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Content:

Please refer to the attached submission prepared by Icon Design Studio.

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Submission: Online Submission from [REDACTED] (comments)

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Submission for Job: #9552

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**SUBMISSION ON THE PROPOSED AGRICULTURE
AND AGRIBUSINESS PRECINCT
OF THE WESTERN SYDNEY AEROTROPOLIS**

**Exhibition Plan:
Western Sydney Aerotropolis Stage 1 Land Use
and Infrastructure Implementation Plan**

ICON DESIGN STUDIO

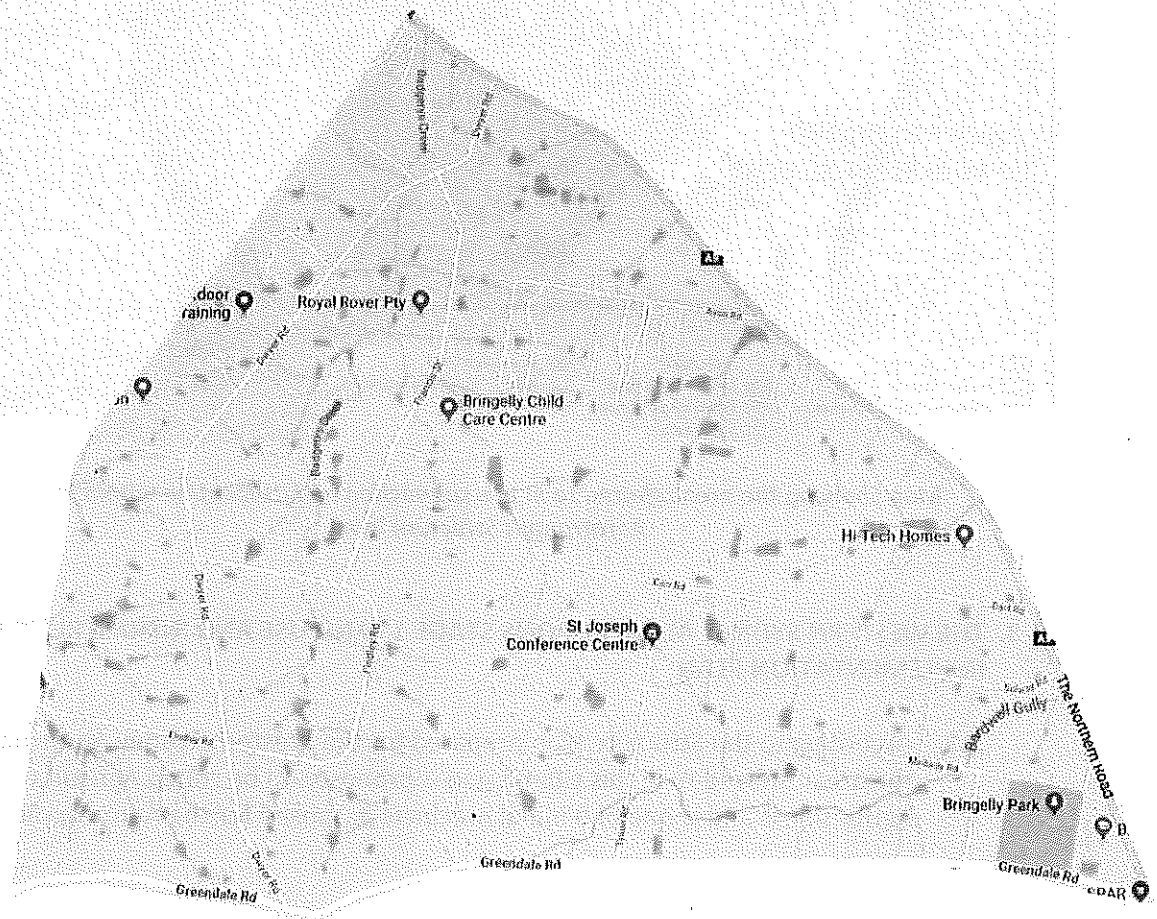
October 2018

1. INTRODUCTION

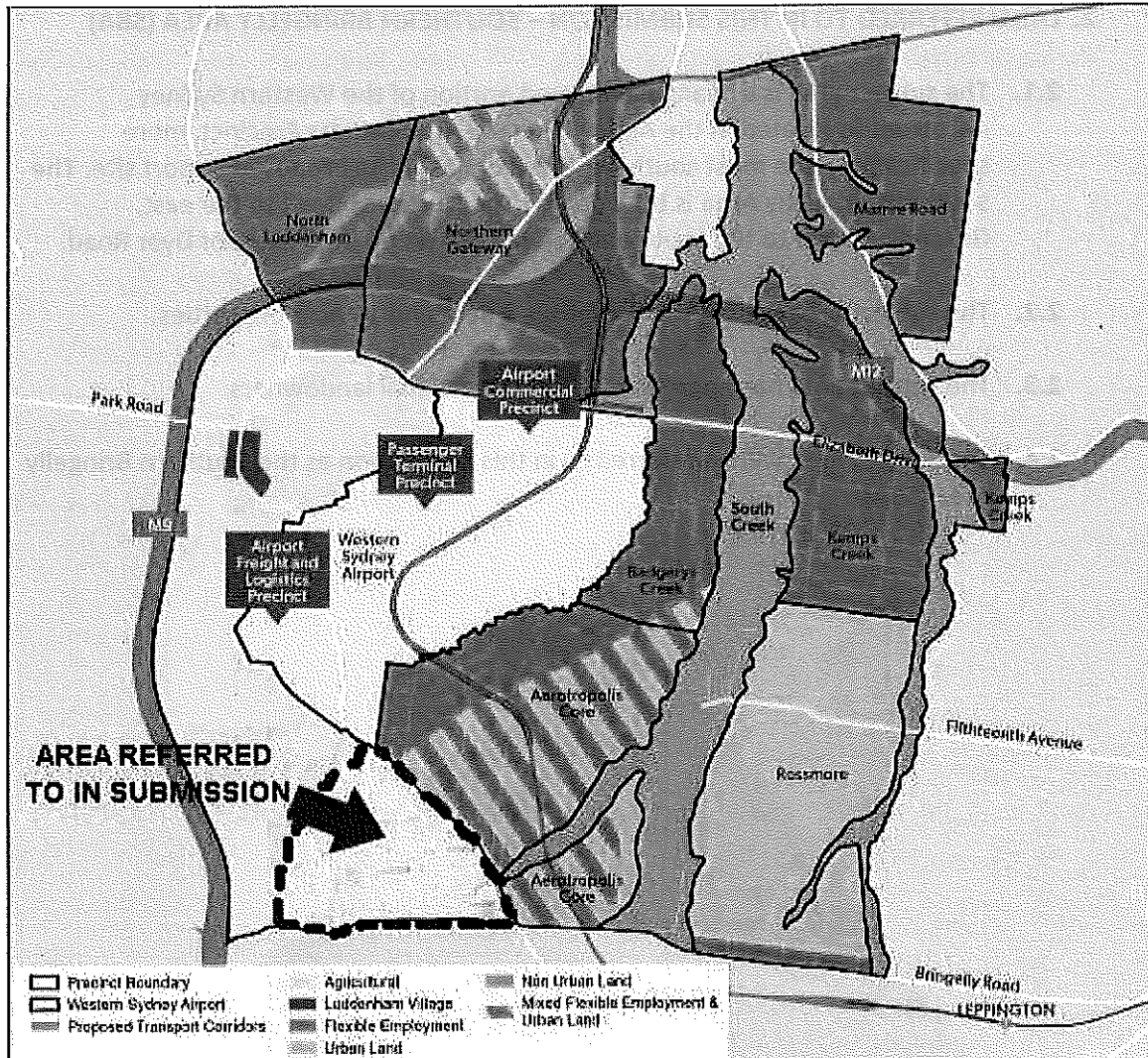
- 1.1. This submission has been prepared by Icon Design Studio Pty Ltd on behalf of [REDACTED], the owners of [REDACTED].
- 1.2. The submission is in response to the proposed **Agriculture & Agribusiness** zoning of their property as detailed in the Western Sydney Aerotropolis Stage 1 Land Use and Infrastructure Implementation Plan.
- 1.3. The owner's instructions were to prepare a submission that represented not only their property but that also included the many other similar properties located in the south western corner of the Western Sydney Aerotropolis.
- 1.4. This submission describes the subject area, the surrounding area, together with the proposed zoning and the implications of that zoning on the area.
