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Submission: Please see attached

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/western-sydney-aerotropolis-planning-package>

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28 February 2020

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Dear Sir/Madam,

COMMENTS TO THE WESTERN SYDNEY AEROTROPOLIS PLANNING PACKAGE

I refer to the Western Sydney Aerotropolis Planning Package which has been made publicly available by the Western Sydney Planning Partnership.

Hanson Construction Materials is one of Australia's leading suppliers of heavy building materials to the construction industry. Hanson produces aggregates, including crushed rock, sand, gravel, crusher dust and road base and a high quality premixed concrete range. Hanson is the owner of 135 Lawson Road, Badgerys Creek located directly east of the Western Sydney International Airport site. The SEPP Discussion Paper has been reviewed and we provide the following comments.

Whilst the Aerotropolis Plan alludes to enabling interim development (such as the concrete batching plant proposed by Hanson), the proposed mechanism set out in clause 8.3 of the SEPP Discussion Paper would make it very difficult for any interim or enabling development of an industrial nature or for infrastructure support activities to be achievable.

In particular, the clause specifies that the consent authority should consider whether the proposed use is "... incompatible with land uses in any environmental planning instrument applying..." Given that the Aerotropolis is almost entirely zoned for rural uses, industrial land uses would by definition be incompatible. Rather, if the SEPP truly intends to support interim uses of the nature proposed within the zoned urban/industrial/employment land, then it should encourage land owners to work with the proponents in order to facilitate the land use change, rather than preventing the interim uses because they are incompatible with current non-industrial/non-employment uses.

In addition to a statutory mechanism and standards in the SEPP, the DCP should be revised to include matters for consideration that reinforce the general support for enabling industries in the initial precincts. In particular, the current Penrith and Liverpool rural DCPs are prohibitive for enabling / interim industries and would have the effect of essentially preventing such interim / enabling industries from progressing.

We believe the above matters need to be addressed and subsequently adjusted prior to the release of the final Planning Package.

Yours sincerely,

HANSON CONSTRUCTION MATERIALS PTY LTD



ASHLEIGH ZARLENGA
Development Planner
Eastern Region