

Draft Western District Plan

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Submission content: Where I Live My wife and I have lived in Werrington for 40 plus years and we raised our five children here. My comments relate to the Draft Western Parkland City only, because we have lived here and our commitment is to the local area. As well as some terminology, our major concerns are the proposed infrastructure corridors and the lack of consideration given to the South Creek Flooding. Naming Firstly, the title Western Parkland City is totally misleading and totally wrong. Quote "The Western City District is part of the Western Parkland City" This is a misleading and confusing slogan. There is no proposed City There are three cities Liverpool, Penrith, and Campbelltown/Macarthur and the report does not explain why the other major centres were ignored. The following townships were established in Katoomba 1879 Penrith 1818 Richmond 1811 Picton 1841 Camden 1840 Liverpool 1810 Fairfield 1856 Blacktown 1862 These town centres have developed over a long period of time and are worthy to be considered as cities. The Aerotropolis at present, is non existent and is to be developed over a 20-40 year period and represents a very small proportion of land surface in the Western Parkland City. To ensure its establishment requires all infrastructure expenditure for the next 20-40 years, at the expense of the rest of the Western City area. The economic operation of the Airport for 20-40

years has no certainty as over-optimistic forecasted activities were made in the EIS. Sydney has always offered a united front and this Draft Plan for Greater Sydney attempts to divide Sydney. It would appear this Greater Sydney Commission is endeavouring to divide and isolate the various communities that form this Greater Sydney and this **SHOULD NOT BE PERMITTED**. The names Eastern City, Central City and Western City are not acceptable classifications within the surrounding communities. Also, using the words Greater for Parramatta and Penrith without formal procedure of approval **SHOULD NOT BE PERMITTED**. Commissioner The Commissioner for the Western City needs to be a special type of person and a very strong advocate for the people of Western Sydney, to ensure the area reaches its full potential. The proposed Commissioner appears more suited to the Central or Eastern proposed Cities. His primary concern appears to be an Airport and not the existing population who have been instrumental in the development of the West as the place to live and raise a family. The proposed population of 1.5 million will need more than an airport in the next 20-40 years. This proposal will not happen tomorrow and will take half a person's lifetime to implement meanwhile other new projects will arise but will be unable to be implemented because of the large investments in the proposed Airport. A 40 years time cycle is an extra long time cycle before any benefits are derived. West Sydney The plan should be a 40 year plan for the total area not just the Airport. The Airport represents a very small area and small workforce in relation to the total area. Comments on specific Local Government Areas. Wollondilly The Wollondilly LGA is the forgotten area, it does not appear on the maps and there is very limited mention throughout the report, and will be **FROZEN IN TIME** for the next forty years. The Residents must be concerned. Richmond/Windsor Richmond/Windsor is on the maps but will receive minimum infrastructure over the next forty years. The Residents of Hawkesbury have been waiting many years for the Bells Line of Road By-pass and it appears the Badgerys Creek Airport will be given priority. Blacktown and Blue Mountains The Blacktown and Blue

Mountains LGA will be the most affected by the flight paths and both Mayors have been outspoken which must account for the lack of consideration given in this proposal. The Blue Mountains is a major Tourist Attraction and the proposal to have flight paths near and over this major attraction will have consequences in the future. Why was Blacktown LGA shown as part of the Western Parkland City in the You Tube by the Commissioner Geoff Roberts but is now considered part of the Central City? Blacktown LGA is a major centre and would be more appropriate in the Western City considering the location of the M7 is within the Blacktown LGA. This Draft City District Plan has total disregard for the existing population and thinks the Airport will bring more benefits than disadvantages. If the Airport was beneficial the Sydneysiders would lift the curfew and receive all the benefits but they know the disadvantages far outweigh the benefits. There is a potential population of 1.5 million and the major consideration of the Airport is possibly 30,000 jobs. This proposed Plan is telling us what we want not asking what we want. Infrastructure This is a very remotely located Airport needing major transport infrastructure. There is a need for too many corridors, for OSO, Rail Freight, Passenger rail, Light Rail and Fuel. Too much land surface is required through developed areas and too many dwellings need to be resumed for one location only – an Airport that will provide only 30,000 jobs. This reservation of the many corridors will divide suburbs and neighbourhoods and cause major hardships for some residents. A recent suggestion was that government should seek compensation from landowners who have their land acquired. This shows no concern for the hardships put on residents to relocate. With Sydney now nearing full dwelling capacity it is impossible for residents who have their homes resumed to find alternative sites with the same levels of service and convenience at the resumed prices. Sydney home sellers cannot find equivalent dwellings without down sizing otherwise additional borrowings may be required. The continual postponing of the location of the corridors has created uncertainty with the public and local councils. Living in Werrington, we have concerns with the location of the OSO and the proposed freight

