[redacted]

From: system@accelo.com on behalf of Peter Srzich [redacted]
Sent: Thursday, 1 November 2018 4:38 PM
To: [redacted]
Subject: Submission Details for company [redacted] (org_comments)
Attachments: 291781_GROUP SUBMISSION-[redacted]

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Peter Srzich
Organisation: [redacted]
[redacted] (Coordinator)
Govt. Agency: No
Email: [redacted]

Address:
[redacted]

Content:
Attached is our pdf submission

IP Address: - 52.64.211.25
Submission: Online Submission from company [redacted]
https://majorprojects.accelo.com/?action=view_activity&id=291781

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

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

Submission on proposed zoning in Bringelly

Who are we?

We represent a group of adjoining properties on the n[redacted]. At the time of writing, **all nine** adjoining property owners (see map) potentially connecting together with a total area of over 45 acres, are signatories to this submission.

Purpose of submission

The parties to this submission (see page 2) oppose the **sole** Agriculture/Agribusiness land use proposed for our area.

We are seeking a revision of zoning to widen the land use options. The following points outline the basis for our submission:

1. **Restriction of development opportunities**

To restrict land use in our area to **solely** Agriculture/Agribusiness is in our eyes both **unfair and short-sighted**. Many of the landholders have owned these properties for three decades or more in the knowledge that the area was destined for a future airport. We have endured the major inconvenience of NO town water and NO sewer but looked beyond that because we believed our properties were likely to be sought after for airport-related businesses or services when an airport finally became a reality.

2. **It would be uneconomical to convert to Agriculture/Agribusiness land use**

We feel a buy up of properties in our area would be both cumbersome and uneconomical for government or commercial industry to undertake. There are better and larger properties to service Agriculture/Agribusiness land use to both the north and west (even past the M9). Some of these properties (including Leppington Pastoral Company our direct neighbour) have existing agricultural use. **Our properties do not**.

3. **Proximity to airport southern service entry**

Our land is **extremely** well-placed for access to the Western Sydney Airport cargo and maintenance areas via the airport southern service entrance. Our properties are only about 150 metres from this entry point, even closer than the proposed Aerotropolis Core group on the other side of the Northern Road to the south and east of us. This makes our land better suited to serve commercial business interests such as those associated with cargo and maintenance, particularly warehousing and logistics.

4. **Expedient access to The Northern Road**

The upgraded Northern Road **will become a divided road**. This will mean that all properties on both sides of The Northern Road between Greendale Rd and the airport can **only exit to the left.**

Our land lies between two proposed [redacted] on [redacted] access to the Western Sydney Airport. There will be a U-turn facility on The Northern Road at the Western Sydney Airport southern service entrance (earmarked for cargo and maintenance areas) some 150 metres to our north and another facility on The Northern Road at the Mersey Road intersection about 300 metres to our south.

Because of the divided road, access north towards the airport, from properties on the opposite (eastern) side of The Northern Rd, is not as direct. Exit is only possible towards the south; the driver must continue travelling south until reaching a turning bay where they can then head north back towards the airport.

On the other hand, access to the airport from our side (western) of The Northern Rd is much more direct: exit left then travel 150 meters north to the airport southern service entrance. [redacted]

For businesses wishing to locate to this area not directly involved with the Western Sydney Airport would still relish the ease of access to excellent transport roads including Dwyer Road.

5. Commercially enticing

Not all commercial parties interested in acquiring land close to the airport will be multinational billion dollar companies. Many smaller companies (yet still large commercial businesses) would relish an opportunity to acquire sites close to the airport to ply their trade. Competition is the framework of modern business. Giving options to business opens up further opportunities allowing businesses to expand. Many Australian businesses are in this category. Some landowners **have already been approached** by commercial businesses to discuss the prospect of acquiring their property **should land use for the area expand.**

Outcome

Our group is seeking a widening of land use options to also include:

- Warehousing and logistics
- High technology commercial enterprise/industry
- Retail
- Food production and processing
- Food technology and research
- Associated administration & offices

Thank you for considering our submission.

