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Submission: To whom it may concern Please see attached submission prepared for [REDACTED] Kemps Creek.

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

[REDACTED]

[REDACTED]

PLANNING SUBMISSION


KEMPS CREEK

25 FEBRUARY 2020



QUALITY ASSURANCE

PROJECT: Submission: Western Sydney Aerotropolis

ADDRESS: [REDACTED] Kemps Creek

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
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PURPOSE

This submission is prepared by Think Planners Pty Ltd on behalf of the owners of [REDACTED] Kemps Creek, in response to the December 2019 publication of the Draft Western Sydney Aerotropolis Plan, Western Sydney Aerotropolis Discussion Paper on the proposed State Environmental Planning Policy and the draft Western Sydney Aerotropolis Development Control Plan Phase 1 by the NSW Department of Planning and Infrastructure.

The subject site which is identified as [REDACTED] which is more commonly known as [REDACTED], Kemps Creek.

The site is situated within an existing rural area, the subject land parcel can be best described as a regular rectangular shaped allotment which is located on the western side of Devonshire Road. The subject land parcel is approximately 2 hectares in total area and is afforded road access from Devonshire Road. The site is 140m to the north of the intersection of Devonshire Road and Brenda Avenue. The Western Sydney Airport (WSA) is currently under construction and is located approximately 17km to the west of this site.

The subject site is presently zoned RU4 Primary Production Small Lots under the Liverpool Local Environmental Plan (LEP) 2008. The site is subject to a minimum lot size of 10 Hectares under Liverpool LEP 2008.

The subject site is located partly within the Kemps Creek and partly within the Rossmore Precinct as identified in the Structure Plan, which will be flexible employment and urban precincts supporting and serving the needs of the future Aerotropolis.

The draft Western Sydney Aerotropolis Plan 2019 is generally supported, as it provides opportunity, vision and guidance to landowners and the investment community in relation to the structure and roll out of the WSA. The draft Western Sydney Aerotropolis Plan 2019 is a positive step forward in the evolution of an overall concept and related planning controls.

However, the subject site has been identified with an incoherent mix of precincts and a sliver of a new road within the same 2 hectare land parcel. Refinement of the precinct boundary and road location would bring significant benefits in terms of simplifying the precincts and locating the road in a more suitable alignment. The landowners seek to work collaboratively with the NSW Government to ensure there is a local zoning proposed on the site and the location of the road is reprovioned in a more logical location to ensure there are minimal impacts.

In addition, this submission advocates the prioritising of the Kemps Creek Precinct into the initial release of planning precincts to provide enough land to generate opportunities for complimentary employment generating land uses.

The landowners of [REDACTED] Kemps Creek, and Think Planners, look forward to continuing to work with the NSW Department of Planning and Infrastructure on further refinements of the Western Sydney Aerotropolis Plan 2019. We invite further communication from the Department and can be contacted as follows:

- [REDACTED]
- | [REDACTED]
- | [REDACTED]

