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Department of Planning, Industry and Environment,
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**SUBMISSION TO THE EXHIBITION OF THE DRAFT MAMRE ROAD PRECINCT
PLAN AND DRAFT AMENDMENTS TO STATE ENVIRONMENTAL PLANNING
POLICY - WESTERN SYDNEY EMPLOYMENT AREA**

We act on behalf of our client, the Luddenham Landholder Consortium, a group of 22 owners of approximately 273ha of land situated adjacent to the western boundary of the proposed Western Sydney Airport.

Our client collectively has interests in the following land parcels (referred to in this submission as **the Consortium Lands**).

Address	Legal Title	Area (Hectares)
2600 Elizabeth Drive, Luddenham	Lot 1 DP 220176	11.53
2550 Elizabeth Drive, Luddenham	Lot 2 DP 220176	11.53
2680 Elizabeth Drive, Luddenham	Lot 9 DP 1240511	11.33
2448 & 2450 The Northern Rd, Luddenham	Lot 1 DP 517853	7.77
2422-2430 The Northern Road, Luddenham	Lot 7 DP 1240511	10.28
2422-2430 The Northern Road, Luddenham	Lot 6 DP 1240511	13.27
2422-2430 The Northern Road, Luddenham	Lot 5 DP 1240511	13.52
140 Adams Road, Luddenham	Lot 103 DP 846962 and Lot 4 DP 1240511	14.20
140 Adams Road, Luddenham	Lot 104 DP 846962 and Lot 3 DP 1240511	15.86
180 Adams Road, Luddenham	Lot 105 DP 846962	15.78
230 Adams Road, Luddenham	Lot 106 DP 846962	43.71
2382 The Northern Road, Luddenham	Lot 1 DP 232996	16.18
2310 The Northern Road, Luddenham	Lot 2 DP 827223	12.95
2292 The Northern Road, Luddenham	Lot 3 DP 827223	9.06
90 Adams Road, Luddenham	Lot 2 DP 519034	1.01
65 Adams Road, Luddenham	Lot 2 DP 250030	7.28
40 Eaton Road, Luddenham	Lot 4 DP 1234822	9.31
70 Eaton Road, Luddenham	Lot 70 DP 1091926	6.88

105-115 Adams Road, Luddenham	Lot 3 DP 250030	9.51
145 Adams Road, Luddenham	Lot 5 DP 250030	10.12
1 Anton Road, Luddenham	Lot 1 Sec C DP 1451	6.88
205 Adams Road, Luddenham	Lot 2 DP 623799	10.12
25 Adams Road, Luddenham	Lot 1 DP 215715 Lot 1 DP 1234822	5.5
Total Area		273.6

Table 1-1 Consortium of landowners (Cardno, 2018)

The location and extent of the Consortium Lands is indicated at Figure 1-2. The land is strategically located on the western boundary of the Airport site in close proximity to the Airport Freight and Logistics Precinct and with good access to existing, soon to be delivered and proposed future regional transport infrastructure.