- 1.5. The submission also provides reasons why the subject area is not compatible with the Agriculture and Agribusiness Precinct as it is significantly different to the other properties in the proposed precinct.
- 1.6. The submission provides possible outcomes if Southern Bringelly remains part of the Agriculture and Agribusiness Precinct.
- 1.7. An assessment of the proposed alternative land uses for the subject area does not identify any unreasonable adverse impacts on adjoining existing and future land uses proposed in the plan.
- 1.8. As a result of that assessment it is concluded that the subject area is incompatible with the Agriculture and Agribusiness Precinct and would be better suited to the land uses and objectives of the Aerotropolis Core and Northern Gateway precincts.

2. LAND REFERRED TO IN THIS SUBMISSION – SOUTHERN BRINGELLY AREA (SBA)

- 2.1. The subject area is a triangular shaped portion of the Western Sydney Aerotropolis located in the Agriculture and Agribusiness Precinct, more specifically in the most south western corner of the proposed airport site. The Southern Bringelly Area is bounded by The Northern Road to the east, Greendale Road to the south and the properties on both sides of Dyer Road.
- 2.2. The subject area consists of numerous 5 acre and 10 acre properties.
- 2.3. The subject area has approximately 260 individual landowners.
- 2.4. The subject area will be referred to in this submission as the Southern Bringelly Area (SBA)