SITE AND CONTEXT

LEGAL DESCRIPTION

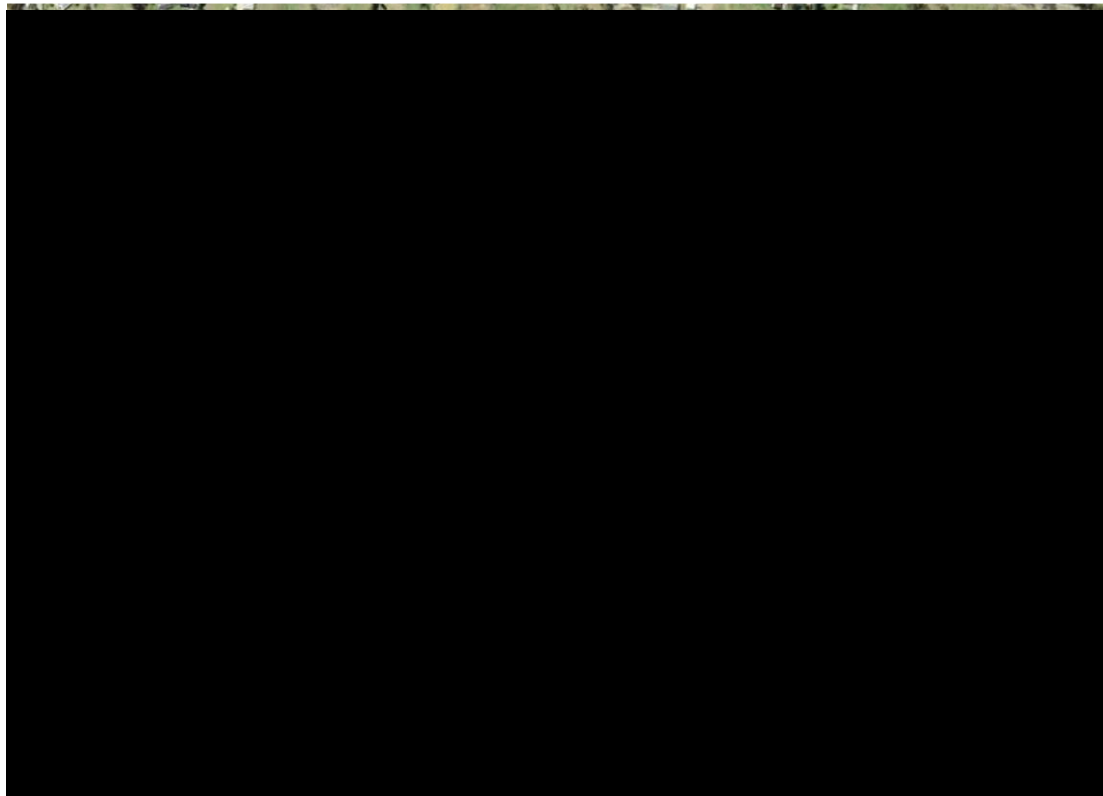
The subject site is legally described as [REDACTED], though more commonly known as [REDACTED] Kemps Creek.

LOCATION

Situated within the existing rural area, the subject land parcel can be best described as a regular rectangle shaped allotment with a total site area of 2 hectares which is located on the western side of Devonshire Road. The subject land parcel is approximately 2 hectares in total area. The site is 140m to the north of the intersection of Devonshire Road and Brenda Avenue. The WSA is currently under construction and is located approximately 17kms to the west of this site.

An aerial photograph and photograph of the subject site is provided below which shows the site in its current context.

Figure 1: Aerial Map Extract of the Subject Site (Source: Six Maps 2020)