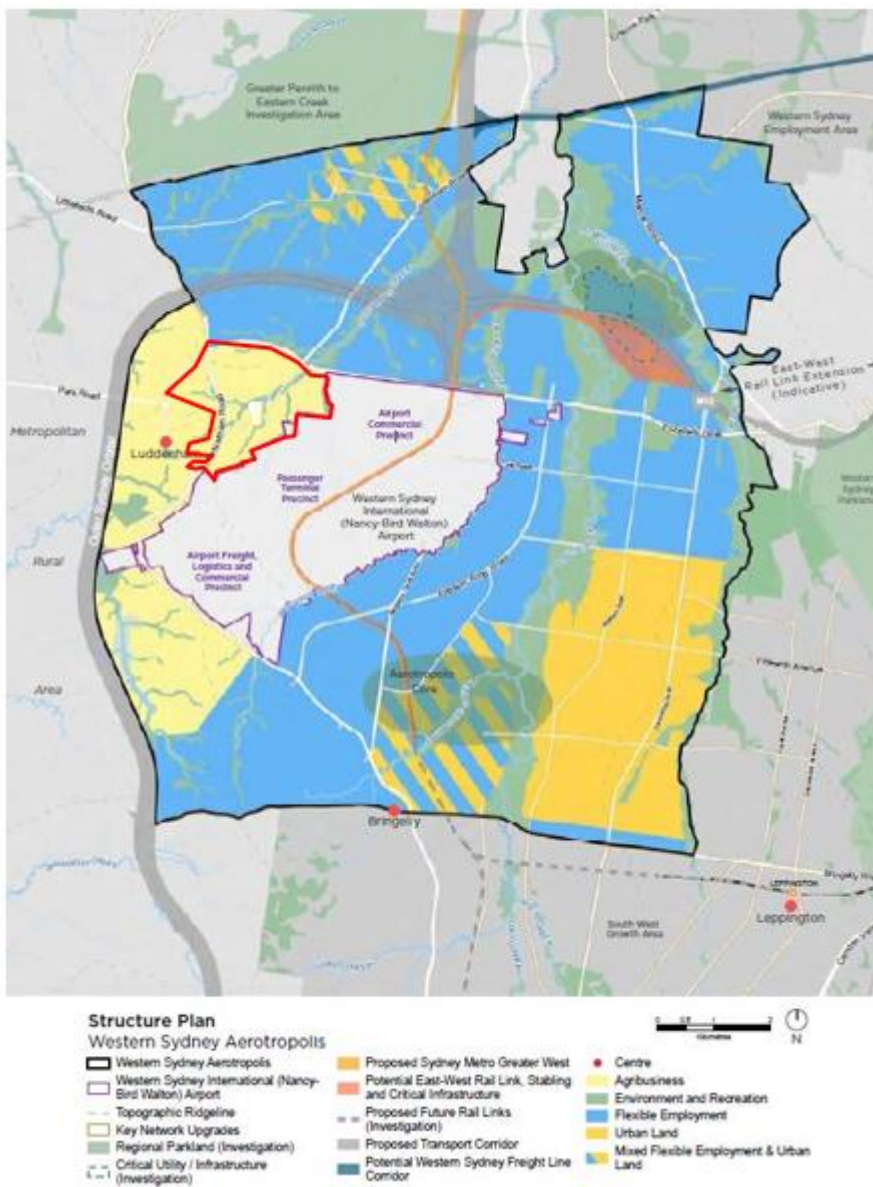


Figure 1-2 Consortium lands (edged red) – context within the Western Sydney Aerotropolis. (Draft Western Sydney Aerotropolis Plan Department of Planning, Industry and Environment, Dec 2019)

We write in this instance to provide commentary on behalf of our client on the following planning documents currently on Exhibition on the Department's website:

- Mamre Road Precinct Rezoning Discussion Paper
- Appendix A Draft WSEA SEPP amendment maps Part 1
- Appendix A Draft WSEA SEPP amendment maps Part 2

In summary, our submission makes the following points:

- The exclusion of currently mapped land from the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (SEPP – WSEA) as proposed in the Discussion Paper and amended maps, is potentially inconsistent with the key objective of the proposed amendment which is to address a shortfall of available Employment Lands in Western Sydney;
- The Consortium Lands have been identified for employment purposes in significant Western Sydney strategic plans:
 - The Lands form part of the Adams Road Precinct, a 407ha area identified as Employment Lands in the Broader WSEA draft Structure Plan (June 2013) (Figure 1-3). The Structure Plan in turn informed the 2014 amendment to the SEPP-WSEA which resulted in the extension of the WSEA that included the Consortium Lands.
 - The Lands were identified as part of the Western Economic Corridor in the Western Sydney District Plan. The same Plan excludes the Lands from the mapped Metropolitan Rural Area. In this regard the consortium Lands are the only lands within the identified Agribusiness area that are not identified within the Metropolitan Rural Area.

Exclusion of the Lands would be in conflict with these Plans.

- The Luddenham Consortium Lands, proposed to be excluded from the SEPP – WSEA, have been found to have potential for development for purposes consistent with the objectives of the SEPP with respect to securing of Employment Land. Further investigations of the land should be carried out before any decision is made to exclude them from the WSEA.
- The currently permissible uses under the SEPP – WSEA would be contributory to the economic success of the Precinct and would not dilute its potential for Agribusiness based activities. It would be counterproductive to reduce the range of employment related uses permissible on the land by excluding it from the WSEA.

1.2 State Environmental Planning Policy (Western Sydney Employment Area) 2009 (SEPP – WSEA)

Figure 1-4 indicates the extent of the WSEA land currently mapped under the SEPP. It incorporates land currently zoned for industrial purposes along with a substantial tract of land extending south west to the northern and western border of the airport site. The Consortium Lands constitute the south western extent of the WSEA land and provide for employment related purposes to the west of the airport.

