
General Manager

Blue Mountains City Council

Submission on Stage 1 of the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan (Stage 1 LUIP)

Introduction

Blue Mountains City Council (Council) strongly opposes the Western Sydney Airport and associated aerotropolis; as reaffirmed in the Ordinary Meeting held on 18 September 2018. However, its development is still highly relevant to the Blue Mountains community, local economy and environment.

For this reason, Council seeks to engage constructively with the Department of Planning and Environment to minimise negative impacts and increase benefits for the Blue Mountains—ensuring that the airport is adequately serviced by public transport and freight connections, and that there are transparent processes around decision-making for planning proposals that fall outside of the sequence proposed by the stage 1 LUIP.

Transport infrastructure

The development of the Western Parkland City is a once-in-a-lifetime opportunity to integrate significant public transport investment into a greenfield development from the ground up, creating a blueprint for a sustainable development with an efficient public transport network that will grow with the new city.

The proposed transport infrastructure will connect the Blue Mountains (and other local government areas (LGAs) in the Western Parkland City) to the services, employment and educational opportunities that are likely to develop as part of the proposal. It will also support the local tourism economy—a considerable benefit for the Blue Mountains and the new city as a whole.

A well-designed, efficient and reliable public transport system, with alternatives to mass transit rail, will deliver sustainability outcomes and provide connections within the city for residents via integrated public transport options.

Transportation of freight by large trucks through Blue Mountains towns and villages is already a significant issue and is likely to increase considerably as a result of the airport's construction. Blue Mountains City Council supports strategies in the Stage 1 LUIP that support rail freight and strongly advocates for further planning around management of this issue.

The North-South Rail Link

Blue Mountains City Council reiterates the Stage 1 LUIP's determination that the North-South Rail Link must be constructed concurrently with the airport. It is critical that transport infrastructure is integrated with the Western Parkland City from the beginning, linking the airport to greater Sydney to minimise congestion on local roads and distribute economic benefits across affected LGAs.

The North-South Rail Link will connect the Blue Mountains and central west of NSW to the proposed airport via St Marys on the existing Main Western Railway Line.

The planned North-South Rail link, as described in the Stage 1 LUIMP, has Blue Mountains City Council's full support.

The North-South Rail Link—future stages

The future stages of the North-South Rail Link will have connections from St Marys north to the Central Coast and Rouse Hill, and extensions south and south-west from the aerotropolis to Macarthur/Campbelltown and Leppington.

These stages will be critical to reducing the volume of road transport servicing the airport and aerotropolis. They will also allow Blue Mountains residents to more directly access these areas by public transport without having to travel into the city to transfer to an appropriate line at Parramatta, Strathfield or Central Station. This will significantly improve travel times for residents.

The planned future stages of the North-South Rail Link, as proposed in the Stage 1 LUIMP, have Blue Mountains City Council's full support.

The Outer Sydney Orbital—motorway and freight rail line

The Outer Sydney Orbital will connect to the Blue Mountains via the existing M4 Motorway and link Port Kembla and the Illawarra to the Port of Newcastle via Western Sydney and the airport. As such, it will improve connectivity for the Blue Mountains community and support the tourism economy.

The Western Sydney Freight Line will link the Outer Sydney Orbital and the Main Western Railway Line to Port Botany.

To support its effectiveness, Council advocates for construction of an additional dedicated freight line on the Main Western Railway Line to link the west of the state to the airport. This will improve safety on the existing line by removing freight trains from the passenger network. It will also benefit Blue Mountains residents and western communities of NSW by improving driver safety on the Great Western Highway and ensuring increased freight from the west of the state does not contribute to traffic congestion.

The locations of associated intermodal terminals are integral to the effectiveness of the Outer Sydney Orbital—they need to be carefully considered in order to support future infrastructure to reduce the freight burden on roads through the Blue Mountains.

The planned Outer Sydney Orbital incorporating freight rail infrastructure, as proposed in the Stage 1 LUIMP, has Blue Mountains City Council's conditional support.

Interim and out of sequence planning proposals

While Blue Mountains City Council understands the need for flexibility to be built into processes, it reiterates the need to protect the design intention of the Stage 1 LUIMP by supporting orderly development aligning with Western City District Plan objectives. Any

development proposal, including those that are out of sequence, should be fully supported by construction of enabling infrastructure prior to completion.

Transparent decision-making processes for planning proposals that fall outside of the sequence put forward by the stage 1 LUIMP are critical. Merit criteria used to assess such proposals needs to be readily available to stakeholders for comment well prior to adoption to protect the design integrity of the overall plan.

Sustainable design and cultural infrastructure

The Stage 1 LUIMP sets up a special framework for the proposed Western Parkland City that is centred on waterways; primarily South Creek. Green spaces will be developed along the creek to improve water quality and protect new development from potential flooding. Blue Mountains City Council welcomes this approach.

Conventional urban development creates significant areas of impervious surfaces in the form of roofs, roads and footpaths causing flooding, erosion, sedimentation of creeks, weed infestation and poor water quality. Adoption of Water Sensitive Urban Design principles will go some way to addressing this.

A commitment to build cultural infrastructure will assist the Western Parkland City to attract tourists, improve liveability and better balance the industrial focus of the new city with the needs of its residents.

Landscape-led planning that responds to the natural features of the area and the commitment to build cultural infrastructure, as outlined in the Stage 1 LUIMP, have Blue Mountains City Council's full support.

Summary

Blue Mountains City Council supports the stage 1 LUIMP's broad approach to:

- the North-South Rail Link
- the North-South Rail Link—future stages
- the Outer Sydney Orbital, including freight infrastructure—conditional on careful consideration of the associated intermodal terminals and how they might support infrastructure to reduce the freight burden on roads through the Blue Mountains
- sustainability and cultural infrastructure.

Blue Mountains City Council also backs transparent decision-making that ensures out-of-sequence development proposals support the design intention of the Stage 1 LUIMP in alignment with Western City District Plan objectives.