rail line. Councils are continuing to permit developments that stop corridor access to the Western Rail Line. The Werrington Arterial was promoted as Stage One of the OSO and this, now, has not been confirmed. South Creek flooding makes this catchment unsuitable for transport corridors which covers a very large land mass. The rail line west of St Marys will need upgrading as there are insufficient tracks to handle freight from the other side of the Great Dividing Range. Between St Marys and Penrith there are only two tracks and this will certainly need upgrading in the next forty years. Rail freight is very slow and has outdated loading and unloading facilities and not suited to door to door handling of freight. The public expect a certain level of service and rail transport will need reassessment for air freight. Rail Freight will not satisfy the time oriented freight arriving by air. The OSO, North-South Rail Freight, and North-South Passenger Rail corridors should be established before declaring the Penrith to St Marys a growth area. The report mentions a train corridor to St Marys and Light Rail to Mt Druitt and both these suburbs are established suburbs and the corridor would necessitate large scale land resumption of properties. At present Governments have not made a commitment to a North-South Passenger Rail but it will be needed in the near future. In the generation of jobs, the only new industrial land release is around the M7 and Fairfield and there is nothing north of the M4, Great Western Highway and Western Rail Line. More jobs will require more Industrial Land release. Even if the Western City population is 1.5 million, it will need the other 6.5 million of Sydney population to make it viable. The Airport and proposed infrastructure will increase travel time for a greater number of the Sydney population. The double handling of freight in and out of the WSEA has not been mentioned in the demand for road traffic. With a Sydney population of 8 million and only 1.5 million in Western Sydney means freight for 6.5 million people will add additional traffic on the roads to proposed Central and Eastern Cities. This will further add dramatically to infrastructure requirements. South Creek A major shortfall within this report, is this report makes no mention of the existing flood levels experienced within the South Creek

area. The 1 in 100 year flood levels should be clearly shown on the plans. Major works must be undertaken to make South Creek Flood Free. South Creek should be reassessed as it is presently a flood area and has been subject to many studies and no major work has been undertaken to reduce the flooding. In fact when the Airport and surrounding Aerotropolis ground surface are added, South Creek will be subject to flooding more often and to greater depths. The proposed recreational usages within South Creek will be impossible without major remedial infrastructure.

30 min City The discussion around a 30 min access to a major centre is made extremely difficult for the residents of Western Sydney because of the large distances between major centres. A summary of these distances between major centres are shown below and 30 minutes although desirable, is impossible.

KATOOMBA to PENRITH	62 mins [travel time]	RICHMOND	65 mins
PICTON	108 mins	CAMDEN	90 mins
LIVERPOOL	87 mins	FAIRFIELD	84 mins
PENRITH to RICHMOND	26 mins [travel time]	PICTON	62 mins
CAMDEN	42 mins	LIVERPOOL	39 mins
FAIRFIELD	36 mins	RICHMOND to PICTON	70 mins
CAMDEN	62 mins	LIVERPOOL	47 mins
FAIRFIELD	45 mins	PICTON to CAMDEN	21 mins
LIVERPOOL	40 mins	FAIRFIELD	54 mins
CAMDEN to LIVERPOOL	34 mins	FAIRFIELD	45 mins
LIVERPOOL to FAIRFIELD	16 mins		

Walking Cycling The proposed Western City covers a very large area and Walking and Cycling are not a major method of transport because: Distances between major cities are greater than 30 minutes. Weather conditions are not conducive to walking and cycling as the Western area is subject to the hottest weather in summer and the coldest weather in winter. When travelling to a shopping centre it would necessitate carrying purchases home which is often not possible and undesirable. Cycling to a Shopping centre is not a consideration. Children are not encouraged to ride to school because schools are not in close proximity. Cycling in Western Sydney is a recreational activity mainly undertaken on weekends. I personally think the cycle pathways receive more consideration than warranted. When some home owners along Mulgoa Road have their homes resumed for a cycle pathway

that will be hardly utilised, this is definitely not the right thing for a Government to do. RMS should reassess effectiveness of providing Cycleways. Local Councils are not required to provide Cycleways in new developments which have very narrow streets. This policy is functionally not working and therefore people are not using cycleways. Thank You for giving me the opportunity to express my concerns.