Parties to this submission:

Landowners	Bringelly address	Mobile	email	Signature
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

Date: 31 October 2018

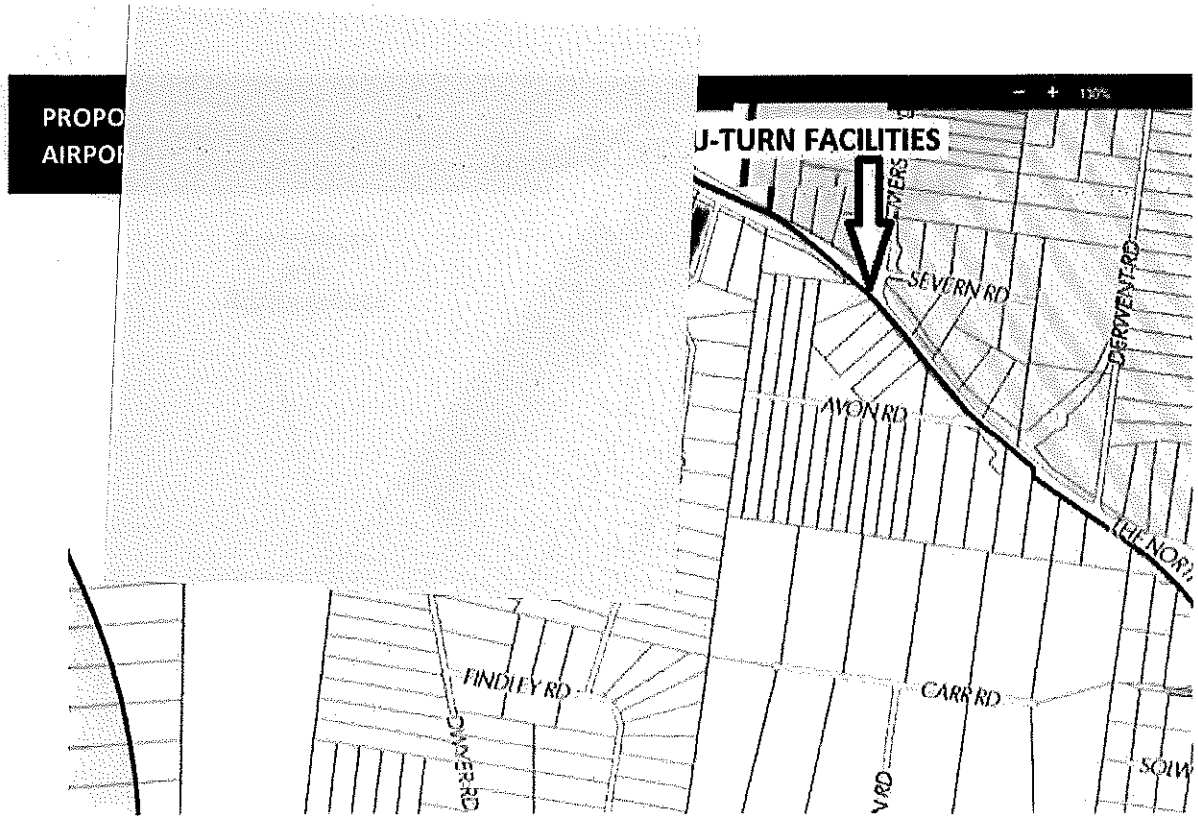

Figure 1. MAP showing location of properties in this submission

The map shows the nine adjoining [redacted]. These properties are all [redacted]

[redacted]

The U-turn facilities [redacted]

[redacted]

Comment

[redacted] **Not one person contacted has expressed views against this type of proposal. Everyone contacted has been willing to sign this submission.**

The main difficulties in landowners committing to submissions in this area have been:

- Families have busy schedules.
- Not realising what the proposed zoning actually means.
- Not realising that they could have a voice in the decision making process.
- Not realising that their opinions could matter to Government. Many believe that the process has already been decided between government and large land owners and companies.
- Difficulty in contacting owners of leased properties.
- Difficulty in contacting people generally due to them being on leave or working multiple jobs.