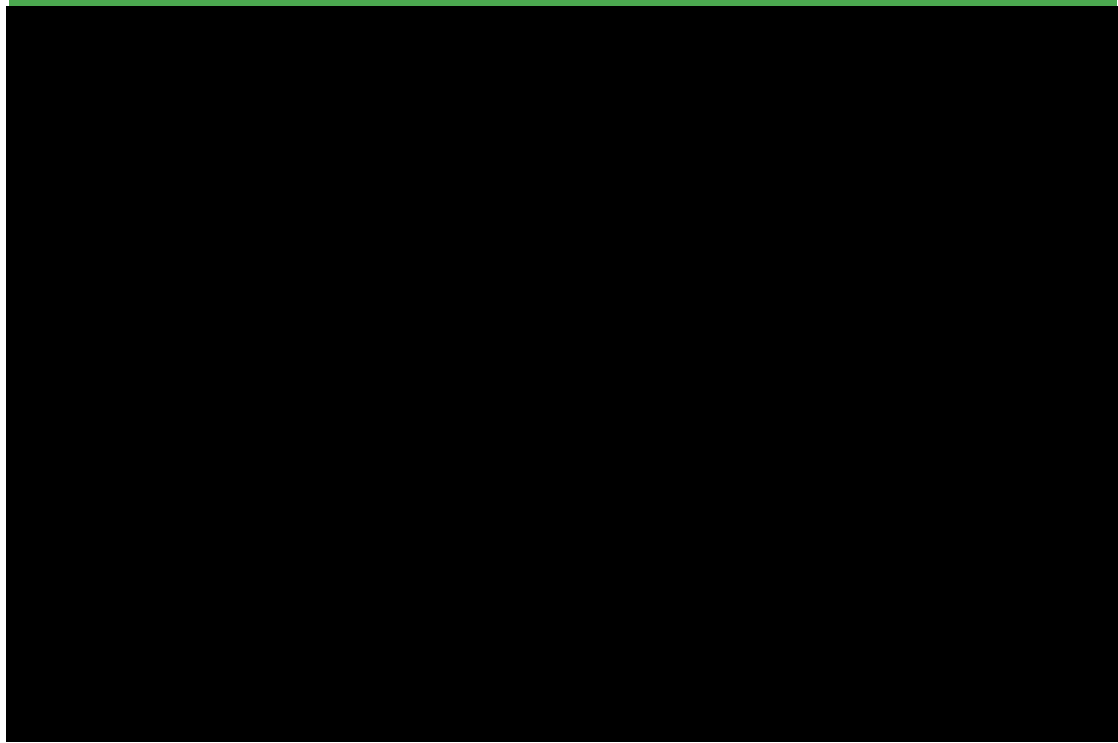


WESTERN SYDNEY AEROTROPOLIS STRUCTURE PLAN (DECEMBER 2019)

In December 2019, the Draft Western Sydney Aerotropolis Plan, Western Sydney Aerotropolis Discussion Paper on the proposed State Environmental Planning Policy and the draft Western Sydney Aerotropolis Development Control Plan Phase 1 were all published for public comment by the NSW Department of Planning and Infrastructure.

The Structure Plan proposes an illogical mix of proposed zones and future road location as it relates to the land at 450 Devonshire Road Kemps Creek as demonstrated in the extract provided below.

Figure 2: Land Zone Map (Source: WSA December 2019)



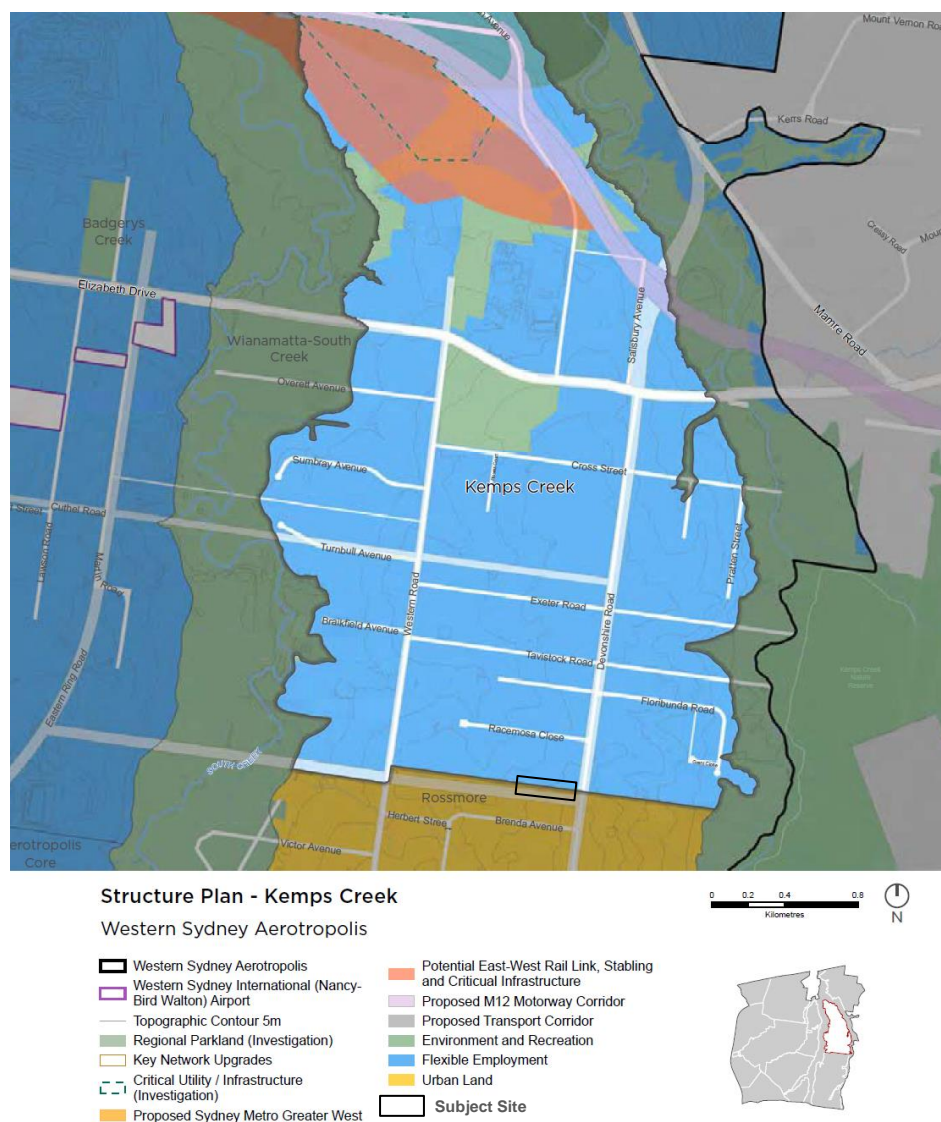
As can clearly be seen from the figure above the land at [REDACTED] has been partly zoned within the Kemps Creek Precinct which is for Flexible Employment and partly within Rossmore Precinct which is a future Urban zone. The site also appears to have been burdened with a small sliver of road for the future east west road connecting the Easter Ring Road through to Devonshire Road.