The Mamre Road Precinct Rezoning Discussion Paper points to a proposal to amend the SEPP - WSEA to include land that has been zoned (or will be zoned) for industrial purposes. The amended extent of the WSEA is indicated in the draft SEPP map at Figure 1-5. Other lands to be zoned for recreational or environmental purposes are also to be included within the amended SEPP boundary but essentially, the purpose of the amendment to the SEPP is to allow for an increasing demand for industrial land in Western Sydney, particularly in the vicinity of the Western Sydney Airport.

We note, however, that the amended SEPP revises the WSEA boundary to apply only to land zoned under the SEPP. The upshot of this amendment would be that a substantial amount of land that is currently included in the SEPP – WSEA boundary would be excluded. The Luddenham Consortium Land, previously included within the WSEA boundary, is part of this deleted land. Deletion of this land will mean that no land dedicated to employment purposes under the SEPP would remain on the western edge of the airport. This would be inconsistent with a number of other Planning Strategies including the WSEA draft Structure Plan, 2013 and the Western Sydney District Plan.

Referring to the Broader WSEA Structure Plan, 2013, we note that the Discussion Paper describes a proposal to extend the WSEA to Elizabeth Drive. This statement is in error in that it neglects to include the 407ha Adams Road Precinct, incorporating the Consortium Lands, south of Elizabeth Drive.