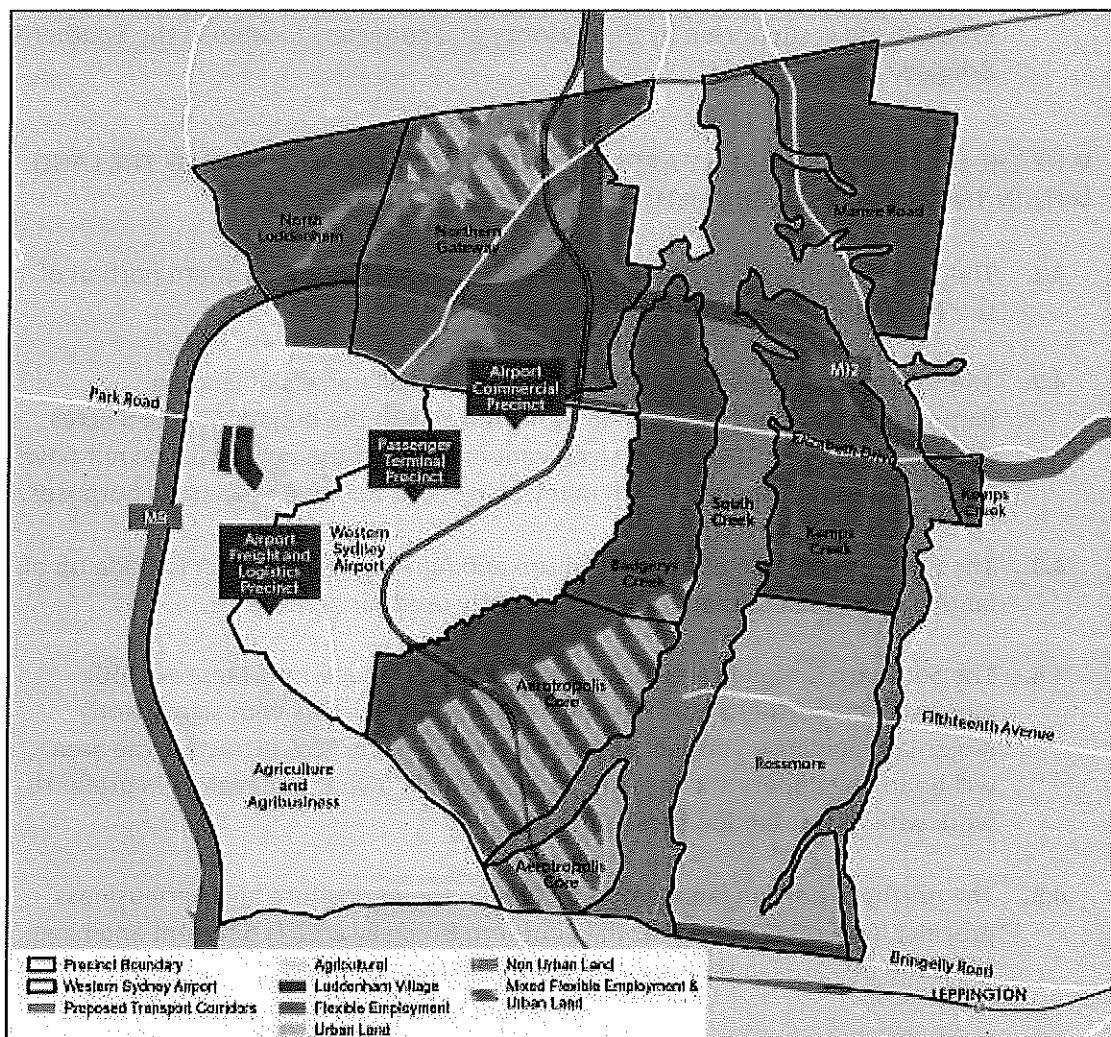
Map Showing the area referred to in this submission



Map Showing the area referred to in this submission and its location within the Aerotropolis Structure Plan

3. THE WESTERN SYDNEY AEROTROPOLIS STAGE 1 LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN

- 3.1. According to the Structure Plan prepared for the Western Sydney Aerotropolis, the area referred to in this submission is proposed to be zoned Agriculture and Agribusiness and is one of 9 initial precincts proposed for the Aerotropolis



3.2. Western Sydney Aerotropolis Stage 1 Land Use and Infrastructure Implementation Plan states:

A feasibility study by the Department of Primary Industries under the City Deal will consider the size and location of a potential agri-port for the Western Sydney Aerotropolis. The outcomes of this study will be adopted in precinct planning work. The agri-port will provide for the movement and storage of agricultural commodities and should be connected to the commercial entrance of the airport. Key issues to be addressed in the location of the agri-port will include its ability to access the Airport, connect to WSA Co.'s (Western Sydney Airport Corporation) business planning and the ability to provide access to Asian markets. This work will define the best location for the new agri-port.

3.3. As the best location for the agri-port has not been finalised, it is considered that the department should take into consideration the numerous factors when determining the location and size of the agri-port.

