

[REDACTED]

From: system@acelo.com on behalf of [REDACTED]
Sent: Friday, 2 November 2018 2:43 PM
To: [REDACTED]
Subject: Submission Details
Attachments: 292082_Submission [REDACTED]

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation:

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Name: [REDACTED]
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[REDACTED]

Content:
Submission attached

IP Address: - [REDACTED]
Submission: Online Submission from [REDACTED]
https://majorprojects.acelo.com/?action=view_activity&id=292082

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

Site: #0
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Agriculture & Agribusiness Submission

Western Sydney Aerotropolis Stage 1 Land use and Infrastructure Implementation Plan - Precinct 9

The submission is a response to the Western Sydney Aerotropolis Stage 1 Land use and Infrastructure Implementation Plan - Precinct 9. It provides a detailed analysis of the proposed land use and infrastructure changes and offers recommendations to ensure the plan is consistent with the interests of the agriculture and agribusiness sectors. The submission is structured as follows:

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20th of October 2018

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

Re: Submission for Western Sydney Aerotropolis Stage 1 Land use and Infrastructure Implementation Plan - Precinct 9 Agriculture and Agribusiness (properties bounded by Greendale Road, Northern Road and Dwyer Road, refer Figure 1)

I am writing in response to the public exhibition of the Draft Plan for Agriculture and Agribusiness zone. In response to the Plan I seek flexibility in the designation of land use [REDACTED] of its strategic location on the south/western boundary of the airport, within the Aerotropolis Precinct.

I would welcome the opportunity to meet with you to discuss further.

I am concerned at the [REDACTED] Agriculture and Agribusiness" properties bounded by [REDACTED] I object the Draft Plan for this particular area as we are [REDACTED] just under two acres to twenty-five acre lots. Noting majority of the properties are five acre lots. Currently the area is zoned R5 and RU4.

Reason why the land is not suitable for Agriculture and Agribusiness

- a. Agriculture / Agribusiness would not be suited considering the location and land size. There would be more advantage for commercial, administration and urban residential use with the close proximity to the Southern entrance and road infrastructure access maximising these key benefits.
- b. Bringelly Public School is the only heritage listed, located at corner of Greendale Road and Northern Road.
- c. The site has excellent access to the surrounding infrastructure; Northern and Bringelly Road upgrade currently undertaking place, future railway line parallel to Northern Road and future M9 exit to Greendale Road.
- d. The small land size and fragmented land are not suitable for agriculture and agribusiness which would require larger consolidated parcels of land. From business perspective the properties within the boundary have never undertaken any form of agriculture activities. There are varies small home based businesses in the area which includes but is not limited to:
 - Imaging
 - IT
 - Engineering
 - Accounting

Recommendations

First two recommendations are creating

1. "The Core Business Park" Precinct
2. Or expanding the Aerotropolis Core

With mixed varied land use including flexible employment, administration offices, logistics and urban land use. Variable land use would be more beneficial creating a greater percentage of employment opportunities rather than agriculture/agribusiness. In my view planning for this particular area should be released earlier.

Third recommendation is creating "THE" suburb named

1. "The Core" (Continuing from Aerotropolis Core) or "Core9" suburb (referring to Precinct 9 and carrying on from Aerotropolis Core)

An up market residential housing with larger lot of 1000 square metres and upward including an up-market shopping lane to attract visitors, art gallery, entertainment area, golf course, tennis court, Olympic length pool with complete recreation centre. Park and walkway (in between the above three recommendation and agriculture zone – (Refer figure 2 below, green area - conservation area which is affected by ANEC/ANEF).

I have been informed by the planning department at the exhibition that Aerotropolis will be different from other airport with modern twist. This should include naming the areas accordingly. In my view I would give the concerned area a modern name "Core9" whether the area is a business park or a suburb. (Number 9 refers to Precinct 9).

There are two different approach and option of the map between the three different recommendations and agriculture zone. The blue area represents mixed employment and urban area. The green area represents the conservation park area with walkway and cycleway. See figure 1 and 2 below. In my opinion figure 2 would be a better option for variable land use which is not affected by the ANEF contour.