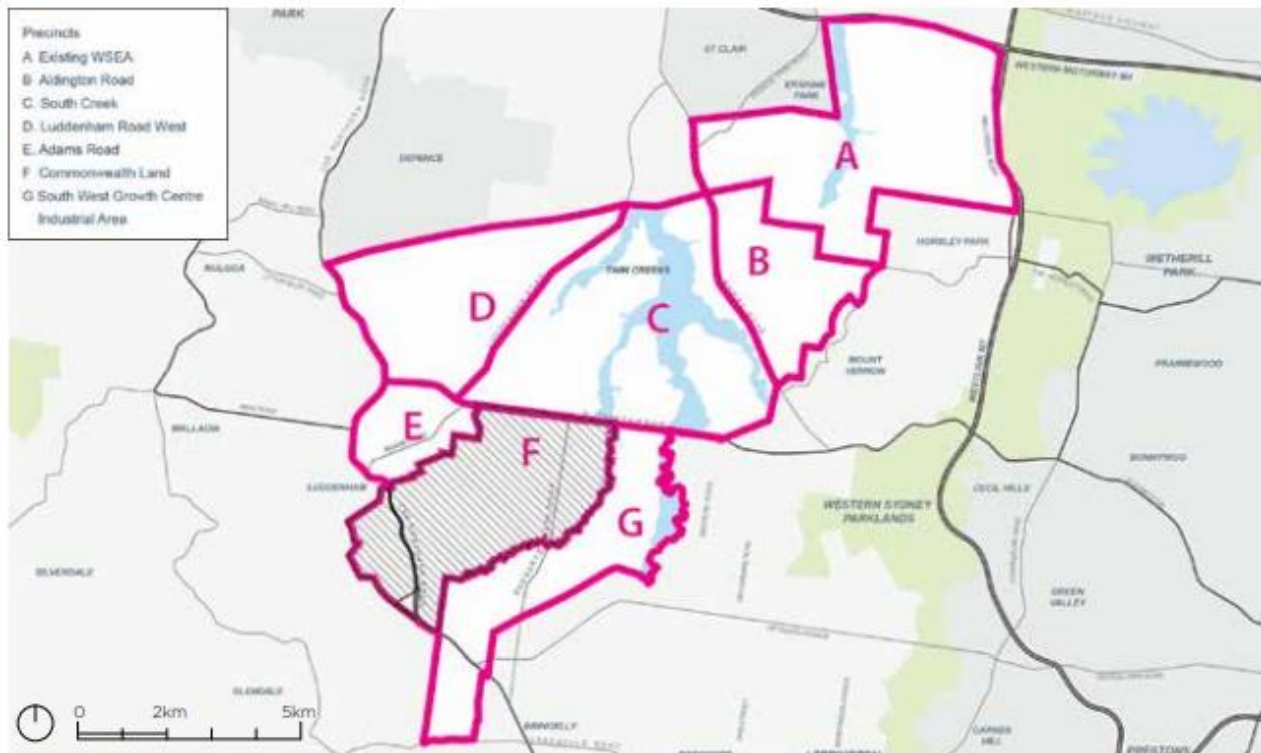


Figure 36 Broader WSEA Precincts

Precinct	Name	Area (ha)					Total
		Employment Area	General Industrial (WSEA)	Environmental Conservation (WSEA)	Floodplain	Non Employment	
A	Existing WSEA		1,750	254	75	291	2,370
B	Aldington Road	493				377	870
C	South Creek	1,732			612	212	2,556
D	Luddenham Road West	823				588	1,411
E	Adams Road	407				66	473
F	Commonwealth land	1,674			20		1,694
G	South West Growth Centre Industrial	1,200			116		1,316
Grand Total		6,329	1,750	254	823	1,534	10,690

Figure 1-3 WSEA Precincts - Excerpt *Broader Western Sydney Employment Area draft Structure Plan, 2013*

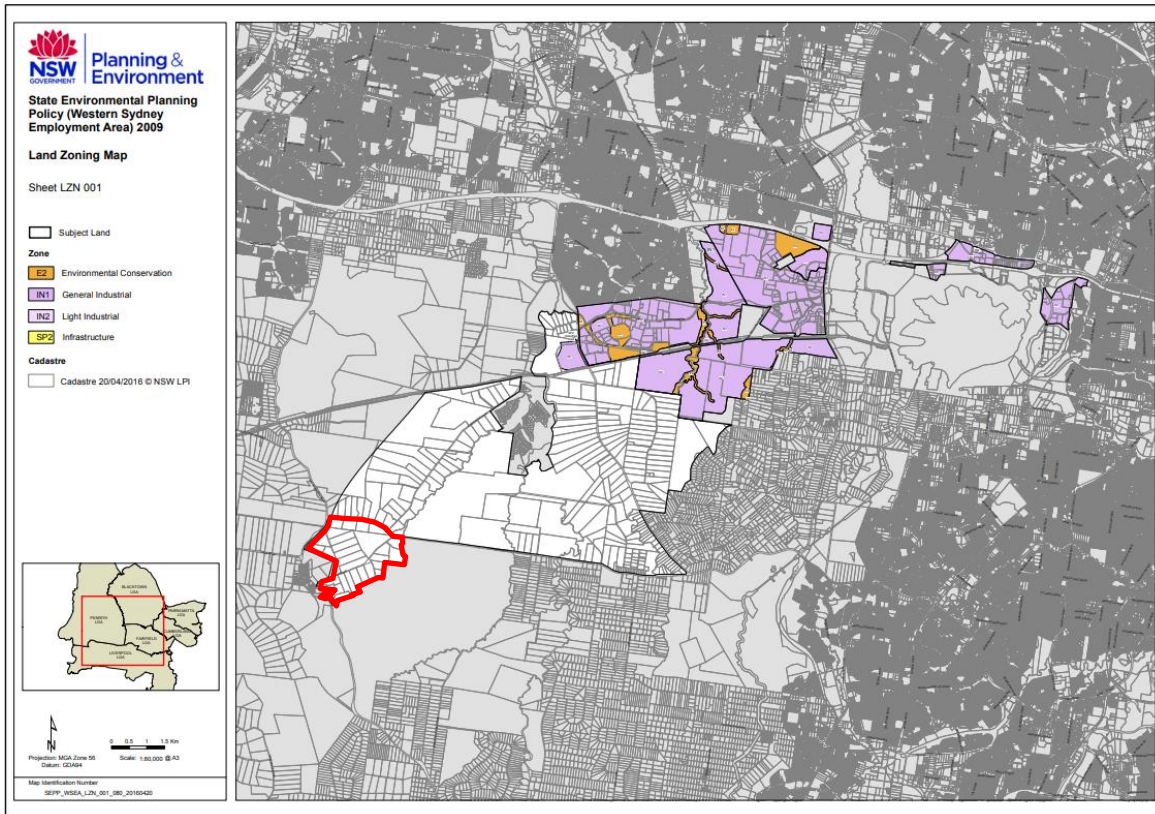


Figure 1-4 Existing SEPP – WSEA boundary (Consortium Lands edged red)