3.4. This submission will highlight some of the factors that will need to be taken into consideration before a final decision is made on the Agriculture and Agribusiness

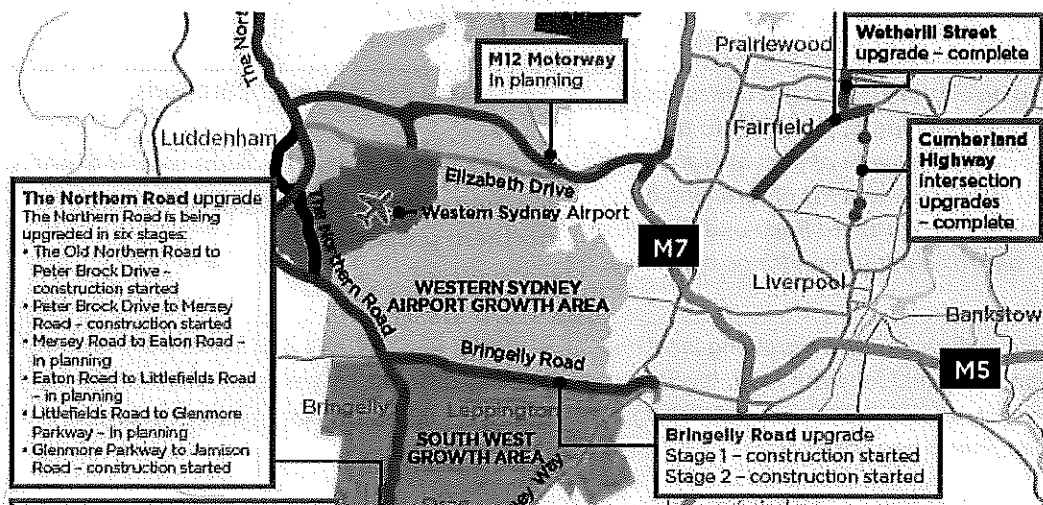
Precinct and is supported by the majority of landowners located in the Southern Bringelly Area.

4. WHY THE SOUTHERN BRINGELLY AREA IS DIFFERENT TO THE MAJORITY OF THE LAND WITHIN THE PROPOSED AGRICULTURE & AGRIBUSINESS PRECINCT

- 4.1. The Southern Bringelly area is significantly different to the northern portion of the Agriculture and Agribusiness Precinct.
- 4.2. The Southern Bringelly area consists of many small parcels of land (in comparison to what is needed for agriculture) with the majority being 5 acres and the remainder 10 acres. A significant majority of the properties do not have any agriculture businesses, with many being used for rural residential purposes.
- 4.3. The northern portion of the Agriculture and Agribusiness Precinct is made up of large parcels of land that are predominantly used for agriculture.
- 4.4. The Southern Bringelly area has many individual landowners (approx. 260) whereas the northern portion only has a few landowners with significantly larger landholdings. This fact will play a crucial role in how attractive the area will be to developers and investors as it is well known that developers prefer to work with as few landowners as possible.
- 4.5. The northern portion landowners located in the Agriculture and Agribusiness precinct have recognised that the Southern Bringelly area is different and have excluded this area in their submission to the Department.
- 4.6. It is believed the northern area property owners have already secured investors who were attracted to the proposition of a large land mass with few landowners to deal with.
- 4.7. The Southern Bringelly Area is not directly under the flight path whereas the majority of the northern portion of the precinct is. This means that the Southern Bringelly area has potential for many different land uses than just agriculture and agribusiness that is proposed as part of this plan.



- 4.8. The Southern Bringelly Area is not flood affected and as such has potential for many different land uses than just agriculture and agribusiness that is proposed as part of this plan.
- 4.9. The Southern Bringelly Area borders existing residential area, whereas the northern portion will only border rural and flexible employment areas.
- 4.10. The Southern Bringelly Area will be surrounded by 3 significant roads meaning that limiting the land use to agriculture is not utilising the potential of the location.
- 4.11. The Southern Bringelly Area contains the significant proportion of existing trees located within the proposed precinct. The northern portion properties have been significantly cleared of trees to best utilise the land for agriculture.
- 4.12. The Southern Bringelly Area is the airport "entry" for people approaching from the southern portions of the region, namely from Campbelltown, Macarthur, Wollongong and Canberra. The Northern Gateway is the "entry" from the northern suburbs of the region.
- 4.13. The Western Sydney Infrastructure Plan shown below, prepared by the NSW Government, clearly identifies the Southern Bringelly Area as being within the Western Sydney Airport Growth Area.



5. WHY THE SOUTHERN BRINGELLY AREA IS NOT COMPATIBLE WITH THE AGRICULTURE & AGRIBUSINESS PRECINCT OBJECTIVES

Agribusiness is the business of agricultural production. The term was coined in 1957 by Goldberg and Davis. It includes agrichemicals, breeding, crop production (farming and contract farming), distribution, farm machinery, processing, and seed supply, as well as marketing and retail sales.

