

[REDACTED]

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 10 March 2021 1:19 PM
To: PPO Engagement
Cc: eplanning.exhibitions@planning.nsw.gov.au
Subject: Webform submission from: Western Sydney Aerotropolis Draft Precinct Plans
Attachments: submission-trosser---draft-precinct-plan.pdf

Submitted on Wed, 10/03/2021 - 13:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Momo

Last name

Romic

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Fairfield West

Submission file

[submission-trosser---draft-precinct-plan.pdf](#)

Submission

Please find attached our submission- email 1 of 2.

A second submission is to be made which will be email 2 of 2. .

I agree to the above statement

Yes

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WESTERN SYDNEY PLANNING PARTNERSHIP
PO BOX 257
PARRAMATTA NSW 2124

8 March 2021

**SUBMISSION TO THE EXHIBITION OF
THE DRAFT AEROTROPOLIS PRECINCT PLAN
ON BEHALF OF THE LANDOWNERS AT
5 (LOT 1) ANTON ROAD LUDDENHAM NSW 2745 (Family Trosser)**

I have been engaged by the owners of [REDACTED] Anton Road, Luddenham NSW 2745, to prepare a submission to the *Draft Aerotropolis Precinct Plan*.

The property is unique in that it shares two boundaries with the Western Sydney Airport and is just over 800 metres from the runway currently being constructed.

The southern boundary line of the land holding runs parallel to this runway and the eastern boundary adjoins the to be constructed fuel farm which will supply aviation fuel to the WSA.

The completely altered landscape beside the land and behind the land because of the construction of WSA has created a total change to the stormwater catchment area. As a result, our client's see very little natural flow of water through their property because of this.

The altered landscape is already increasing the destructive flow of water through the land holding from the WSA detention basins despite the EIS stating that drainage from the detention basins must be consistent with the previous flow of water.

The Avisure report suggests that the Precinct Planning conflicts with Airport operations and it is a safety risk to aircraft having so much greenspace in close proximity (800m). This needs to be considered when determining the location of new land uses within the Aerotropolis to manage the risk of collisions between wildlife and aircraft.

There are 20 known species of birds and 7 known Flying Fox colonies in the surrounding area. Of serious concern is the possibility of cycle paths and walking tracks through the proposed Environmental Zone on our client's property.

This would ultimately allow public access to the WSA fence and would therefore create a heightened security risk to the fuel farm as well as the runway and general operations of the airport.

Our client's consider that an increase in building heights for the area is appropriate from 20m to 24m as they are located beside the runway and not under the flightpaths.

We note from the DPP that our client's property is shown to be in the second stage priority allocation when they are adjoining properties which should be changed to be in the first priority allocation.

The subject land's location is provided with the best integrated road transport and freight access within the Aerotropolis. This includes:

1. A new Northern Road and Adams Road/Elizabeth Drive signalized intersections and access;
2. The connection of the Northern Road to the new M12 Motorway;
3. The connection of the Northern Road and Luddenham Road to the existing M4 Motorway;
4. The upgraded Anton Road connection to the western boundary of the airport;
5. Elizabeth Drive access and its intended upgrades, with access to the M7 and M5;
6. Connectivity to the new rail link;
7. The intended Rapid Bus services along The Northern Road to Penrith.

The area is poised for servicing and connections for water, sewer and recycled water, being wholly within the Wianamatta/ South Creek Catchment area. Electricity, natural Gas and 5G are also in place and available nearby.

Work on the upgrading of Anton/Adams Roads will begin mid-2021 and will include the construction of a large roundabout at the intersection of Anton and Adams Roads to allow for construction access as well as the BW tankers which will supply Aviation Fuel to the fuel farm behind our client's landholding, thus creating a major access road on the western side of the WSA.

We believe as the aim of any vision for the future development of the area that safety should always be put first and it would seem the landscaping led approach by the DPP cannot be compatible with the safe operation of a 24-hour airport were it to meet Government standards or legislation.

We want to thank the PPO for their consideration of this submission and would also like to reissue our submission made on the 25 September 2020 concerning the Draft Cumberland Plain Conservation Plan. The points raised in our earlier submission remain valid and should be considered as part of this submission.

Should the PPO require further information, please contact the undersigned.

Regards,

Momcilo (Momo) Romic

BTP (UNSW), MEM (UNSW)

NSW Builder Licence No. 252856C

Phone: [REDACTED]

CC

OWNER/OCCUPIER

ANTON ROAD

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