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Sent: Friday, 12 March 2021 2:25 PM
To: PPO Engagement
Cc: eplanning.exhibitions@planning.nsw.gov.au
Subject: Webform submission from: Western Sydney Aerotropolis Draft Precinct Plans
Attachments: aerotropolis-submission-mar-2021-jo-obrien.pdf

Submitted on Fri, 12/03/2021 - 14:22

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jo

Last name

O'Brien

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

[REDACTED]

Camden 2570

Submission file

[aerotropolis-submission-mar-2021-jo-obrien.pdf](#)

Submission

Please see attached file

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Submission on the Western Sydney Aerotropolis Draft Precinct Plans

Jo O'Brien - March 2021

Thank you for the opportunity to comment on the next stage of the Western Sydney Aerotropolis plan – the draft precinct plans. Many of the issues I noticed from prior Aerotropolis plans seem unresolved, so I have included comments from my previous submission that relate to these still relevant issues.

Yet again, this exhibition was on over the busy end of year and holiday season, and yet again there has been little promotion of this plan in the Camden council area. There are people who even now are still unaware of the plans for this major new city on Camden's northern border. The exhibition extensions are appreciated, but they were necessary. Even so, there are so many detailed documents in this exhibition, and the scale of this proposal is so large, that the average person cannot fully comprehend or comment on what is planned.

It is in some ways a positive change that there is an attempt to master plan the entire area rather than allow ad hoc development around the airport. There is clearly a lot of work that has gone into generating this wide-ranging plan. However, the pressure to develop out of sequence and the likely focus on large scale residential, commercial, and retail facilities, rather the construction of necessary social and other infrastructure, may lead to an unbalanced realisation of this plan.

The development of this major city area around the airport is moving through the development stages so quickly. There is not enough time to assess all the ramifications of what is happening, particularly the impact on the communities and people that live in surrounding areas of Western Sydney. While it does make sense to plan ahead in parallel with the airport construction, time is needed for full investigations and transparent processes. The public should be fully aware of what is happening.

The urgency and priority for many of these plans seems to place them ahead of plans for surrounding areas. Infrastructure and resources for existing communities are needed now, but there are large sums of money being allocated to places that are not in existence yet. For example, there are commuter car parks that are full of the cars of people that have travelled considerable distances from existing suburbs and towns, just to get to the nearest train station. But the plan for a train line to well established communities in the Macarthur region has been put on hold, while a metro is being expedited to what are currently still farms and rural areas.

There is in all this a very real danger that existing communities will miss out and fall behind while much of the available funding and resources are prioritised for a brand new "city" that does not even exist yet. Jobs and opportunities are all focussed on the "Aerotropolis" while resources and services are taken away from traditional centres, like Camden for example.

The focus on one major centre (in the "core") may result in the types of problems often seen in current city centres. Perhaps a more decentralised, multi centre, lower scale

approach would be preferable. The proposed heights for the buildings in the “core” city centre are very tall at up to 70 metres, and yet there is already pressure from developer groups that they should be taller. Is it appropriate to plan for such a large city centre so close to the airport? Is this really what we want in this area? The impact on neighbouring areas will be considerable, as they suddenly become inner city suburbs.

Much of the Aerotropolis planning is focussed on land within its boundaries without regard for the effects on the areas outside of the proposed precincts. 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 only on the landholders within the Aerotropolis zone. While that is of course understandable, many of these landholders will ultimately sell and leave. Those living in the communities in the adjoining council areas will experience the full impacts of this development in the long term.

While increased interaction is needed, the expansion of the Aerotropolis authority to cover a much greater area of western Sydney, makes it seem like our established communities are being taken over by a city that does not exist yet.