KEMPS CREEK AND ROSSMORE PRECINCTS

The Kemps Creek Precinct has a focus on providing land for employment generating uses while the Rossmore Precinct is to provide for mixed use communities with a diversity of housing, access to retail, cultural and community services as identified in the Western Sydney Aerotropolis Plan 2019.

The extract from the Western Sydney Aerotropolis Plan provided below demonstrates the zones and how the subject land parcel assigned for part of the Kemps Creek Precinct and part of the Rossmore Precinct.

Figure 3: Kemps Creek Structure Plan Update (Source: WSAP December 2019)

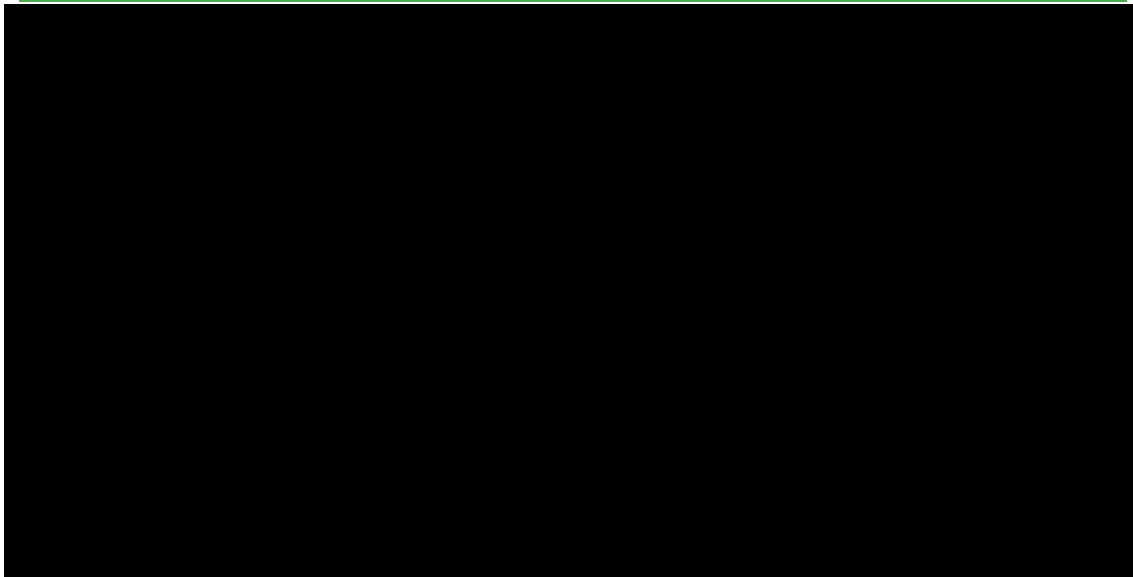


This submission advocates for the land at [REDACTED] Kems Creek to be wholly located in the Kems Creek Precinct within the Flexible Employment zone. The natural boundary for the precinct should be the proposed new future road as roads provide a coherent boundary between precincts. Other precincts within the Aerotropolis make use of roads as appropriate boundaries between precincts. The road should form the boundary between the Kems Creek and Rossmore Precincts.