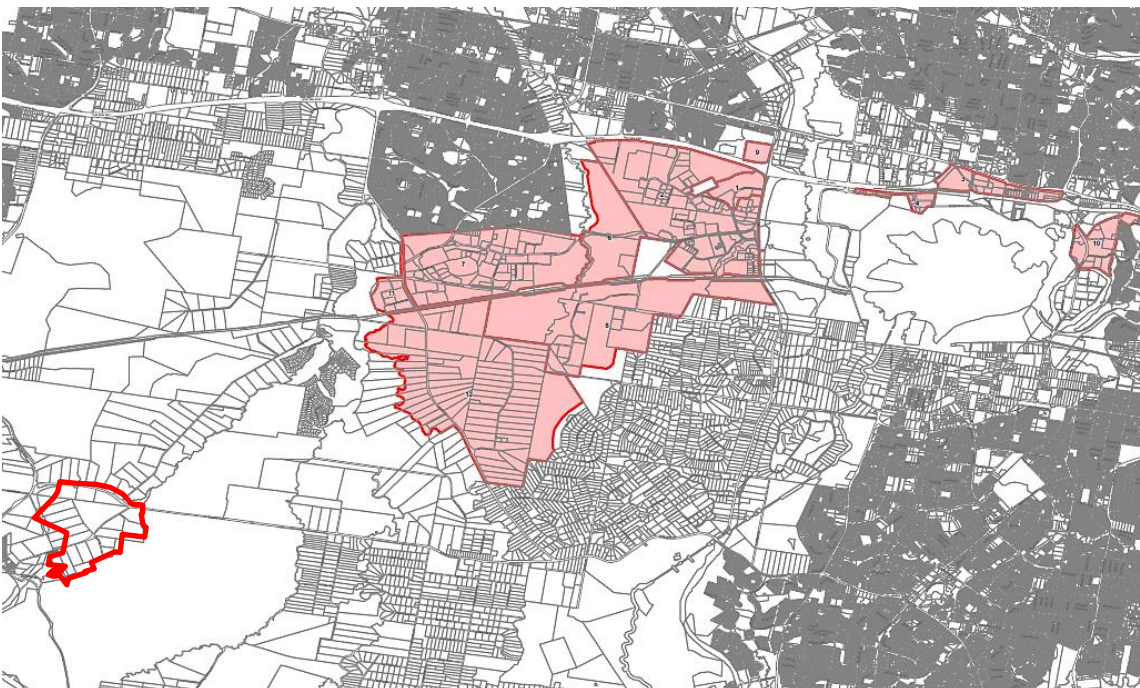


Figure 1-5 Proposed SEPP – WSEA Boundary (source: DPIE Discussion Paper). Consortium Lands edged heavy red

1.3 Further investigation of the excluded lands is appropriate

The Discussion Paper points to a substantial and increasing demand for Employment Lands in Western Sydney, particularly for freight and logistics. A shortfall in supply is identified, with 5 - 6 years capacity remaining in the currently zoned land within the WSEA. The proposal to extend the zoned land to include much of the Mamre Road Precinct would address part of this shortfall. However, no justification is provided in

the Discussion Paper for excluding all other land currently mapped in the SEPP as part of the WSEA. It is clear that much of this land would be potentially suitable for employment purposes and its proximity to major transport infrastructure would suggest that it would have substantial potential to address the identified shortfall, notwithstanding its potential for other uses compatible with the new airport. We suggest that further investigations of the land would be appropriate before a decision is made to exclude the land from the WSEA.

1.4 The Consortium Lands are suitable for Employment Lands purposes

The Consortium Lands are located directly adjacent to the airport site and are well connected to other transport infrastructure. Our investigations of the Lands have found that they are worthy of further study to identify their capability to provide further supply for freight and logistics purposes, addressing the shortfall for these critical uses referred to in the Mamre Road Discussion Paper. This preliminary finding is based on the following identified attributes of the land:

- **Proximity to the airport and other transport infrastructure.** The land adjoins the western edge of the Airport and is close to the proposed Airport Freight, Logistics and Commercial Precinct. It is also connected to the M12 Motorway and will benefit from direct access to the Northern Road upgrade via the proposed Adams Road intersection, the future upgrade of Elizabeth Drive and the future Outer Sydney Orbital (M9) Motorway. The land is “transport ready” for Employment purposes.
- **Impacts of airport noise.** More than half of the land parcel is affected by ANEC noise contours between 20 and 35 (Figure 1-6). This land would be unsuitable for residential uses and would be suited to employment uses including logistics.
- **Gradient.** The land is relatively flat, particularly in the eastern portion adjacent to the airport (Figure 1-7). Logistics and freight based land uses are generally suited to gradients of less than 15%. It is notable that a significant amount of this land with favourable gradient for development for logistics purposes is located close to the Airport boundary and within the 20 – 35 ANEC.
- **Flood.** The land parcel is not flood affected. The entire land parcel is outside of the 1% AEP and PMF flood extents (Figure 1-8). Flood would not be a constraint to development of Employment related land uses.