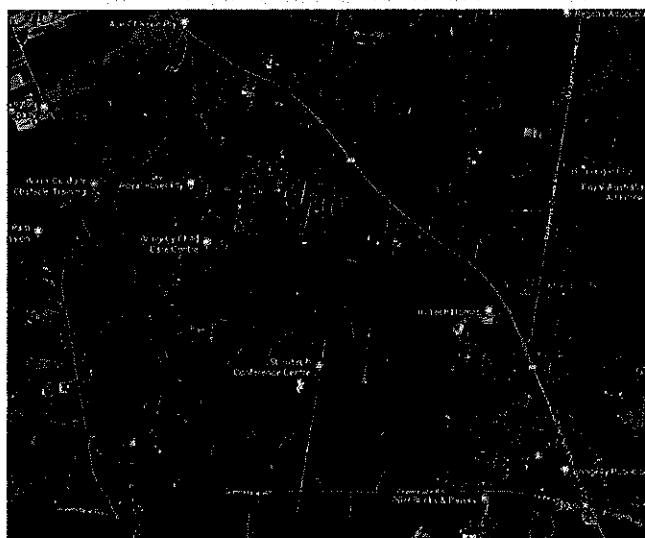
The Southern Bringelly Area does not include any of the above activities as defined in the Agribusiness definition whereas the northern portion of the proposed precinct does and is consistent with the agribusiness definition and contains many of the activities listed.

Agriculture and Agribusiness Precinct – Key features included in the Plan	Southern Bringelly Area
<i>The Agriculture and Agribusiness Precinct will skirt the western edge of the Airport and support the long-term retention and growth of agriculture and agribusiness in the Western City. This area will support the transition of existing agriculture in the area, as well as the development of new agricultural opportunities.</i>	As most of the properties in the Southern Bringelly Area are either 5 or 10 acres, the majority have not been used for agricultural purposes. A lot of the properties are just used for residential purposes. The majority of the properties north of the Southern Bringelly Area are large land holdings that have been used for agriculture purposes for many years.
<i>It will build on existing, successful agricultural operations on these lands, proximity to the Airport, compatibility with airport operations and associated landscape benefits of retaining open lands between The Northern Road and the Outer Sydney Orbital as a peri-urban fringe of Sydney.</i>	No existing agricultural operations. As area is not under the flight path it is not as compatible to airport operations as the northern properties.
<i>The Precinct will capitalise on growing local and international demand for fresh food. It offers a reliable water supplies, good soils, available farm labour, and proximity to markets.</i>	As many landowners are involved it would be very difficult to amalgamate the land so that it could be utilised for agriculture.
<i>It is envisaged, that following the completion of a feasibility study, the size and location of an agri-port will be identified within this precinct. The agri-port will benefit from its proximity to the Western Sydney Airport and road and rail freight lines. The agri-port will provide for the movement and storage of agricultural commodities.</i>	It is hoped that the feasibility studies will identify that the Southern Bringelly area is not compatible with the key Agriculture and Agribusiness features identified in this plan and that the site has far greater potential for other land uses and that the area west of the precinct is better suited for agriculture.

<p><i>Development within the agriculture or agribusiness lands may include:</i></p> <ul style="list-style-type: none"> <i>ongoing agriculture production such as dairying and poultry farming</i> <i>intensive horticulture such as mushroom and tomato farming</i> <i>food processing</i> <i>food research and technology.</i> 	<p>None of these agriculture business identified are located in the Southern Bringelly Area.</p> <p>Some of these activities are located in the northern part of the Agriculture and Agribusiness precinct.</p>
<p><i>The precinct should be complementary and not diminish or impact upon the effective ongoing agriculture and industry operations (and their important clusters) and viability within the surrounding area, both now and in to future. This includes being considerate of biosecurity, water access and demand, competition and land use conflict. The transition of existing agricultural lands to alternative uses is not envisaged in current planning. However, these issues will be considered as long-term planning for the Aerotropolis is reviewed and monitored. Residential development opportunities are only appropriate if ancillary to agriculture.</i></p>	<p>It is considered that excluding the Southern Bringelly Area from the Agriculture and Agribusiness precinct would significantly help in achieving these key features especially as it borders residential area and as such would have less impact on the neighbouring properties.</p>

6. ENVIRONMENTAL REASONS WHY THE SOUTHERN BRINGELLY AREA SHOULD NOT BE PART OF THE AGRICULTURE AND AGRIBUSINESS PRECINCT

- 6.1. The Aerial plan below clearly shows that for Agriculture and Agribusiness to successfully operate in the Southern Bringelly Area, a significant portion (or maybe all) of the existing trees would need to be sacrificed. When you consider that the northern properties in the precinct have already cleared most of the area, the Southern Bringelly Area is the last remaining land buffer between the airport and the residential land to the south.



- 6.2. The Aerial plan also shows that for Agriculture and Agribusiness to successfully operate in the Southern Bringelly Area, it would have a significant impact on South Creek - which does not magically stop at Old Northern Road.

