

[REDACTED]

---

**From:** system@acelo.com on behalf of [REDACTED]  
**Sent:** Friday, 2 November 2018 5:51 PM  
**To:** [REDACTED]  
**Subject:** Submission Details  
**Attachments:** 292235\_Submission Content for Individuals.pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: [REDACTED]  
Organisation: [REDACTED]  
Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]  
[REDACTED]

Content:  
Submission Attached

IP Address: - 1.144.106.89  
Submission: Online Submission from [REDACTED] (comments)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=292235](https://majorprojects.acelo.com/?action=view_activity&id=292235)

Submission for Job: #9552  
[https://majorprojects.acelo.com/?action=view\\_job&id=9552](https://majorprojects.acelo.com/?action=view_job&id=9552)

Site: #0  
[https://majorprojects.acelo.com/?action=view\\_site&id=0](https://majorprojects.acelo.com/?action=view_site&id=0)

Dear Sir/Madam,

Submission re: Western Sydney Aerotropolis Land Use Infrastructure Implementation Plan (WSA LUIIP).

We are the owners of [REDACTED] and are designated as Proposed Conservation in the Agriculture and Agribusiness Precinct in the WSA LUIIP.

We are also members of the **Western Sydney Airport Agribusiness Landowner Group (WSAALG)** and are making our group submission through Think Planners. We endorse the WSAALG submission and also make individual comment on the WSA LUIIP.

We support the Agriculture and Agribusiness Precinct and believe it is important for the success of the Aerotropolis as it will yield significant benefits supplying export cargo and receiving import cargo for the new airport.

However, we strongly argue against classifying our area as 'potential conservation'— as it is mainly cleared, rural lifestyle land with degraded vegetation. It is without any sound basis to be categorised as Conservation Land. It is identical to most of the land within the region which has not been designated as potential conservation.

To have conservation land adjacent to the cargo loading, logistics and commercial entry to the Airport is impractical, environmentally flawed, and fundamentally compromises the Airport's safety -with possible bird and wildlife engine strikes. It would also make it difficult for the WSA to capitalise on its proximity to the Agriculture and Agribusiness Precinct.

We ask for the Agriculture and Agribusiness Precinct to be brought forward into Stage 1 of the WSA LUIIP. We have consensus among our neighbours and a united vision - which covers around 1000h. It would give confidence for industry to make early investment in the Precinct and realise the vision. Planning for roads and infrastructure needs to start now.

The timely delivery of the Agriculture and Agribusiness Precinct will assist the new WSAirport to be a successful 24/7 functioning operation for high-value perishable food cargo right from its opening in 2026.

The Agriculture and Agribusiness Precinct needs to be a size and shape and a critical mass to work as a functional all round Agri Precinct. The Precinct should be enlarged to the west in the area of the Freight and Logistics for the Airport - as the OSO is not a relevant boundary for the Precinct.

Thank you for your consideration of our submissions.

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]