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Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements:

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Content:
Please see attached draft submission.

IP Address: [REDACTED]
Submission: Online Submission from company Department of Primary Industries (org_comments)
https://majorprojects.acelo.com/?action=view_activity&id=293414

Submission for Job: #9552
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Site: #0
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NSW Department of Primary Industries

Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan – Stage 1 (LUIIP)

Stage 1 submission

Purpose

The purpose of this submission is to provide comments in response to the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan– Stage 1: Initial Precincts (LUIIP); to help inform the future planning in the relevant planning authorities development of Stage 2 of the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan.

Key recommendations

1. Note there are existing agricultural industries in and around the location of the proposed Aerotropolis as identified in the LUIIP Stage 1 that will be impacted by encroaching urbanisation and the Western Sydney Airport. DPI Agriculture Land-use Planning have raised several considerations for review in the submission process and seek further engagement with DPE and/or any other relevant planning body to discuss these in more detail before the end of 2018.
2. Note the progress achieved to date and the key future milestones for the NSW Governments Agribusiness Precinct Feasibility Study; and continue to work in partnership with NSW DPI until its completion and beyond to achieve mutually beneficial outcomes for the State of NSW.

Introduction

Western Sydney Airport will unlock opportunities to deliver new jobs and homes supported by key infrastructure in the heart of Western Sydney.

The Aerotropolis will make a significant contribution to 200,000 new jobs for Western Sydney by establishing a new high-skill jobs hub across aerospace and defence, manufacturing, healthcare, freight and logistics, agribusiness, education and research industries.

The Department of Planning and Environment (DPE) has been working with all levels of government through the Planning Partnership to draft the Stage 1 Land Use and Infrastructure Implementation Plan (LUIIP Stage 1 Plan) for the Aerotropolis. The Stage 1 Plan provides an overview of proposed land uses and the sequence of development that will deliver Sydney's newest economic hub.

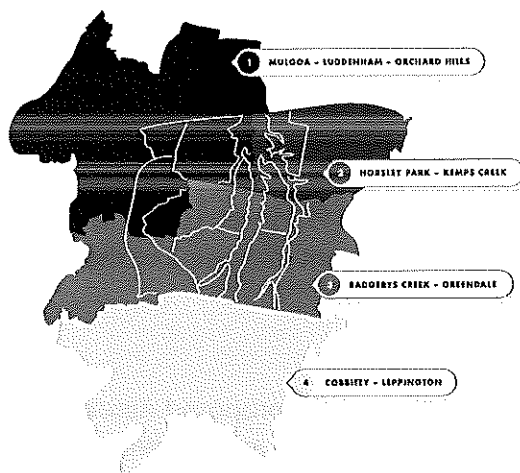
The greater Sydney region generates around \$658 million in Gross Value of Agriculture Production (GVP) or around 5% of the total state value of \$13 billion. Whilst this is an important figure, is not wholly representative of the Aerotropolis and its surrounding precincts, for this we must dive a little deeper down to selected SA2 regions.

The SA2 regions identified:

1. Mulgoa – Luddenham – Orchard Hills (SA2 124031463)
2. Horsley Park – Kemps Creek (SA2 127021518)
3. Badgerys Creek – Greendale (SA2 127011505)
4. Cobbitty – Leppington (SA2 127011506)

SA2 regions used in the analysis (note: The Aerotropolis land is outlined in white)

FIGURE 3.



The GVP of these selected SA2 regions in and around the proposed Agribusiness Precinct is \$169 million or 25.7% of the greater Sydney region (~1.3% of the total state value).

The largest SA2 region by value is Badgerys Creek – Greendale area with a GVAP of \$82.5 million or 49% of the total value of the study area. Cobbitty – Leppington was second with a value of \$41.4 million (25%), Horsley Park – Kemps Creek is third with a value of \$35.4 million (21%) with Mulgoa – Luddenham – Orchard Hills fourth and a value of \$7.1 million (5%).

The largest sector by far is livestock slaughtered and other disposals – poultry, which represents around 51% of the value of the GVAP for the selected region at \$85.7 million. Other notable sectors include vegetables for human consumption with a GVAP of \$33.1 million (20%), livestock products – eggs at \$22.3 million (13%), nursery cut flower cultivated turf at \$13.5 million (8%) and livestock products milk at \$7.1 million (4%).