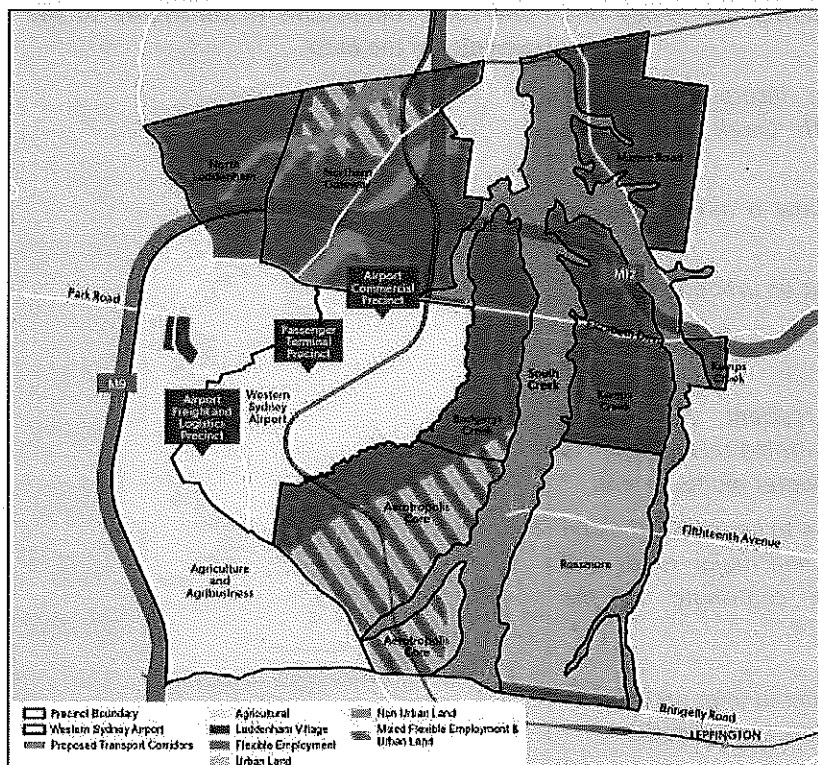
South Creek	Southern Bringelly Area
<p><i>The South Creek precinct is the central green spine of the Aerotropolis. It represents the central structural element to the Aerotropolis's connected open space network and the broader Western Parkland City. It will provide an important interface to surrounding development, providing open space, amenity, biodiversity and wellbeing values.</i></p> <p><i>Planning for the South Creek precinct will embrace the urban design principles of A Metropolis of Three Cities:</i></p> <ul style="list-style-type: none"> <i>orientate development to face towards the creek corridor</i> <i>create a transect of creek-oriented place types and things to do</i> <i>build a network of everyday uses within a walkable creek catchment</i> <i>provide creek connections and encourage waterfront activities.</i> <p><i>The South Creek precinct and its broader catchment represents an opportunity to change the way waterways are planned for and managed in greenfield areas. Planning for the Aerotropolis will embrace natural systems as valuable assets, rather than constraints.</i></p> <p><i>Rehabilitation of South Creek and its associated waterways will include replanting of appropriate vegetation to provide canopy cover, as well as the creation of permanent water bodies with the potential to provide a network within the South Creek corridor. This will contribute to urban cooling and encourage the residents to use and enjoy riparian lands.</i></p> <p><i>The precinct will connect to the surrounding regional road network via Elizabeth Drive and Mamre Road. Regular pedestrian and cycle connections across waterways will support active transport use.</i></p>	<p>The Southern Bringelly Area borders the South Creek Precinct and would have a significantly greater impact on the area if it remains part of the Agriculture and Agribusiness precinct.</p> <p>By extending the Aerotropolis Core to include the Southern Bringelly Area, the key objectives outlined in the plan are achievable.</p> <p>If the area remains part of the Agriculture Precinct, the possibility of linking the existing residential area to the South of Bringelly to the South Creek Precinct would be significantly compromised.</p>

7. POSSIBLE OUTCOMES IF SOUTHERN BRINGELLY REMAINS PART OF THE AGRICULTURE AND AGRIBUSINESS PRECINT

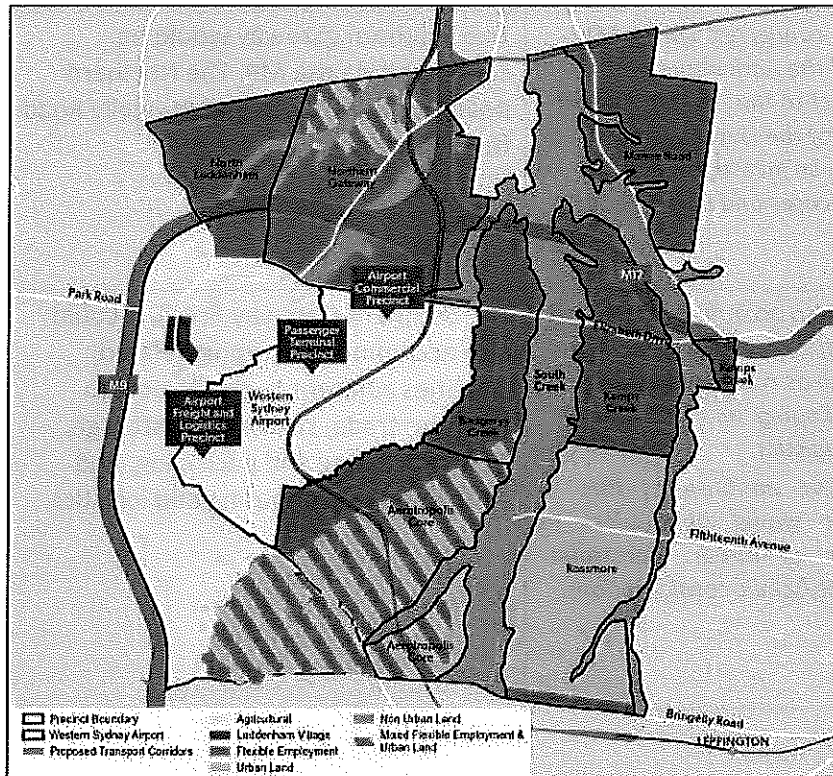
- 7.1. It is considered that as the Southern Bringelly Area is significantly different to the northern properties within the precinct and as such it would not entice investors to develop the area. As a result the area could remain an undeveloped eyesore and an agricultural wasteland.
- 7.2. The individual owners (approx. 260) would find it difficult to sell their land with the restrictive agricultural zoning and could face economic hardship.
- 7.3. If land area remains unattractive to investors and difficult to sell, the government at all levels could face a class action from the landowners as they predicted that this would occur.
- 7.4. If the landowners experience hardship, there is a real likelihood that an unethical developer could buy out a significant number of properties at significantly undervalued prices and then lobby the government to rezone the land to anything other than agriculture which the developer will demonstrate was not viable for the area.

