

[REDACTED]

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**From:** PPO Engagement [REDACTED] >  
**Sent:** Friday, 14 February 2020 1:44 PM  
**To:** [REDACTED]  
**Subject:** FW: Webform submission from: Western Sydney Aerotropolis Planning Package

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**From:** [REDACTED] On Behalf Of DPE PS ePlanning Exhibitions Mailbox  
**Sent:** Friday, 31 January 2020 4:33 PM  
**To:** PPO Engagement [REDACTED]  
**Subject:** FW: Webform submission from: Western Sydney Aerotropolis Planning Package

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**From:** [REDACTED]  
**Sent:** Friday, 31 January 2020 1:34 PM  
**To:** DPE PS ePlanning Exhibitions Mailbox [REDACTED]  
**Subject:** Webform submission from: Western Sydney Aerotropolis Planning Package

Submitted on Fri, 31/01/2020 - 13:33

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: [REDACTED]

Last Name: [REDACTED]

Name Withheld: Yes

Email: [REDACTED]

Suburb/Town & Postcode: [REDACTED]

Submission file:

[western-sydney-aerotropolis-planning-package--\[REDACTED\]landowner-submissionjan2020.pdf](#)

Submission: We are long-term landowners within Rossmore and we have been closely following the development of plans for the Western Sydney Aerotropolis. Our submission explains why Rossmore should be included as an initial precinct, consistent with the strategic planning requirements set out by the Western City District Plan. Our submission also explains why the area between Rossmore Avenue West and Bringelly Road should be planned as a key corridor for local employment and live/work opportunities in local centres. Rossmore should be accelerated as an initial precinct Section 7.4 of the Western Sydney Aerotropolis Plan 2019 notes that “the timing of precinct planning for the remaining precincts will be determined by the timing of infrastructure provision and the amount and nature of development in adjoining areas”. However, there is no projected timeframe regarding when non-initial precincts will be planned. This does not provide sufficient certainty to landowners within Rossmore, who will be significantly impacted by the Western Sydney Aerotropolis. We note that the number of non-initial precincts are far outnumbered by initial precincts, with no reasoning provided. There is also no compelling rationale why Rossmore was not included. We believe that Rossmore should be rezoned as an initial precinct for the following reasons: 1. Rossmore precinct is a key part of the entire area of the Western Sydney Aerotropolis - Under Section 7.3 of the Western Sydney Aerotropolis Plan 2019, the Key Considerations and Strategic Outcomes outlined for initial precincts also apply to Rossmore; - Rossmore is directly adjacent to the Aerotropolis Core, a key part of the entire Western Sydney Aerotropolis project; - Rossmore connects Western Sydney Aerotropolis to greater Western Sydney and is significant for a number of transit reasons; and - Rossmore is closer to the Aerotropolis Core than

other precincts that are currently considered initial precincts (for example, the Agribusiness precinct). 2. Greater certainty is needed for landowners in the Rossmore precinct - Rossmore is the third largest precinct (1 361 hectares) in the Western Sydney Aerotropolis (after Northern Gateway Precinct and Agribusiness Precinct), which means a significant number of landowners impacted by any planning decisions; - Section 7.5.4 ('Rossmore Precinct') of the Western Sydney Aerotropolis Plan 2019 is too generalised for the large area that is Rossmore, and does not differentiate between the northern or southern parts of the Rossmore precinct; and - Given its size, inclusion as an initial precinct would provide greater detail regarding future land uses, and provide certainty to all the landowners affected. 3. The area bounded by Rossmore Avenue West and Bringelly Road should be designated as a key corridor - A part of our land was acquired in 2015 by the Roads and Maritime Services in accordance with the NSW Land Acquisition (Just Terms Compensation) Act 1991, contributing directly to transport infrastructure (road widening). This led to the reasonable belief that our land was an important part of the Aerotropolis plan; - Our property sits between, Rossmore Avenue West and Bringelly Road. Both these roads will become busy thoroughfares within the new Aerotropolis and should be included in initial planning for the most effective use of this land; and - Like Fifteenth Avenue, the area between Rossmore Avenue West and Bringelly Road should also be seen as a key corridor for local employment and live/ work opportunities in local centres and along key corridors. We note that in the current projected plans, it has already been identified as a Flexible Employment zone, in contrast to the rest of Rossmore. The significant distance between this area and Fifteenth Avenue will ensure sufficient local demand for services and local services in two areas within Rossmore. We hope that our concerns will be reflected in Stage 2 of the Western Sydney Aerotropolis Stage 1 Plan Land Use and Infrastructure Implementation Plan.

