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**From:** system@accelo.com on behalf of Peter Szlich [REDACTED]  
**Sent:** Thursday, 1 November 2018 4:27 PM  
**To:** [REDACTED]  
**Subject:** Submission Details for Peter Szlich (comments)  
**Attachments:** 291769\_1655 TNR-B SUBMISSION-SRZICH.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Peter Szlich

Email: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Content:

Submission attached in pdf format

IP Address: - 52.64.211.25

Submission: Online Submission from Peter Szlich (comments)

[https://majorprojects.accelo.com/?action=view\\_activity&id=291769](https://majorprojects.accelo.com/?action=view_activity&id=291769)

Submission for Job: #9552

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

Site: #0

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**SUBMISSION: Opposing the sole Agricultural and Agribusiness Proposed Land use in BRINGELLY**

**Names:** Peter & Diane SRZICH

**Address:** [REDACTED]

**Our story**

We are both public servants. Peter has been a food regulator with the NSW State Government for 30 years, being employed as the South Western Sydney Senior Food Inspector between 1992 and 2014 and an employee of the NSW Food Authority (now part of BioSecurity & Food Safety of the NSW Department of Primary Industries) since 2004. Diane worked in the NSW Health Radiation Control Branch until transferring to the Commonwealth Government's Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) in 1999 as a senior regulatory officer.

We purchased our 5.5 acre property at Bringelly in 1991 so we could have a rural lifestyle close to the city. We felt that the property had a lot of potential being so close to the proposed second airport site and its eventual development would be a good boost to the family's assets come retirement time. Our son was 10 months old when we moved there and our daughter was born and raised on the property six years after we bought it. We loved the feel of the village community and soon became involved many local activities: school wise (P&C), sports wise (athletics, soccer, karate and dance) and community events (eg Luddenham Showground). The house was renovated over the years, extended and the property improved with fencing, sheds and garaging. Despite having no town water or sewer, we embraced the 'country' life.

There had been some planning for the airport (two runways) when we purchased the property, but things were stagnant. However, a few years after moving in, the proposed airport was suddenly back on the agenda. An information centre was built at Badgerys Creek and there were three options proposed: Options A & B had two runway options aligned slightly differently while Option C had a third runway. Things appeared on the move again but soon stagnated. The information centre was dismantled and things went quiet again for around 15 years.

We were very excited when the Australian Government revived plans for the second airport. We believed our property to be perfectly positioned, adjacent to the Perich family's Leppington Pastoral Company. The Perich family patriarch (Colombo Perich) was friends with my father and used to visit us on a regular basis. Due to our position on The Northern Road and proximity to the new airport we felt all our dreams would come true provided our land was appropriately re-zoned.

In 2017 we were approached by the RMS for compulsory acquisition of 1640 square metres of land across the front of our property to widen The Northern Rd. We cooperated fully with the process and a fair outcome was reached. Things looked very promising with a southern access services road being proposed to service cargo and maintenance for the airport. We are just over 100 metres from this access road, making us the closest small landholder!

But we were extremely concerned when we heard about the proposed Agriculture/Agribusiness zoning!

## **Our concerns**

We have many concerns regarding the proposed sole Agriculture/Agribusiness zoning, including the following:

- Our land will not be suitable for residences once the airport is in operation. We do not seem to be in the main noise contours but part of our property may be somewhat noise affected.
- The area we live in south of Leppington Pastoral Company consists mostly of 5 acre holdings. It would be both uneconomical and difficult to acquire this land making it highly unfeasible for agricultural use.
- We are aware of no real agricultural use of land in the proposed Agriculture/Agribusiness zone south of the Leppington Pastoral Company.
- If the restrictive Agriculture/Agribusiness zoning is applied there may be restrictions on land use that is currently permitted under the present zoning.

### ***Aerotropolis Core Zoning across the road***

- Our neighbours on the opposite side of The Northern Road and a little bit further south appear to be in the Aerotropolis Core zoning. There appears to be major benefits stemming from that zoning.

### ***Restrictions of opportunity***

- Our land is not conducive to Agriculture/Agribusiness land use. If the proposed zoning goes ahead, our land will have extreme limitations on its future use. This will diminish its potential value, which puts a huge dent in our retirement plans. Our property's value will surely go down with such restrictive land use zoning. There is even uncertainty about what Agriculture/Agribusiness land use zoning actually means.

## **What we think should happen and why**

On the *Planning NSW* website it states:

*The Stage 1 Plan identifies three initial precincts, maximising the growth and open space opportunities enabled by major government infrastructure including the Western Sydney Airport and the proposed first stage of the North-South Rail Link. The plan also identifies several next stage precincts, shown on the map*

We agree with the concept of maximising the growth and open pace opportunities enabled by major government infrastructure including the Western Sydney Airport. We feel the zoning proposed for our area is too restrictive and maximised growth opportunities for business may be missed. We would like to see an extension of proposed land use options for our property and its area. Our property and its area is perfectly located to service the Sydney West Airport in exactly the same as the Aerotropolis Core zoning south of Mersey Rd; for example:

- We are the closest private properties to the southern service entrance to the airport for cargo and maintenance access
- We have excellent access to The Northern Road in both directions, including access through Dwyer Road to Greendale Road and the proposed M9

- There is enough pastoral land accessible for Agriculture/Agribusiness land use to the north and west of us
- We have an ideal location for businesses and flexible employment opportunities close to the airport
- There are no foreseeable restrictions on our land that would negatively impact on other land use options (Warehousing, Transport and Logistics and Commercial offices to name a few)
- Many large businesses would relish the opportunities to establish themselves in an adequately zoned land use in our area enabling them to grow and expand with other businesses.

### **Our Proposal**


We do not object to Agriculture/Agribusiness zoning. We object to the sole use of our land for Agriculture/Agribusiness! We would like to see this changed to allow flexible land use so we may also benefit from employment opportunities and business use as in the proposed Aerotropolis Core and/or proposed Northern Gateway. We deserve this consideration due to our prime location close to the southern service entrance to the airport and ease of access to The Northern Road and surrounding transport routes.

**We would like to have the land use options expanded to include:**

- Warehousing & Logistics
- Complementary Offices
- Food Production & Processing
- Food Technology Research
- High Technology based Commercial Enterprise/Industry
- Retail
- Entertainment
- Health Services

Personally, we do not see the area around our property being sustainable as a residential area due to proximity to the airport and its access road.

Thank you for your consideration

 1/11/2018

Peter & Diane SRZICH

  
Contact:  
  


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