What has become evident from the more detailed precinct plans and recent news stories is the unfairness of the proposed zonings. There are winners and losers, some landholders are making a fortune, but many smaller local landholders have found their properties are now virtually worthless. Some of these people are ready to retire or move on, but they cannot sell their properties at all because of the proposed zonings. It is not just an anticipated profit that they have lost. No one will buy a property where the future plan is green space or a compulsory acquisition. And any acquisition maybe decades away. Meanwhile these residents have to stay where they are, and live surrounded by a city size construction site, the enjoyment and amenity of their homes gone, and their communities destroyed. Adequate and immediate compensation would be a better outcome, rather than leaving these landholders in limbo for years. This issue extends to those areas adjoining the Aerotropolis site, who are not part of this process, and will not benefit, but they will have to deal with many of the consequences.

The pressure from those that want to maximise development on their properties threatens the concept of the “parkland city” vision. The green zones, preserved bushland, riparian corridors, and parks are a good idea, and very necessary in this hot area of Sydney, but it cannot be smaller landholders that pay the price for that ideal. The green space could be eroded by a push for greater development from these landholders, especially as they become surrounded by development.

Hospital

Health services are still not being prioritised. There is still no plan for a new public hospital in our region, either in the Aerotropolis or the adjacent southwest growth centre. There is no mention of a hospital being funded anywhere in the documents, in fact the Social

Infrastructure Needs Assessment states that a new hospital is not required. The plans show locations for schools, recreation centres, playgrounds, and sports fields, but no hospital.

It is inconceivable that all these people will be able to be catered for in the current district hospitals of Campbelltown, Liverpool, and Nepean. Travel times to these emergency facilities are already too long, traffic makes the situation impossible, parking is expensive and inadequate, staff and resources are stretched. Proposed improvements in the existing hospitals are welcome, if overdue, but that will barely cater for existing needs, let alone the continued development of the south west growth centre, Greater Macarthur 2040, and the population increase proposed in the Aerotropolis.

Private hospitals and integrated health 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.

At least one large public hospital should be of the highest priority, and it is likely that several hospitals could be needed to cover the anticipated expanding population throughout Western Sydney. The land for these should be set aside and acquired **now**, and it should have been considered a high priority at this stage of the precinct plans.

Adequate emergency services and education facilities should also be provided throughout the Aerotropolis, and enough areas must be allocated for these at this stage, and these facilities should be built early in the development of the area.

Rail services

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 the need for parking. Rapid buses are not an ideal solution on already crowded roads. **All** of the train/metro lines must be prioritised, especially the lines south via Narellan to Macarthur, to service existing commuters and communities. There should be a full heavy rail connection from the new airport to Leppington also. Leppington should be connected to the south as well as north to provide a direct service from Narellan towards Sydney city and the rest of Sydney.

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.

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 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, and the police station and the court to neighbouring suburbs. 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 rural town heritage, identity, and culture.

Cumulative impacts

The overall impact of the many major projects planned for Western Sydney should be assessed in total. So many large-scale 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.

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 and flood plains.

It is a shame that recreational land areas were substantially reduced to allow development to the 1:100 flood level. 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 more people and buildings in areas that will be regularly flood affected and possibly devastated in a PMF event, and an increased need for flood related evacuations.

Cumberland Plain / Environment / Biodiversity

Recent development in areas such as the south west growth centre show the issues that resulted from completely clearing all the vegetation and then attempting to replant, so it is pleasing to see that green spaces and wildlife and riparian corridors are being better valued

in this plan. Even so, 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. Biodiversity and vegetation preservation should be a high priority in any development assessments.

Heritage

Existing heritage protections for both Indigenous and European heritage should be maintained, and other heritage items, with appropriate curtilage, should be carefully safeguarded from development. The context of these places and as much of the original landscape as possible should be preserved. Heritage items including buildings, remnant sites and landscapes provide important connections to place for those with historic connections and existing residents, as well as newcomers to the area.

As I do not live in the area, it is not really appropriate for me to comment on individual properties and zonings, but in regard to the heritage property Kelvin Park, there appear to be tall towers planned to the northeast which could overshadow this site. Perhaps this space would be better included as parkland to connect with the other parkland in this area and enhance the setting of the heritage property.

The impact on our community of losing so much is still not being addressed in all the enthusiasm for the shiny new things. It is so sad that such a large part of 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 better included in decisions that will impact all of our lives so significantly in the future.

Yours sincerely

Jo O'Brien

Camden