PROPOSED AMENDED LOCATION FOR THE ROAD

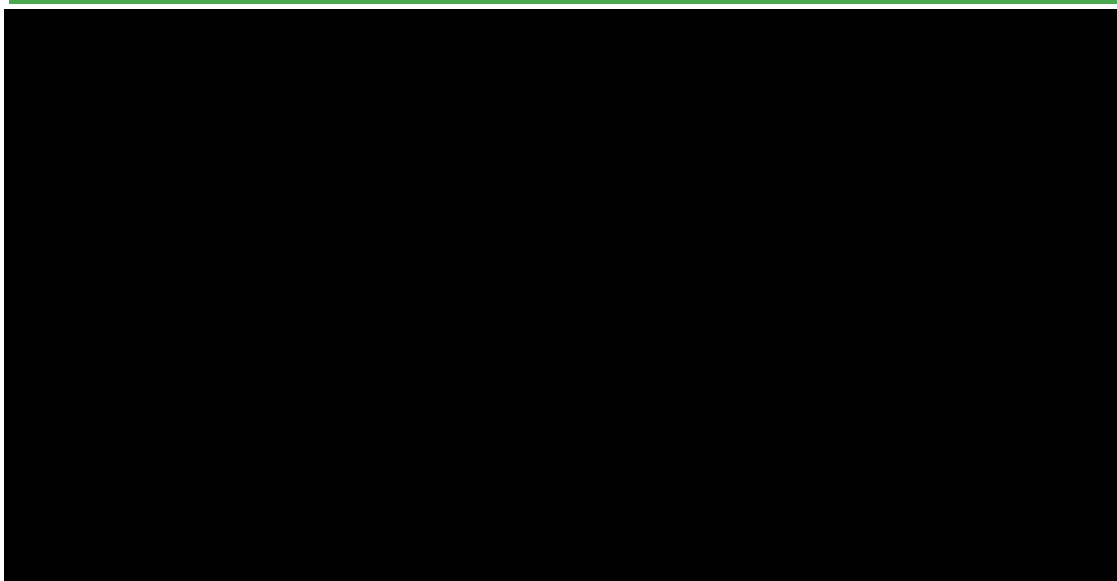
The proposed new east to west road which links the Eastern Ring Road with Devonshire Road is shown in the map below.

Figure 4: Map showing proposed road location (Source: Sixmaps 2020)



There is also a very small sliver of the site at [REDACTED] which is to provide for the new east west road that links the Eastern Ring Road through to Devonshire Road. The proposed new road should be shifted to be entirely located on [REDACTED] which would simplify the future acquisition process for this road. The land at [REDACTED] is needed to create the road in any case so it makes sense to shift the road slightly south and to occupy that entire site. There is also another option to consider, which is to align the road with the existing Brenda Avenue. This would also be a more logical location for the new east to west road. The two options for suggested relocation are shown in the figure overleaf.

Figure 5: Map showing this submission's suggested new road location (Source Sixmaps 2020)



It is noted that Option 1 is logically preferable if the primary purpose of the road is a direct and linear link from the Eastern Ring Road to Devonshire Street. However, if the linear link is not required, Option 2 is also a logical road location.

Locating the proposed new road wholly across a single land holding is a more logical outcome for the Structure Plan. It assists with land acquisition and does not result in compromising adjoining land parcels through creating “left over” or “undersized” development lots. Consideration should also be given to relocating the road to align with the existing Brenda Avenue which again is a more logical proposed location of the road.