8. SOUTHERN BRINGELLY AREA NEEDS TO BE PART OF THE AEROTROPOLIS CORE NOT AGRICULTURE & AGRIBUSINESS

- 8.1. When all the factors provided in this submission are taken into consideration, a significantly better outcome for all the parties could be achieved if the Southern Bringelly Area was incorporated into the Aerotropolis Core.



AEROTROPLIS CORE	SOUTHERN BRINGELLY AREA
<p>Desirable Land Uses <i>Defence and aerospace, High technology industry, Education, including international and tertiary education, Professional services, Commercial offices, Food and beverage, Visitor accommodation, Entertainment/recreation, Retail, Cultural and sports facilities, Public and private health services,</i></p>	<p>All of the desirable land uses outlined in the plan are compatible and achievable within the Southern Bringelly Area.</p>
<p>Strategic Outcomes <i>Establishment of a successful aerospace and defence industry cluster — the Western Sydney Aerospace and Defence Industries Precinct</i> <i>Major centre and robust local economy built around professional services, high technology, food production and processing, health and education, creative Industries</i> <i>Connected by high frequency public transport to other centres in Greater Sydney</i> <i>A centre for excellence in education including secondary and tertiary education facilities</i> <i>Potential for major public hospital and private hospital co-located with universities and research institutes</i> <i>Aviation industries on fringe of Airport</i> <i>Main street retail offering day-to-day and high-end shopping</i> <i>Entertainment quarter incorporating night life focused on South Creek with active interface</i> <i>Noise managed to allow a mix of uses in appropriate locations</i> <i>Unique city character at an urban scale</i> <i>Residential development is to be located along the creek lines</i> <i>A sustainable and resilient centre that embraces new and emerging technologies in energy, transport and water management</i> <i>An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area</i> <i>Vibrant and liveable communities with cultural facilities, public art and creative place making</i></p>	<p>Many of the desirable Strategic Outcomes in the plan are achievable within the Southern Bringelly Area, including:</p> <p><i>Major centre and robust local economy built around professional services, high technology, food production and processing, health and education, creative industries</i></p> <p><i>Connected by high frequency public transport to other centres in Greater Sydney</i></p> <p><i>Noise managed to allow a mix of uses in appropriate locations</i></p> <p><i>An urban tree canopy is to be provided along open space corridors and major roads and road connections to contribute to the amenity of the area</i></p>



MAP SHOWING MORE LOGICAL EXTENSION OF THE AEROTROPOLIS CORE PRECINCT

9. WHY THE AEROTROPOLIS ALSO NEEDS A (SMALLER) SOUTHERN GATEWAY

- 9.1. The Aerotropolis does not have any gateway features on the southern side of the airport for people approaching from that direction. The Southern Bringelly Area would be an ideal location to incorporate a Southern Gateway.
- 9.2. A Southern gateway precinct would reduce the travel times for workers and travellers from the Campbelltown and Macarthur regions and beyond.
- 9.3. A Southern Gateway exit from the M9 would reduce the travelling time to the airport.

Northern Gateway	Southern Gateway
<p><i>The Northern Gateway Precinct will support the development of the Western Economic Corridor. Sitting on the northern side of the Airport, its proximity to the first stage of the North-South Rail Link creates the possibility for a high technology centre, focused on tourism, health, education, research and development associated with food production and processing.</i></p>	<p>A Southern Gateway Precinct would support the Southern economic corridor and could be focused on the research and development associated with food production and processing with the northern gateway focused on all the other activities.</p>

<i>The precinct will be connected via the M12, Elizabeth Drive and the Agriculture and Agribusiness precinct to the Airport. An east to west road north of the Outer Sydney Orbital corridor will be investigated and subject to business cases and investment decisions.</i>	The Southern gateway would be connected via the M9, The Northern Road from the South and Bringelly Road from Liverpool.
<p><i>The Precinct could also accommodate export related activities adjacent to the Airport to facilitate trade, such as cold storage, food processing and packaging, and agricultural warehousing and logistics.</i></p> <p><i>More intensive agribusiness uses in this precinct would be subject to consideration of airport constraints and landscape/scenic considerations.</i></p>	The Southern Gateway Precinct could also accommodate export related activities adjacent to the Airport to facilitate trade, such as cold storage, food processing and packaging, and agricultural warehousing and logistics.