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/western-sydney-aerotropolis-planning-package>



## **Western Sydney Aerotropolis Planning Package**

### **Landowner's submission – Rossmore**

**31 January 2020**

We are long-term landowners within Rossmore and we have been closely following the development of plans for the Western Sydney Aerotropolis.

Our submission explains why Rossmore should be included as an initial precinct, consistent with the strategic planning requirements set out by the Western City District Plan. Our submission also explains why the area between Rossmore Avenue West and Bringelly Road should be planned as a key corridor for local employment and live/work opportunities in local centres.

#### **Rossmore should be accelerated as an initial precinct**

Section 7.4 of the Western Sydney Aerotropolis Plan 2019 notes that “the timing of precinct planning for the remaining precincts will be determined by the timing of infrastructure provision and the amount and nature of development in adjoining areas”.

However, there is no projected timeframe regarding when non-initial precincts will be planned. This does not provide sufficient certainty to landowners within Rossmore, who will be significantly impacted by the Western Sydney Aerotropolis. We note that the number of non-initial precincts are far outnumbered by initial precincts, with no reasoning provided. There is also no compelling rationale why Rossmore was not included.

We believe that Rossmore should be rezoned as an initial precinct for the following reasons:

#### **1. Rossmore precinct is a key part of the entire area of the Western Sydney Aerotropolis**

- Under Section 7.3 of the Western Sydney Aerotropolis Plan 2019, the Key Considerations and Strategic Outcomes outlined for initial precincts also apply to Rossmore;
- Rossmore is directly adjacent to the Aerotropolis Core, a key part of the entire Western Sydney Aerotropolis project;
- Rossmore connects Western Sydney Aerotropolis to greater Western Sydney and is significant for a number of transit reasons; and
- Rossmore is closer to the Aerotropolis Core than other precincts that are currently considered initial precincts (for example, the Agribusiness precinct).

#### **2. Greater certainty is needed for landowners in the Rossmore precinct**

- Rossmore is the third largest precinct (1 361 hectares) in the Western Sydney Aerotropolis (after Northern Gateway Precinct and Agribusiness Precinct), which means a significant number of landowners impacted by any planning decisions;
- Section 7.5.4 ('Rossmore Precinct') of the Western Sydney Aerotropolis Plan 2019 is too generalised for the large area that is Rossmore, and does not differentiate between the northern or southern parts of the Rossmore precinct; and
- Given its size, inclusion as an initial precinct would provide greater detail regarding future land uses, and provide certainty to all the landowners affected.

**3. The area bounded by Rossmore Avenue West and Bringelly Road should be designated as a key corridor**

- A part of our land was acquired in 2015 by the Roads and Maritime Services in accordance with the *NSW Land Acquisition (Just Terms Compensation) Act 1991*, contributing directly to transport infrastructure (road widening). This led to the reasonable belief that our land was an important part of the Aerotropolis plan;
- Our property sits between, Rossmore Avenue West and Bringelly Road. Both these roads will become busy thoroughfares within the new Aerotropolis and should be included in initial planning for the most effective use of this land; and
- Like Fifteenth Avenue, the area between Rossmore Avenue West and Bringelly Road should also be seen as a key corridor for local employment and live/ work opportunities in local centres and along key corridors. We note that in the current projected plans, it has already been identified as a Flexible Employment zone, in contrast to the rest of Rossmore. The significant distance between this area and Fifteenth Avenue will ensure sufficient local demand for services and local services in two areas within Rossmore.

We hope that our concerns will be reflected in Stage 2 of the Western Sydney Aerotropolis Stage 1 Plan Land Use and Infrastructure Implementation Plan.