SUBMISSION: WESTERN SYDNEY AEROTROPOLIS PLAN

The following key comments are made on behalf of the owners of [REDACTED]
[REDACTED] Kemps Creek:

- **Logical allocation of zones and precincts.** At present the land at [REDACTED] split between the Flexible Employment zone and Urban zone. The site is also split across two precincts which are Kemps Creek and Rossmore Precincts. The proposed location of the zone should be shifted further south to simplify the zones and precincts. This minor tweak to the Structure Plan would simplify the understanding of future development opportunities. **The subject land at [REDACTED] Kemps Creek should be in the Kemps Creek Precinct in the future Flexible Employment zone.**
- **Efficient use of land.** It is illogical to sever at least 7 properties with part Urban and part Flexible Employment zoning and then also propose part of a road on these land parcels. The realignment of the road, zone and precinct boundary would assist with ensuring that land can be developed in future as efficiently as possible. **Shifting the road further south and realigning the precinct and zone boundary presents a more efficient use of land.**
- **Staging for Precinct Release.** The Kemps Creek Precinct is not nominated as an initial precinct. The location of the Kemps Creek Precinct which is near the Western Sydney International Airport Commercial Precinct and only 17kms from the future airport with a direct proposed link road (Pitt St) from Kemps Creek into the Airport Commercial Precinct. The Kemps Creek Precinct should be elevated to the initial precinct planning stage to ensure there is enough land available to provide the supportive employment uses needed to make the airport a successful economic prospect. **The Kemps Creek Precinct should be elevated to the initial precinct release stage to ensure enough land is available to provide the needed employment land.**
- **Flexible Employment Land Supply.** The Kemps Creek Precinct is an ideal complementary precinct to generate the proposed opportunities for flexible employment which will be required hand in hand with the Western Sydney International Airport. The release of Kemps Creek Precinct in the initial precinct planning stage will also assist the local council to help fund major upgrades to its current infrastructure which in turn would boost development and operations to the upcoming airport. Such upgrades being the Fifteenth Avenue Smart Transit (FAST) Corridor running along Hoxton Park Rd and Fifteenth Ave and the development of the Driverless Electric Buses which will run the 19km stretch from Liverpool CBD to the Western Sydney Airport. **The Kemps Creek Precinct should be elevated to the initial precinct release stage.**

- **Proposed road location.** There is a very small sliver of the site at [REDACTED] which is to provide for the new east west road that links the Eastern Ring Road through to Devonshire Road. **This submission advocates for the new road to be realigned further south as demonstrated in the two options suggested in this submission.**
- **Logical precinct boundary.** There is a logical boundary between the urban land precinct and flexible employment land and that is the proposed new east to west road from the Eastern Ring Road through to Devonshire Road. The proposed new road should be shifted to be entirely located on [REDACTED] or to align with the existing Brenda Avenue. This would be a more logical location for the new east to west road. **Land at [REDACTED] should be within the Flexible Employment zone within the Kemps Creek Precinct.**
- **Economic viability.** Permitting the subject site to be developed for Flexible Employment will improve the economic viability and functional delivery of the Precinct as more land can be developed to provide for much needed jobs in Western Sydney. **Land at [REDACTED] should be within the Flexible Employment zone within the Kemps Creek Precinct.**

CONCLUSIONS

This submission on behalf of the owners of [REDACTED] Kemps Creek strongly advocates for the refinement of zone and precinct boundaries. This submission also strongly advocates the realignment of the proposed new east to west road that will link the Eastern Ring Road through to Devonshire Road to be relocated further south.

The land at [REDACTED] should be fully located within the Kemps Creek Precinct and nominated for the future flexible employment zone.

This submission is intended to assist the NSW Government in finalising the Western Sydney Aerotropolis Plan 2019 and positively contributing to the success of the Aerotropolis and WSA.

Principally, this submission makes the following key points:

- The reallocation for Flexible Employment zoning of the land holding located at [REDACTED] Kemps Creek.
- The realignment of the Kemps Creek Precinct to fully include the land at [REDACTED].
- The prioritising of the Kemps Creek Precinct into the initial release of planning precincts to provide enough land to generate opportunities for complimentary employment generating land uses.
- There is no obvious impediment for the road to be relocated to the south to minimise the number of affected properties and potentially relocating the road to align with the existing Brenda Avenue.
- Locating the road where it severs a precinct is not logical or efficient use of the land. The relocation of the road will ensure it minimises impacts on the local landowners.

The landowners of [REDACTED] Kemps Creek look forward to continuing to work with the NSW Department of Planning and Infrastructure on further refinements of the Western Sydney Aerotropolis Plan 2019.