

**From:** system@accelo.com on behalf of David Brennan [REDACTED]  
**Sent:** Wednesday, 31 October 2018 12:10 PM

**To:** [REDACTED]  
**Subject:** Submission Details for David Brennan (comments)  
**Attachments:** 291301\_Airport Plan .pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Agreed to false or misleading information statements: yes

Name: David Brennan

Email: [REDACTED]

Address: [REDACTED]

[REDACTED]

**Content:**

It was explained at the recent forum that the Agriculture and Agribusiness precinct needed to be close to the Airport to allow quicker transport to the airport for the export market and was close proximity to the South Creek for a water supply. If the water supply from the South Creek is one of the main criteria why wouldn't the Agriculture and Agribusiness precinct be placed within the Kemps Creek/Rossmore precincts. Is there sufficient water supply in South Creek to provide an adequate water supply for Agriculture of the scale that is being considered? To allow maximum development around the Airport the Agriculture and Agribusiness precinct bounded by the M9 should be replaced with the Mixed Flexible Employment and Urban zones similar to the Northern Gateway and Aerropolis Core precincts with the Agriculture and Agribusiness precinct moved further west of the M9 towards the Nepean River/Marragamba Dam where there is a greater water supply and would still be in relative close proximity to the airport for quick transportation. Refer attached plan. Having an Agriculture precinct within close proximity to an airport would this have possible health effects on the food change, what input has the health department provided on this proposal. A more positive solution would be to have the Agriculture and Agribusiness located outside the Sydney basin on prime agricultural land with fast transport links to the Airport. This would also have a positive outcome for the existing and developing community around the Airport. There have been many proposals for land use around the airport but the introduction of the new precinct Agriculture and Agribusiness appears to be a strange one. I was advised that this was based on something in the Netherlands. The precincts bounded from the M9 in the west should be for Mixed Flexible Employment and Urban Land to create the Northern and Southern Gateways to the Airport to maximise development opportunities for the future.

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Submission: Online Submission from David Brennan (comments)

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Submission for Job: #95552

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