- Fabrication
 - Welding
 - Maintenance
 - Childcare
 - Kennels
 - Outdoor fitness adventure
 - Panel beating
 - Transportable/relocatable home
 - Fencing
 - Landscaping
 - Lawn mowing
 - Concreting
 - Trades including plumbing, construction, electrician, etc,
 - Cranes with operators
 - Lastly earthmoving and transport including tipper truck, water trucks, short and long haul freight trucks, machine with operators are the largest operating small business in the area.
- e. It is my understanding that some of the transport and earthmoving contractors living in this area have already being contracted to carry out work at the aerotropolis. For these transport and earthmoving contractors the location is convenient to operate their home based business rather than having agriculture zone. Hence the area will be well suited as mixed employment.
- f. The soil is consistent of clay material which is not suitable for agriculture. Water bore well is of salinity.
- g. Growing fresh produce over the flight path should not be in such close proximity to an airport take-off and landing pollutants of jet fuel.
- h. The surrounding area to the North and South is being developed into urban residential so a varied land use for our area would maximise and be very beneficial to the aerotropolis given its proximity and close Southern access serving the urban expansion and foremost aerotropolis.
- i. If agriculture / agribusiness land is required it should be sourced further towards the Nepean river with the permanent water supply and good quality soil sustainable to the agriculture needs and will be more cost effective than pipelines, pump stations, water infrastructure. In an area currently without city/town water or sewer.

Uncertainty and Opportunities

If the proposed Draft Plan were to proceed, this would provide vast limitation on the future use of our land, as it is not suitable for agriculture and agribusiness use. With such zoning property values will be significantly devalued personally affecting the resident's retirement plans. If the rezoning of agriculture land use changes from R5 and RU4 to RU1 it will be a huge disadvantage to the residents.

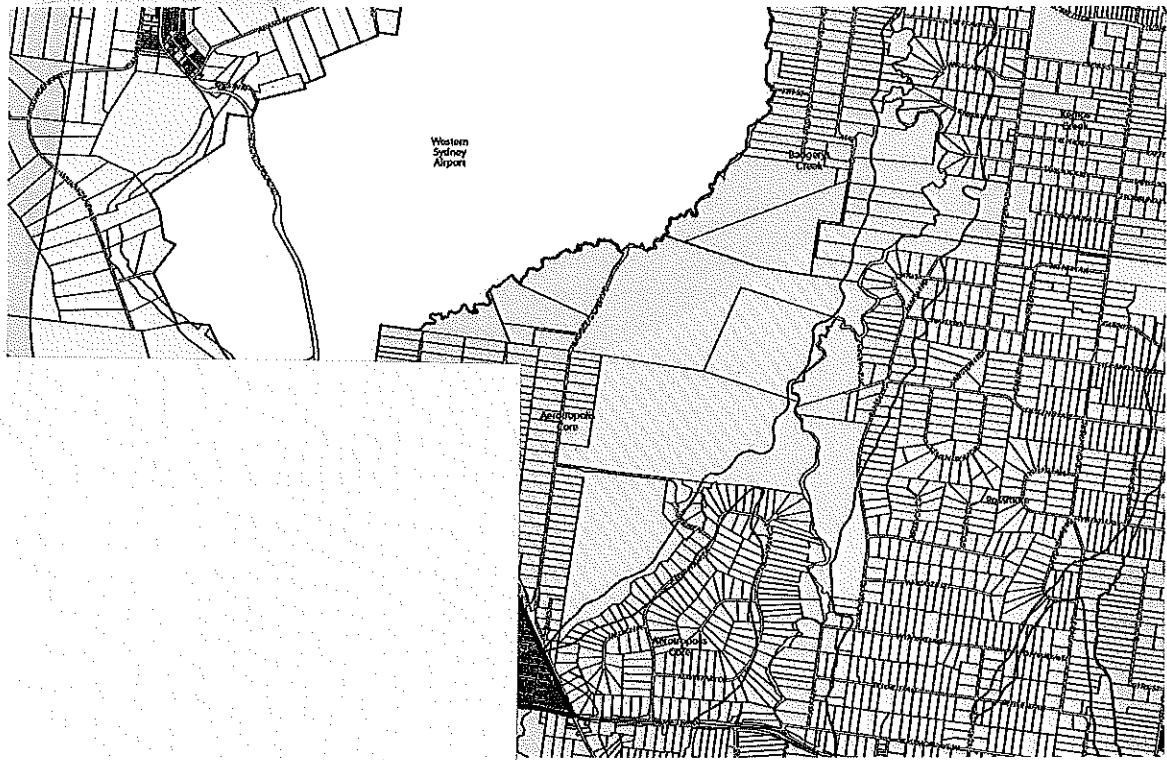
Figure 1



Figure 2



Figure 3



The current broad-brush designation land will be suitable to lands near Nepean river towards north of agribusiness and agriculture Draft Plans.

If you have any question please contact me on the following email address [REDACTED]

Thank you for considering the submission.



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