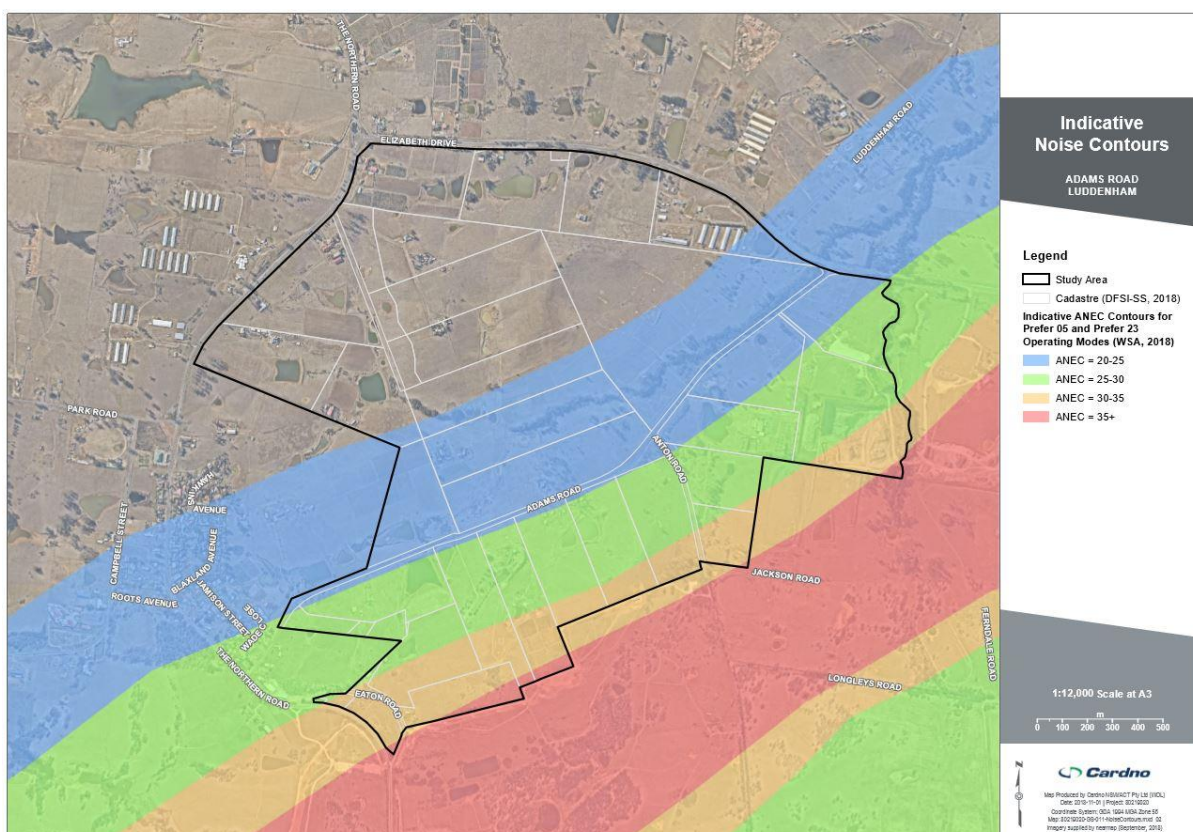


Figure 1-6 Consortium lands - Indicative Noise Contours
Cardno, 2018

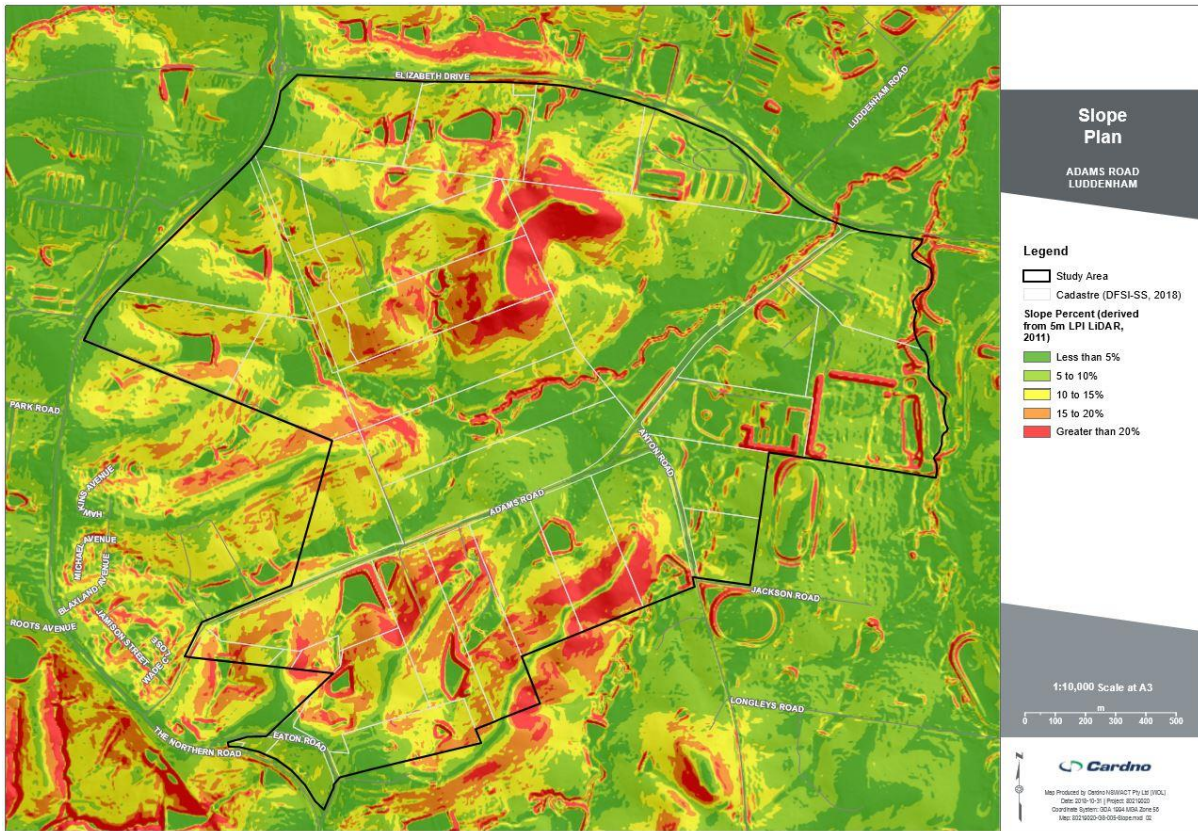


Figure 1-7 Consortium lands – slope analysis. Cardno, 2018

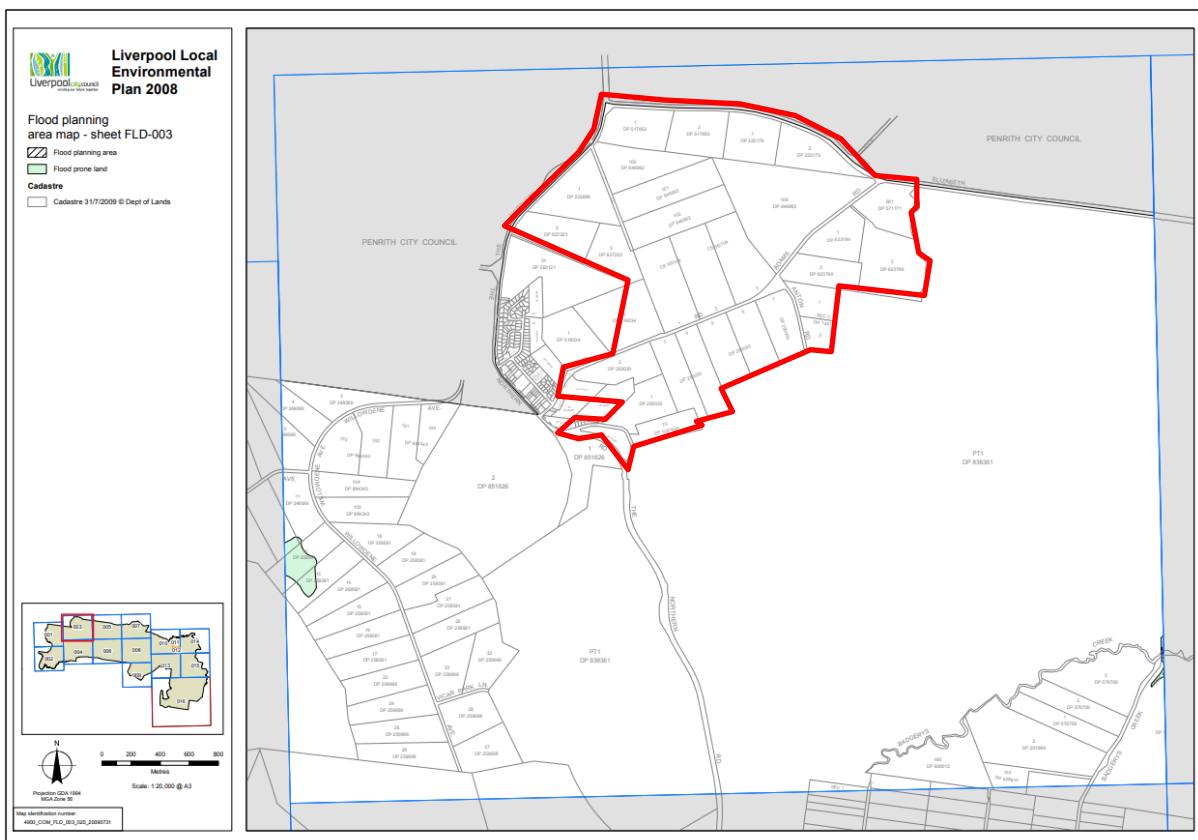


Figure 1-8 Flooding Planning Area Map – Sheet FLD_003 (Consortium Lands edged red)

(NSW Legislation, 2015, Liverpool Local Environmental Plan 2008)

1.5 Compatibility of the WSEA with potential future uses of the land

The Western Sydney Aerotropolis Plan – Draft for public comment (December 2019) identifies the Consortium Lands within an Agribusiness Precinct. Stated Strategic Outcomes in the draft Aerotropolis Plan that are of relevance to this submission include:

- *Provide a world class agriculture and agribusiness precinct that will deliver Australian food production to the global market.*
- *Provide an integrated intensive production hub and state of the art integrated logistics hub to deliver a multi-modal supply chain solution for agricultural products to Greater Sydney, NSW and Australia.*
- *Accommodate agricultural value added industries and freight and logistics facilities that benefit from access to the proposed Outer Sydney Orbital and air-side access to the Airport.*
- *Allow for the development of integrated food chain related industries*

