



11th March 2021

Department of Planning, Industry and Environment
Western Sydney Aerotropolis Precincts Submission
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To Whom it May Concern

**RE WESTERN SYDNEY AEROTROPOLIS DRAFT PRECINCT PLANS
AGRIBUSINESS PRECINCT**

The preparation of the Draft Agribusiness Precinct Plan marks an important stage in the development of the Western Parkland City. It is significant milestone in the future success of the Western Sydney Airport and Aerotropolis.

While the impacts of Covid-19 and the vicissitudes of trade policy have an immediate impact, these are in some ways very much short-term events. Certainly while Covid -19 may bring about some direct societal change, the need to build agricultural resilience and value-add exports represents a long term strategy that anchors development of the Agribusiness Precinct policy.

Two documents from the suite of Aerotropolis reports relate to the Agribusiness Precinct:

- Overview of the Agribusiness Precinct Plan (November 2020)
- Agribusiness Precinct Urban Design and Landscape Report (November 2020)

These documents sit within a suite of supporting background studies and recommendations that include water management, biodiversity, Aboriginal cultural heritage, infrastructure, land use and feasibilities.

COX has closely followed planning of the Western Parkland City and has undertaken a review of the Draft Agribusiness Precinct Plan. We support the overall strategy and would offer a number of observations:

Overview of the Agribusiness Precinct Plan (November 2020)

Strategy	Response
What is a Precinct Plan	
The precinct plans establish the strategic vision and general objectives, proposed land uses, performance criteria for development of land, and the approach to both infrastructure and water cycle management.	Detailed controls are not provided in the Overview or Draft Plan.
The agribusiness precinct will support the production and value-adding of sustainable, high quality fresh produce and pre-prepared consumer foods	Fresh food supply will be a significant catalyst to underpin this objective.
The Aerotropolis	
Neighbourhood hub – the District plan refers to employment activity hub or Indigenous business hub. In	Neighbourhood hub in wider precinct close to proposed Sydney Markets site.

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Strategy	Response
the enterprise zone this could be a hub of business, with community facilities.	Local centre at Luddenham Village
The Agribusiness Precinct	
Luddenham Village as the core of the Precinct	<p>The heritage setting is an instant “place” and natural focal point.</p> <p>Manage parking so as to not impact village quality</p> <p>Confirm impacts of change and 24 hour access to sites</p>
The Agribusiness precinct is anticipated to accommodate up to 5,400 jobs by 2036,	<p>The most difficult phase will be the initial start-up. Building a critical mass will be essential and early large scale enterprises could be encouraged.</p> <p>Confirm the overall target and take-up</p>
Jobs from the aerotropolis and adjoining local government areas.	<p>Public Transport access essential to reduce car dominance.</p> <p>24 hour a day activity means that staff will need good and reliable after-hours transport options.</p>
The Agribusiness precinct draws upon the agricultural and horticultural history of the area, continuing to provide food security and supplying Sydney and export markets.	The role of fresh food supply for Sydney is critical in servicing a growing population and urban footprint that is moving west.
Cosgroves Creek Park is a parkland network framed along Cosgroves Creek with playing fields, running and cycling tracks that extends from Luddenham Village, across The Northern Road across Elizabeth Drive to the Northern Gateway Precinct.	Facilities indicate a component of residential uses that may conflict with 24 hour use and airport access
A parallel Northern Road connects across the Agribusiness precinct from Anton Road north across Cosgrove Creek and Elizabeth Drive.	Increased permeability supported. Potential direct links to Airport that speed goods transfer to be considered
Neighbourhood hubs are located along creek parkland edges and act as a centre for employment activity.	Role and function of new neighbour centre to be considered
The Transport Framework	
The Agribusiness Precinct will be supported by a connected network of streets that support Agribusiness and employment activity.	<p>Road network indicative. Review road spacing to support industrial uses.</p> <p>Sydney Markets site potentially 50-70ha.</p>
Frequent Bus corridors identified	Needed to support worker access by public transport. Connections to WSA Metro essential
The Land Use Framework	
Agribusiness uses are anticipated throughout much of the precinct and will be oriented to benefit from the amenity of the open space and parkland network	Agribusiness will be predominantly production and large storage uses with 24 hour a day activity.
An Integrated Logistics Hub, Food and Pharma Hub, Integrated Intensive production Hub and an Australian	Seamless airport access essential



