

[REDACTED]

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**From:** system@acelo.com on behalf of [REDACTED]  
**Sent:** Thursday, 18 October 2018 10:23 AM  
**To:** [REDACTED]  
**Subject:** Submission Details  
**Attachments:** 286158\_ [REDACTED] Submission to Stage 1 Initial Precincts .pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: [REDACTED]  
Organisation: [REDACTED]  
Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]  
[REDACTED]

Content:

Please refer submission attached "Naro Pty Limited Submission tp Stage 1 Initial Precincts".

IP Address: - 203.174.177.134

Submission: Online Submission from [REDACTED] (comments)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=286158](https://majorprojects.acelo.com/?action=view_activity&id=286158)

Submission for Job: #9552

[https://majorprojects.acelo.com/?action=view\\_job&id=9552](https://majorprojects.acelo.com/?action=view_job&id=9552)

Site: #0

[https://majorprojects.acelo.com/?action=view\\_site&id=0](https://majorprojects.acelo.com/?action=view_site&id=0)

[REDACTED]

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

16<sup>th</sup> October 2018

**Submission to Greater Sydney Commission, Land Use Infrastructure Implementation Plan:  
Stage 1 Initial Precincts**

**Identifying [REDACTED]**

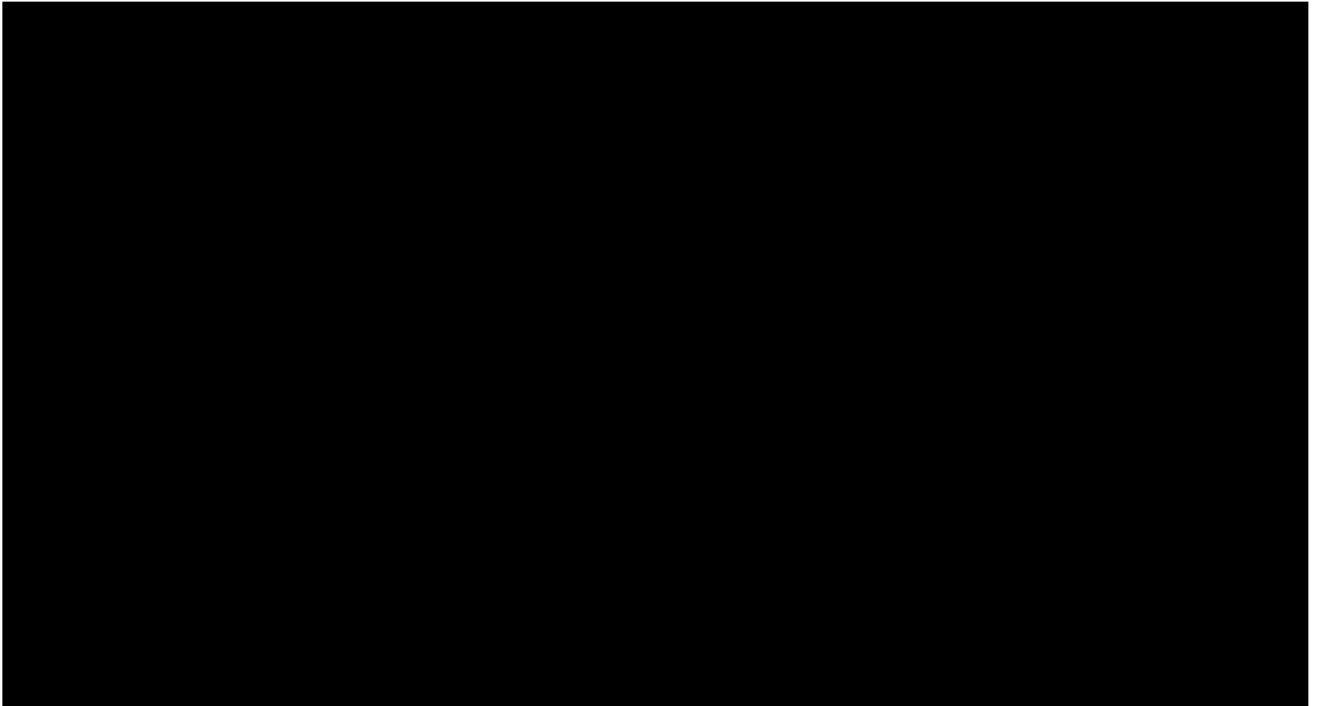
[REDACTED] is the longstanding land owner of two property titles [REDACTED]  
[REDACTED] within  
the Aerotropolis boundary and alongside the Western Sydney Growth Precinct.

