

[REDACTED]

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**From:** system@accelo.com on behalf of Adam Carmody  
**Sent:** Friday, 2 November 2018 4:12 PM  
**To:** [REDACTED]  
**Subject:** Submission Details for company Boyuan Holdings Limited (org\_comments)  
**Attachments:** 292170\_BHL Aerotropolis LUIP Submission Nov 2018 Final.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Adam Carmody  
Organisation: Boyuan Holdings Limited (Development Director)  
Govt. Agency: No  
Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]  
[REDACTED]

Content:  
Please see attached.

IP Address: - 220.101.100.94  
Submission: Online Submission from company Boyuan Holdings Limited (org\_comments)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=292170](https://majorprojects.accelo.com/?action=view_activity&id=292170)

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**Boyuan Holdings Limited**

2 November 2018

Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** [REDACTED] – Executive Director for Western Sydney Aerotropolis Activation

**Submission on the Stage One Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan.**

Dear [REDACTED]

Thank you for releasing for comment the first stage of the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan (LUIIP). The LUIIP establishes a clear framework for the delivery of the Aerotropolis. The LUIIP is an important step in realising the transformational potential of the Aerotropolis and Western Sydney Airport, which will be at the heart of Greater Sydney's Western Parkland City.

BHL is working on a series of projects in the South West of Greater Sydney, and we have a keen interest in the progress of delivering the Aerotropolis and the Western Parkland City. We have major projects in the Aerotropolis (in the Northern Gateway, as detailed in a separate submission) and to the south of the Aerotropolis in the South West Growth Area. Specifically, we are working to deliver several new communities in the South Creek West land release area. These communities will include areas for new shops, open spaces, schools and several thousand new dwellings. We are working to deliver great outcomes in these projects, and we know that the success of our projects will support the success of the Aerotropolis and the Western Parkland City.

For our projects to the south of the Aerotropolis, we have several comments with regards the stage one LUIIP. These comments relate to the importance of concurrently planning the areas surrounding the Aerotropolis; the importance of the timing of infrastructure decisions for the Aerotropolis and surrounds; and the opportunity to leverage existing economic activity and future investment in growing the Aerotropolis as the heart of Greater Sydney's Western Parkland City.

In detail the comments are:

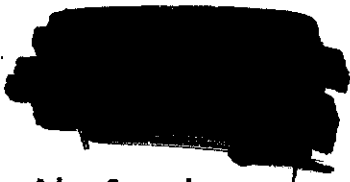
- **The planning and release of land near the Aerotropolis needs to keep pace with the Aerotropolis:** We are working with the Department of Planning and Environment to plan and release land in South Creek West, and we need to ensure that this continues at the same pace as the Aerotropolis. South Creek West will offer housing and services that the workers in the Aerotropolis will need, and it needs to be planned and released concurrently.
- **We need clarification of how the proposed 'Planning Partnership', 'Western Sydney City Deal' and 'Aerotropolis Development Authority' will operate, and how they will work to deliver the Aerotropolis and surrounds:** We need more information on the operation of these various new entities to be assured that they will remove complexity and duplication from the planning and approval process. We need details of their role and powers, and details of how they will work within existing or future regulatory processes. We need clarification of the relationship of these new entities to the Greater Sydney Commission, Department of Planning and Environment, local councils, infrastructure agencies and other relevant Authorities.
- **The timing of the release of the detailed second stage of the Aerotropolis LUIIP, with a focus on infrastructure, is critical for decisions for the Aerotropolis and surrounds:** Decisions on the design and funding of infrastructure for the Airport and Aerotropolis are delaying land use, infrastructure and investment decisions in the broader South Creek corridor. Timely release the second stage of the LUIIP for discussion will help address these delays. We would also like to work on the design decisions collaboratively, and we would welcome being able to discuss funding and contribution requirements.
- **Leveraging existing logistics and employment centres for the initial development of the Aerotropolis:** We understand that the initial focus of the new Western Sydney Airport will be for freight and logistics. These initial operations will integrate well with the existing employment, logistics and transport infrastructure precinct in the Western Sydney Employment Area and M4/M7 corridors, to the north and east of the Airport site. Prioritisation of the Northern Gateway to link to this existing economic precinct will help to attract jobs and investment, particularly in advanced manufacturing, smart logistics and high-technology export focused industries. This in turn will drive an increase in demand for worker housing in proximity to the airport, including precincts such as BHL's in south Creek West. This reinforces my earlier point regarding timely and integrated release of land for housing in planned precincts to avoid any lag effects between jobs growth and housing provision



- **Rename the 'Agriculture and Agribusiness' precinct to simply the 'Agribusiness Precinct':** The potential for the Aerotropolis to connect Australian agricultural producers to global consumers is immense. It is critical to develop the proposed 'Agriport' and support investment in agribusinesses, including freight and logistics. There should be a clear message and mandate to attract investment in smart agribusiness infrastructure, with an intensification of knowledge, jobs, investment and a focus on 'value adding' agricultural produce. Referring to the area to the immediate west of the Airport as being for 'Agriculture and Agribusiness' dilutes this message, risks perpetuating the current land use patterns and discourages investment. Investment in clean, modern and sustainable Agribusiness facilities will also minimise land use conflicts with adjacent precincts that have already been released for 'urban development', such as the South Creek West Land Release Area.

Thank you for allowing us to comment on the LUIP and we commend the work that has been undertaken by many people to get to this point. We would be happy to discuss our comments above, and we look forward to being involved in the planning and delivery of the Aerotropolis and Western Parkland City.

Yours faithfully



**Adam Carmody**  
Development Director  
Boyuan Holdings Limited Pty Ltd