Whilst it is acknowledged that historic and current land use is a good indicator of viable production technologies and systems, this is not necessarily the best future utilisation of the land; remaining aware of the fact that we are dealing with limited high-value land and therefore highly intensive production systems will inevitably be the best fit.

NSW DPI Agribusiness Precinct Feasibility Study

The feasibility study was commissioned by the NSW Government to be undertaken by the NSW DPI to assist with determining the feasibility of developing a world class Agribusiness Precinct adjacent to WSA.

The vision adopted is to create:

"A world leading Agribusiness Precinct for the production of value added high-quality produce and pre-prepared consumer foods. Sustainability will be driven through circular economies integrating food production, industry, energy and water. Linked directly to the freight and logistic hub it will enable delivery from farm gate to international consumer plate within 36 hours."

Part of the focus on the development of Western Sydney is the NSW Government is vision of creation of a world-class Agribusiness Precinct. The LUIIP Stage 1 has this Precinct situated adjacent to the WSA on the south-west border adjoining the Freight and Logistics Precinct.

The precincts will be interconnected to the entire Aerotropolis and will enable a curfew-free, 24-hour export opportunity. This uninterrupted connectivity will be a key enabler and competitive advantage to the success of the agribusiness precinct; it will enable the development of new markets and enhance export capability for farmers within the precinct and from connected regional areas.

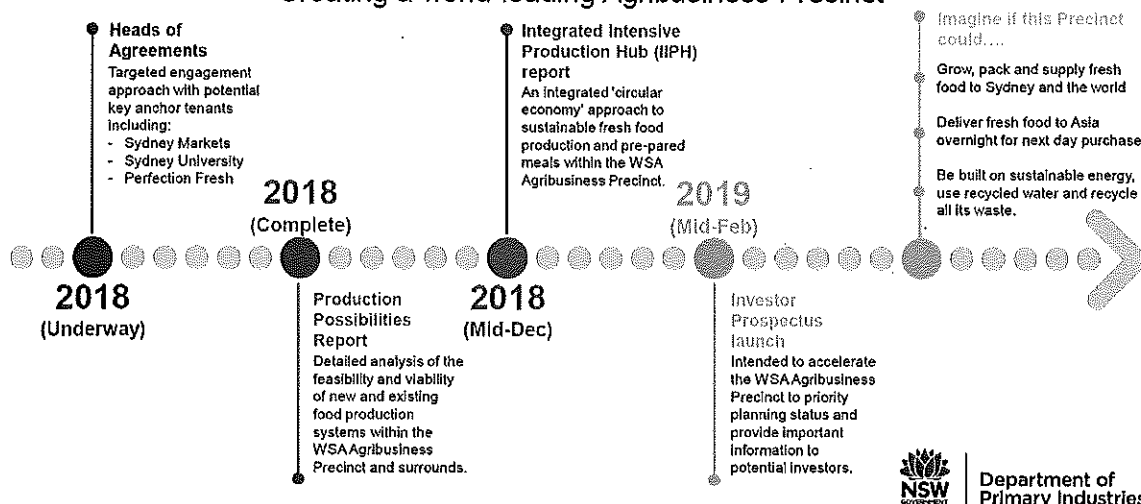
Beyond the obvious export opportunities, the Precinct will also service the food demands of the Sydney region via an increase in locally produced food. This approach should afford a reduction in costs associated with freight and also offer consumers a fresher product that is grown on the city doorstep.

The Precinct will create a multitude of skilled and unskilled jobs as a direct result of its development. This will be a bidirectional opportunity enabling employment near major living centres so people can work where they live, conversely the cities will provide a workforce to an industry that is facing challenges securing labour in regional areas.