[REDACTED] has owned this land since [REDACTED]. The properties have been used for commercial agricultural  
purposes, [REDACTED]. Fragmentation of this once larger  
site by three compulsory acquisitions (Commonwealth airport resumption and NSW RTA road  
widening resumption) and the current compulsory acquisition by the NSW Roads and Maritime  
Services, for The Northern Road relocation has impacted the suitability of this land for traditional  
farming purposes.

Both [REDACTED] titles fall within the proposed 'Agriculture and Agribusiness' zone. [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED] [REDACTED]  
[REDACTED]  
[REDACTED]



**Submission in response to Western Sydney Aerotropolis, Land Use & Infrastructure Implementation Plan – Stage 1: Initial Precincts.**

[REDACTED] as a long term land owner and business owner within the aerotropolis boundary applauds the instigation of an Agriculture and Agribusiness Precinct on the western perimeter of Badgery's Creek airport.

The Agriculture and Agribusiness Precinct (hereafter referred to as the 'A&A Precinct') maximises the opportunities for agribusiness at the new heart of western Sydney, the Badgerys Creek Airport, via the supporting road and rail infrastructure already in progress and planned for this region.

This Agribusiness hub which leverages road and air transport links between producers and consumers via the agriport, has the potential to be transformational to western Sydney and cement Australian produce's reputation (and particularly New South Wales produce) as a safe premium supplier of fresh produce to domestic and international markets.

**Uncertainty surrounds "Agribusiness".**

[REDACTED] is concerned there is a danger the potential momentum and early investment for the A&A Precinct may be lost due to uncertainty.

The other eight precincts around the airport all follow traditional land use formats (e.g. commercial, industrial, residential). In contrast the A&A Precinct is a new type of business

It may be logical that this region contains a port for produce from regional NSW both into Sydney and international markets, but it is not clear how the agriculture envisaged to be conducted within the A&A Precinct differs from the agriculture in the Metropolitan Rural Zone that surrounds it, or how agriculture and agribusiness will be encouraged to promote this precinct development.

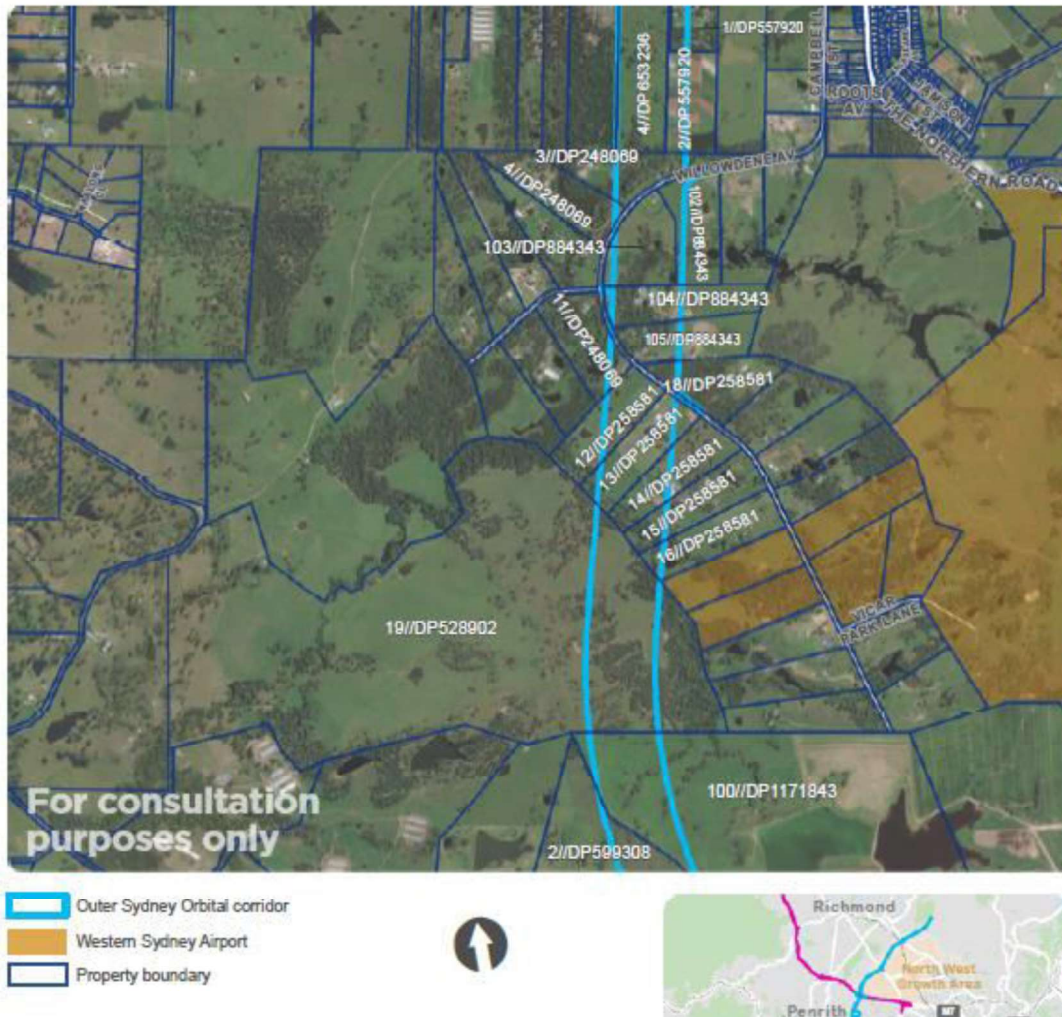
Whilst some of these matters may become clearer with the pending Department of Primary Industries review of the Agriport, the A&A Precinct can only make a full contribution to the Aerotropolis if the zone is fully defined and permissible uses made clear to investors as early as possible.