NORTHERN GATEWAY	SOUTHERN GATEWAY - BRINGELLY
Desirable Land Uses	Compatible Land Uses
<i>Food technology and research, Food production and processing, Agribusiness, Fresh food produce markets, Warehousing and logistics, Defence and aerospace, and High technology commercial enterprise/industry, residential, education, complementary offices and retail, health services, entertainment, recreation, visitor accommodation</i>	A Southern Gateway would probably be better suited to achieving the stated desirable land uses.
Strategic Outcomes	
<i>Major airport interface with high-quality urban streetscape and development, including the public domain. Attractive entry points to reflect the main approach to the Airport</i>	Why doesn't the southern side of the airport deserve to have the same attractive entry points as the north to reflect the approach to the Airport from the Southern Regions of the state
<p><i>A centre that focuses on education research and development and high technology with links to food production and processing</i></p> <p><i>Strong relationship with the underlying topography and scenic values, including South Creek corridor and Greater Sydney Green Grid, incorporating tree canopy and local open space</i></p> <p><i>Minimal conflict between airport operations</i></p>	<p>A Southern Gateway would be equal and or more compatible with the following Strategic Outcomes than the Northern Gateway</p> <p><i>Strong relationship with the underlying topography and scenic values, including South Creek corridor and Greater Sydney Green Grid, incorporating tree canopy and</i></p>

<p>and land use/development outcomes</p> <p>Implement approved Sydney Science Park</p> <p>Access points kept to a minimum from Elizabeth Drive to service private development</p> <p>Road layout and subdivision pattern supports Elizabeth Drive as an east-west city-serving corridor for moving people and goods. Collaborate with NSW Roads and Maritime on Elizabeth Drive upgrade, function and configuration (Planning Partnership)</p> <p>Residential development limited to the centre and focused on centre serving transport.</p> <p>Housing forms support the centre and where possible integrate with commercial and employment opportunities</p> <p>Educational establishments limited to the centre where accessible by public transport</p> <p>All stages and sub-precincts adopt a grid layout at the centre of public transport networks for public transport, cycling and pedestrians</p> <p>Protection of transport corridors and prevent possible conflict with adjoining land Flexible employment hubs with supporting uses that create and enhance a sense of place</p> <p>Consider interim land uses during the construction of the WSA</p> <p>Enable innovative approaches to resource recovery and waste management, including urban design for collection facilities</p>	<p>local open space</p> <p>Minimal conflict between airport operations and land use/development outcomes</p> <p>Access points kept to a minimum from Bringelly Road, The Northern Road and the M9 to service private development</p> <p>Protection of transport corridors and prevent possible conflict with adjoining land Flexible employment hubs with supporting uses that create and enhance a sense of place</p>
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10. VIEWS OF OTHER LANDOWNERS

- 10.1. Based on the community meetings held by the AEROTROPOLIS AGRIBUSINESS ACTION GROUP BRINGELLY it can be assumed that the conclusions of this submissions would be strongly supported by the other landowners in the area.
- 10.2. This submission will compliment the much more detailed submission prepared on behalf of the AEROTROPOLIS AGRIBUSINESS ACTION GROUP BRINGELLY

11. CONCLUSIONS

- 11.1. The Southern Bringelly Area referred to in this submission is clearly different to the majority of the land proposed in the Agriculture and Agribusiness Precinct in terms of land use, size of properties, number of landowners and current agricultural activities.
- 11.2. The Southern Bringelly Area referred to in this submission is not compatible with the objectives of the Agriculture and Agribusiness Precinct and the key features of the precinct outlined in the plan could be achieved quicker and with more success if the subject area was excluded from the precinct.
- 11.3. The retention of a significant number of trees and a reduced impact on the South Creek Precinct are very important reasons why the Southern Bringelly Area referred to in this report should be excluded from Agriculture and Agribusiness Precinct.
- 11.4. The individual landowners located in the Southern Bringelly Area would more than likely experience economic hardship due to a lack of suitable investors for their small parcels of land and the restrictive agricultural zoning offering few alternatives.
- 11.5. A significantly better outcome for all the parties could be achieved if the Southern Bringelly Area was incorporated into the Aerotropolis Core Precinct.
- 11.6. The Southern Bringelly Area would be an ideal location for a Southern Gateway Precinct and is more suited to many of the desirable land uses than the same area to the north.
- 11.7. As a result of the many factors detailed in this submission, it is concluded that the subject area is incompatible with the Agriculture and Agribusiness Precinct and would be better suited to the land uses and objectives of the Aerotropolis Core and Northern Gateway precincts and as such the Western Sydney Planning Partnership should support to change the proposed zoning of the Southern Bringelly Area.

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On behalf of [REDACTED]
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