Strategy	Response
Centre of Excellence in Food Innovation may be located within the precinct.	
The Open Space Framework	
The creeklines are used as a spine to form a series of connecting parks that link the landscape through the urban form.	A strong sustainable network is essential
Nature parks are central to the Agribusiness Precinct, established around areas with remnant vegetation and managed with a primary focus on environmental protection.	Degraded landscapes to be restored
The Height and Built Form Framework	
Buildings are designed to address streets and open space	Buildings likely to be large scale industrial buildings that might be better in a landscape setting
For Agribusiness zone, the employment density for Large Logistics: 10– 30 jobs/hectare	Assumption seems low.
Maximum block sizes Agribusiness (outside centres including local) Maximum 350 x 350m	The lot size illustrated is generally a smaller 75 x 150 grid. While illustrative at this stage, the final lot size may to suit large scale, large format users
Luddenham Local Centre	
The Village is to be become a destination for local, regional, national and international visitors to celebrate the merging of the rich history of Western Sydney	Heritage framework important. Emphasis should be on Luddenham as a local not district destination
New and emerging technologies will be embraced alongside design excellence and appropriate development while maintaining the village's character, amenity and lifestyle.	Consider impacts of the 24/7 activity and airport operations

Agribusiness Precinct Urban Design and Landscape Report

The more detailed *Agribusiness Precinct Urban Design and Landscape Report* provides a more expansive background to the design process and introduces a series of draft controls.

While the key issues are captured in the *Overview of the Agribusiness Precinct Plan* there are a number of observations that can be drawn from the more detailed document.

Strategy	Response
Opportunities and Challenges	
Leverage access opportunities associated with Elizabeth Drive and the broader Sydney context	Access to the wider Sydney and interstate road network is essential for the success of new agribusiness. M12 access critical prior to OSO delivery
The Key Principles and Structure	
Street Framework	The plan seeks to minimise creek crossings



Strategy	Response
Public Domain Plan	
connect the urban form to Country	Not clear from the strategy or (redacted) support studies how indigenous narratives are woven into the design response. Is a clear opportunity to enrich design responses
Blue and Green Grid	
The creeklines are used as a spine to form a series of connecting parks that link the landscape through the urban form.	As the underpinning of the strategy, it will deliver a distinct and unique business/industrial precinct.
Cultural Landscapes	
Listed and unlisted items	Confirm the required response to unlisted Non-Aboriginal heritage
Duncans Creek Reservoir	
APZs	APZs to waterbodies and grasslands relatively small. Roads my provide break necessary to increase flexibility in open space design
Luddenham Agri-Parkland	
High impact productive landscapes	Agriculture a good use of these vast areas. Not identified in the plan
APZs	Are APZs needed at agricultural lands?
Cosgrove Creek Parkland	
Planning	Important Blue-Green element in planning structure. Low use is adjoining land industrial/commercial. Ensure facilities located close to main roads for access. Ownership of land and facilities below 1 in 100 year flood zone must be resolved
APZs	APZs to waterbodies and grasslands relatively small. Roads my provide break necessary to increase flexibility in open space design
Planting Strategy	
Planting vision	The strategy is supported however it is a vast area and represents a huge challenge. Landscapes in this area will be slow to mature. Is there a staging strategy that considers interim agricultural uses while areas are established?
Movement and Place	
Transport strategy	Emphasis must be on connections to the Sydney Motorway network to move goods into/out of precinct – M4 and M7.
Luddenham/Adams Roads	Link at Elizabeth Drive either controlled (rat run) or reinforced for improved access
Principal Public Transport Network	Network not developed at a macro scale. Differentiate between local network and regional links
Connections to Airport	Each precinct should provide a link facilitate airport/bonded area access
Street Typologies	

Strategy	Response
RMS roads	Clear zone to planting along RMS roads is a serious constraint to great streets/roads. Expand corridor or provide protection at trees?
Land Use	
5,400 jobs by 2036	Across the approximate 1600ha, this is delivering approximately only 4 jobs per hectare. Is there a staging strategy?
Social and Cultural Framework	
Sports Fields	Sites within industrial zones. Reconsider location relative to major road (district) access. Sports fields located below 1 in 100 year flood will not be acceptable to councils.

We hope that the above is helpful in refining the existing documents or for consideration in future guidelines and controls.

Yours faithfully,



Ian Connolly
DIRECTOR