

[REDACTED]

From: system@acelo.com on behalf of [REDACTED]
Sent: Friday, 2 November 2018 2:17 PM
To: [REDACTED]
Subject: Submission Details
Attachments: 292066_AA Submission [REDACTED].pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: [REDACTED]
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
Submission attached

IP Address: - [REDACTED]
Submission: Online Submission from [REDACTED] (comments)
https://majorprojects.acelo.com/?action=view_activity&id=292066

Submission for Job: #9552
https://majorprojects.acelo.com/?action=view_job&id=9552

Site: #0
https://majorprojects.acelo.com/?action=view_site&id=0

28th of October 2018

Director Aerotropolis Activation
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Please accept my submission objection the draft plan for Agriculture and Agribusiness Precinct 9

The area that I am concerned about is Bringelly – Greendale Road, Northern Road and Dwyer Road

[REDACTED]
Majority of the property owners have home based small businesses which includes welding, fabrication, maintenance, earthmoving, transport, trades, imaging, childcare, outdoor fitness adventure, lawn mowing, concreting, plumbing, construction, panel beating, relocatable homes, landscaping, fencing, kennel, construction, electrician, cranes operation etc. Majority of the businesses are associated with transport and excavation.

There uncertainty with the future land use for Agriculture and Agribusiness Draft Plan.

The areotropolis with road and rail infrastructure currently underway would have key benefits to create a mixed employment or Southern Gateway. The land has minor constraints, heritage building Bringelly Public School located at corner of Greendale Road and Northern Road. A very small portion of the proposed site is affected by 20/25 ANEF contour. No portion of the site is identified as flood prone land under LLEP2008 making highly suitable for mixed and varied land use options.

Planning for this area as agriculture/agribusiness in my opinion is obvious way of land banking. A parcel of prime land close to a major airport for rezoning the future need of the areotropolis.

It is not sustainable on small acreage to succeed in agriculture business. This requires larger land holdings with permanent water supply. Having spent over two decades on the land with cattle, lucerne and vegetable production. It is very difficult industry to stay viable with a minimal return. People are moving away from agriculture seeking easier careers with greater returns. On the other hand agriculture and agribusiness will create minimal employment rather than a mixed employment zoning.

The nearest agribusiness is approximately fifty kilometres from the nearest airport. Not at the end of the runway. Agriculture attracts birds and wildlife bird strike, which impact on safety for arrival and departing aircraft. Agribusiness requires water which creates fog forms in falling ambient air temperatures and dew point. By eliminating the dams, water storage, etc will partially eliminate the fog.

The present draft plan for Agriculture and Agribusiness gives our properties uncertainty in land value. The draft plan would be in context with the topography terrain. I am inclined to think it would be a boost for the tourism for the changing flights or short stay travellers with the economic boost our tourism opposed to people looking at igloo unsightly class houses and agriculture. Tourists in my opinion after travellers need to see something impressive an area of attraction when they exit the airport.

Thank you for considering my submission.