██████ is part of a rural community currently comprising RU1 Primary Production and RU4 Primary Production (small lot) zoned properties. This area is bounded in the east by the original path of The Northern Road and in the west by Willowdene Avenue.

<sup>1</sup> Page 57: Western Sydney Aerotropolis. Land Use and Infrastructure Implementation Plan. Stage 1: Initial Precincts.

## Outer Sydney Orbital recommended corridor

Luddenham



Source: Maps for consultation. Outer Sydney Orbital recommended corridor<sup>2</sup>

Without prioritisation of the A&A Precinct these residents are in an invidious position. They have land that cannot be identified as having a future character or purpose. These residents have a likely affectation from the proposed OSO and an unclear future for the balance of land they own in the A&A Precinct.

It is undoubtable the land values for these owners is under serious downward pressure should the A&A Precinct not be prioritised as an early precinct.

<sup>2</sup> Page 30, Maps for consultation: Outer Sydney Orbital recommended corridor March 2018

## A&A Precinct size

The A&A Precinct is one of the largest in the aerotropolis. It appears in the Stage 1 Plan to be in the range of 1,500 to 2,000 hectares or almost twenty percent of the total aerotropolis 11,200 hectares<sup>3</sup>.

The magnitude of this precinct supports the contention the precinct has a very major role to play in terms of creating momentum for both investment and employment within the Aerotropolis. It follows that infrastructure investment will need to continue for the A&A Precinct to thrive including provision of resources including water, sewer, power and telecommunications infrastructure.

To encourage this precinct development, and recover infrastructure investment it is important the size of the A&A remains both a priority as an initial precinct as well as compact and incentivised in total area.

KPMG published their agribusiness study, *'Think big, think fresh'* in November 2017 in conjunction with NSW Farmers representatives. This study has become a major reference for the potential of the A&A Precinct and it is interesting to note their recommendation the A&A zone should comprise a area of 'up to 500 hectares in close proximity to the proposed WSA'<sup>4</sup>.

The KMPG study does not contain a justification regarding the recommended size of the precinct, but it is clear the precinct size documented in the LUIP Stage 1; Initial Precincts document is significantly larger.

█ holds the view this precinct needs to limit the total area and should not be enlarged at the current time. This should enable the best opportunity to establish the precinct and offer infrastructure payback.

## Conclusion and Summary.

- 1. The A&A Precinct is one of the largest land area precincts proposed in the Aerotropolis. It is a new type of precinct that requires early definition to ensure the domestic and international agribusiness opportunities are fully exploited as soon as possible and to be ready when the airport opens for business.**

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<sup>3</sup> Page 2. Western Sydney Aerotropolis. Land Use and Infrastructure Implementation Plans. Stage 1: Initial Precincts

<sup>4</sup> Page 4, Think big, think fresh by KPMG November 2017

- [REDACTED]
2. As a new type of precinct in Australia, uncertainty surrounds the permissible uses to be contained in the Agriculture and Agribusiness Precinct. The provision of fresh food markets and other agriculture related industries are identified as desirable uses in the Northern Gateway Precinct in apparent conflict with the A&A Precinct purpose. The A&A Precinct cannot attract investment until it is fully defined.
  3. The A&A Precinct contains a rural community identified in this document that is impacted not only by the development of the airport and aerotropolis, but is also affected by future M9 freeway land resumption. These residents have been severely affected by these changes and any delay to developing the A&A Precinct will create long term uncertainty for these families. In the meantime the value of their land will be low compared with surrounding areas.

[REDACTED] as a long term agriculture based family business looks forward to reinventing itself as a modern agribusiness within the A&A Precinct. We cannot commence this transformation until the A&A Precinct concept is fully defined and permissible uses identified. For this to occur the A&A Precinct must be prioritized to create certainty for investors and agribusiness participants.

Yours faithfully,

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED] [REDACTED]  
[REDACTED]  
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