These Strategic Outcomes described in the draft Aerotropolis Plan are all compatible with Employment generating land uses. Moreover, the Outcomes include logistics uses that are specifically consistent with the requirement to address the identified shortfall in capacity that is a stated outcome of the amendment to the SEPP – WSEA outlined in the Discussion Paper.

1.6 Future permissible uses on the land should maximise opportunities for employment

The Consortium Lands have been clearly identified as suitable for employment purposes, consistent with the objectives of the *SEPP - Western Sydney Employment Area*. With the imminent delivery of the Northern Road Upgrades, the Luddenham Consortium Lands constitute one of the few areas able to provide excellent early transport access for a range of activities which will support the airport and assist in addressing the identified shortfall in employment land in the locality.

It is clear that the range of uses currently permissible under the SEPP – WSEA would be complimentary to the contemplated operations associated with the Agribusiness Precinct and will provide a catalyst for investment in close proximity to the airport. Exclusion of this land from the WSEA would restrict flexibility for employment generating land uses on land which has been identified as suitable for and capable of supporting such development. This would be likely to create an unnecessary constraint on economic incentives for development of the land.

1.7 Conclusion

On this basis it is our opinion that the exclusion of the Consortium Lands from the WSEA, as proposed by the draft amendment to the SEPP – WSEA, represents a potential loss of opportunity to address the identified shortfall in supply of Employment Lands.

Our opinion is that permissible uses on the Land should include those contemplated within the Agribusiness Precinct in addition to the uses currently permissible under the SEPP – WSEA. This will maximise the viability of the land for uses consistent with Employment.

Further investigations of the capability and suitability of the Consortium Lands for employment uses should be carried out before decisions are made to excise the land from the mapped WSEA.

We thank the Department for the opportunity to make this submission on behalf of our client group and we would appreciate your consideration of its content. We would be happy to meet with representatives of the Department at any time to discuss the matter further.

Yours sincerely,



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