

[REDACTED]

From: system@acelo.com on behalf of Ian Napier [REDACTED]
Sent: Thursday, 1 November 2018 11:33 PM
To: [REDACTED]
Subject: Submission Details for Ian Napier of Mr. (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Ian Napier

Organisation: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

[REDACTED]

Content:

Department of Planning and Environment

Submission : "Bringelly Agricultural and Agribusiness Proposed Land use"

My name is Ian Napier, [REDACTED] of age and I reside at [REDACTED] I have lived here since October 1989. My property is currently zoned R5. I moved to [REDACTED] to have a more relaxed lifestyle. Over the years the governments intentions to build the Badgery's Creek airport has been on and off, and not until the announcement by PM Abbott was any certainty achieved.

It goes without saying, that with the building of an airport, and residing relatively near by, there would be changes with land zoning. The broader WSEA Draft Structure Plan that was released by the Department of NSW Planning and Infrastructure in 2013, identified our area as being future general industrial and employment (ref page 5 of the Plan). For the last 5 years this has been the general feeling conveyed in local Council community meetings

During this time, I have seen two thriving real estate agents set up in Bringelly. There has also been an influx of small business, trucking/freight businesses most notably. Properties being purchased were as investment properties, with a rise in rental properties over the last 5 years. The area has been gradually evolving in recognition of the potential future changes. For me, whilst I enjoy the lifestyle, I realized this would change over time but could see the potential to be financially secure in my retirement.

The release of the Aerotropolis Land Use and Infrastructure Plan and the proposed land use of agriculture and agribusiness was indeed a surprise. The Plan provides no rationale for the boundary and in fact refers to the precinct as rural zoning, which in fact the Bringelly section is not. It appears to me that the planners have looked at the nature of land use to the north of the Bringelly community and then simply decided that it should apply as a neat parcel of land to the west of the airport. The fact that a feasibility study is yet to be completed to determine where the activities of agribusiness and agriculture will be undertaken and indeed if they are economically viable, is testament to the fact that there has been little analysis of the current land uses in the precinct and how that may best serve the future vision for the airport and city.

The immediate impact of the release of the draft plan has raised concern across the community given this level of uncertainty. The Plan makes it clear that this precinct will not be part of the new SEPP urban zoning. The local real estate agents have said that the ambiguity around what agribusiness is, and the limitations for investors and developers has meant that there has been a marked drop in interest in properties in our area and does not expect that to improve. For me personally I will need to reassess my future retirement plans

There is logic in having agricultural land uses under the flight paths given the noise restrictions, but our area is minimally impacted by noise, is not flood prone, nor environmentally or culturally sensitive. In other words we have no constraints, that would prevent our area being industrial /flexible employment as was originally intended.

It seems unfair that we are grouped in with businesses to the north and west of us, that are RU1 and actively involved in pastoral land use, which we are not. Our neighbours across the road are to be urban or residential and will benefit from planned infrastructure like water, sewerage, NBN whilst we will have none of that.

What is not being acknowledged is that this is a perfect location to access western and southern entrances to the

airport, making it ideal for businesses and employment. It can combine residential with urban living and the range of services and businesses that need quick interchange with both the airport city and the airport. We are at the [REDACTED]

[REDACTED] (Bringelly/Greendale Rd, Northern Rd/Greendale/Bringelly Rd, Greendale)

If the proposed World Trade Centre development goes ahead, this will be adjacent to us on the opposite side of Greendale road. It does not make logical sense to retain our area as agricultural/agribusiness, in lieu of these possible developments and being within a km of the airport entrance and only a little further to the city easily accessible via the new road networks.

In summary, the Plan lacks analysis of what the current uses are and how communities have evolved from previous expectations of future urban land uses. To continue with the notion of agriculture and agribusiness, misses a range of other opportunities that the uniqueness of our location offers and has thrown many residents plans with respect to growing their businesses, or retiring with some financial security now in jeopardy.

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Submission: Online Submission from Ian Napier of Mr. (comments)

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Submission for Job: #9552

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Site: #0

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