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From: system@acelo.com on behalf of Patrick Darley-Jones [REDACTED]
Sent: Friday, 2 November 2018 1:42 PM
To: [REDACTED]
Subject: Submission Details for company Luddenham Progress Association (org_comments)
Attachments: 292042_LPA Submission for Western Sydney Aerotropolis_ Agribusiness Precinct.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Patrick Darley-Jones
Organisation: Luddenham Progress Association (Secretary)
Govt. Agency: No
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
Herewith is Luddenham Progress Association's submission about the Western Sydney Aerotropolis LUIIP Stage 1

Yours Sincerely

Patrick Darley-Jones
Secretary

IP Address: - 1.158.92.245
Submission: Online Submission from company Luddenham Progress Association (org_comments)
https://majorprojects.acelo.com/?action=view_activity&id=292042

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

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

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Luddenham Progress Association
[REDACTED]

1st November 2018

Dear Sir/Madam,

Re: Western Sydney Aerotropolis Land Use Infrastructure Implementation Plan (LUIIP).

- Luddenham Progress Association is a community forum representing residents of Luddenham and is located within the area designated as Agriculture and Agribusiness in the WSA LUIIP.
- We support members of the **Western Sydney Airport Agribusiness Landowner Group (WSAALG)** who are making a group submission through Think Planners. We endorse this submission and also submit this individual comment on the WSA LUIIP.
- We support the Agriculture and Agribusiness Precinct and believe it is important for the success of the Aerotropolis.
- We ask for the Agriculture and Agribusiness Precinct to be brought forward into Stage 1 of the WSA LUIIP. We have consensus among residents and local landowners 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 as does attracting potential business investments in the Agribusiness Precinct.
- The timely delivery of the Agriculture and Agribusiness Precinct will assist the new WSA airport to be a successful 24/7 functioning operation for high-value perishable and fresh food cargo right from its opening in 2026.
- For the Agriculture and Agribusiness Precinct to work it needs to be a size and shape and a critical mass to become a functional rounded Precinct. The Precinct should be enlarged to the west in the area of the Freight and Logistics for the Airport - as the initial Outer Sydney Orbital (OSO) path is not a relevant boundary for the Precinct. Indeed, the proposed OSO path through the Agribusiness Precinct is a destructive proposal and will effectively cut the precinct in half north/south as well as cut off access to much of the land available at Willowdene Avenue and Silverwood Avenue. The OSO must be moved well to the west so that all that land will be accessible.
- At this stage of The Northern Road diversion infrastructure plan there are no exits/entrances to either the airport site or Willowdene Avenue. It would be practical and cost effective to provide a connection from Willowdene Avenue to the diverted Northern Road so that all the land now accessed from Willowdene Avenue can continue to be accessed indirectly from The Northern Road. Such a connection would be practical at or about the end of Willowdene Avenue. Provision should also be made to enable this connection to later give direct access to the airport site and the planned logistics operations.

- Classifying as 'potential conservation' the area to the southwest of the No. 1 runway at and about Willowdene avenue is impractical, environmentally flawed, and fundamentally compromises the Airports ability to capitalise on the Agriculture and Agribusiness Precinct. WSA Co already own much of the land designated as potential conservation and it is my understanding according to the Airport plan and the published EIS that this land must be cleared to ensure bird and bat populations cannot become potential "strike" risks for aircraft. Also it is impossible to consider this land to be "Cumberland Plains Woodland (CPW) as all the trees will have to be removed so negating any opportunity to reclassify the land as CPW. In addition where the potential conservation connects with the current OSO path adds to the problem of cutting the Agribusiness Precinct in half north to south

Thank you for your consideration of our submissions.

Yours sincerely

Luddenham Progress Association
Secretary:- Patrick Darley-Jones