The process being undertaken and progress to date is outlined below:

WSA Agribusiness Precinct Feasibility Study

'Creating a world-leading Agribusiness Precinct'



NSW DPI Agricultural Land-use Planning

NSW DPI Agriculture supports:

- the planning framework as set out in page 11 provided that the proposed development of Local Strategic Planning Statements that are to be developed and presented by Local Councils by July 2019 should also inform the Western Sydney Aerotropolis Planning Framework and should be included.
- Western Sydney Planning Partnership on page 13 highlights the partnership between the various levels of government and the collaboration that is occurring to ensure that the planning process will lead to better development outcomes. The Planning Partnership should also include consultation with local impacted communities/landowners to ensure that their opinions and ideas are also valued.
- The inclusion of agriculture produce industries in the Planning Vision as set out in page 17.

NSW DPI Agriculture raises the following concerns:

- 3.1 The first-stage Structure Plan: "Existing agricultural uses within the Aerotropolis will be transitioned further west as the Aerotropolis and Airport are constructed. This provides an opportunity for agriculture to transition to more intensive forms and with activities structured to take advantage of the Airport. A new agri-port and agri-business activities will catalyse this agricultural transition."

Further information is required on this, the mechanisms and incentives to encourage/assist these industries to move, how suitable new locations for existing or potential industries will be determined. Balancing the movement of the current agricultural industries from the other eight precincts into the agriculture/agribusiness precinct will be challenging given the rural residential/large lot residential users already in the Agriculture and Agribusiness Precinct.

- "The submission of development applications for intensive agricultural businesses, particularly intensive livestock is currently onerous, expensive and lengthy." There have been no development approvals for new poultry farms in Western Sydney for over 15 years. The Plan does not outline whether a simplified development approval process will be developed to encourage the existing enterprises to stay in the area or within the other zones or move into the Agriculture and Agribusiness Precinct.
- The Plan does not address the fact that existing land uses within the Agriculture and Agribusiness Precinct already impact on opportunities for new intensive agricultural developments to establish. Currently the area identified as the Agriculture and Agribusiness Precinct in the LUIP is highly fragmented and dominated by rural residential land uses, even within the RU1 Primary Production Zones. The Plan also does not describe the relationship of the Agriculture and Agribusiness Precinct with the Metro Rural Areas and their planning requirements.
- There is no definition of suitable types of agriculture for these precincts or a mechanism for determining suitability. Some intensive agricultural businesses are mutually incompatible in terms of biosecurity risks e.g. chicken meat and egg and duck farms, so incompatible farm types/systems need to be recognized and allowed for in the design of the precinct.
- The reduction of agricultural industries within the proposed precincts will negatively impact on Sydney based processing industries that have developed with these local suppliers. Mechanisms are

required to ensure the agri-port and agri-business activities act as catalysts in any agricultural transition. These mechanisms need to allow for orderly transition.

- The development of intensive agricultural industries will require supporting infrastructures such as power, water, roads suitable for heavy vehicles and the land slope less than 20%. See DPI Agriculture website at <https://www.dpi.nsw.gov.au/agriculture/lup> for guidelines.
- Section 3.2.3 South Creek - there are currently pockets of very productive lands along South Creek which are currently used for agricultural production, consideration should be given to how these could be protected and retained for primary production and incorporated into the envisaged "central green spine" of the Aerotropolis.
- While the proposed Western Sydney Aerotropolis State Environmental Planning Policy (SEPP) will "recognise the existing agricultural and agribusiness land use zones that will be retained until precincts are zoned" the agribusiness sector still expects rezoning and further development in the future which is affecting any long term investment certainty. In particular, P 45 states that "The exception to these new zones will be the Agricultural and Agribusiness Precinct where the existing rural zones in Liverpool and Penrith local government areas will be reviewed and updated as necessary." Currently the existing Primary Production zones provide no investment certainty or protection. These zones have rural residential and other land uses which lead to conflict. The proposed Agricultural and Agribusiness Precinct needs to provide investment certainty for new intensive farming operations to move into this area and ensure that the design of the proposed Precinct as far as possible will be compatible with intensive poultry and other intensive animal farming and cropping operations. Existing RU zones should not be modified without further input of NSW DPI.
- The land use zones outlined on page 60 should also include and outline a new "Agriculture – Agribusiness Zone" rather than the current Rural Zones to ensure that this land is protected for the Agriculture and Agribusiness precinct.
- The exempt and complying provisions should also extend to the Agriculture and Agribusiness Precinct to encourage agricultural industries within relevant locations.

