

28 February 2020

Western Sydney Planning Partnership  
PO Box 257  
PARRAMATTA NSW 2124

Dear Western Sydney Planning Partnership,

## **RE Draft Western Sydney Aerotropolis Plan (December 2019)**

We refer to the Draft *Western Sydney Aerotropolis Plan* (draft Plan) currently on exhibition for public comment. Macroplan, on behalf of our client Ronalind Holdings, has reviewed the draft Plan and notes Government's continued commitment to creating a 30-minute city, where people live within 30 minutes by public transport of their nearest strategic or metropolitan centre, as well as create 200,000 jobs over the next 20 years within the Western Sydney Aerotropolis (WSA). We acknowledge that the WSA is a strategic centre, as identified in the *Greater Sydney Region Plan* (2018) and as such will see continued investment in infrastructure to facilitate this vision.

We note under section 1.3.3 of the draft Plan that planning for the WSA will complement adjoining lands such as the Metropolitan Rural Area (MRA). However, macroplan is of the opinion that the draft Plan limits its influence to the defined black boundary line of the WSA and does not acknowledge or provide a strategic planning narrative which challenges the status quo approach of the adjoining lands. These adjoining lands may need to transition to other land uses in the future to support the sustainable growth of the WSA and the Western City i.e. to assist with the achievement of a 30-minute city.

The Northern Road is "city-shaping infrastructure" and its connectivity between the WSA and Penrith city is underplayed outside the WSA boundary, particularly as it will be completed well ahead of other infrastructure. The Aerotropolis is likely to transform the use of adjoining lands. We are of the opinion that the Western Sydney Planning Partnership should be working with the relevant local councils such as Penrith City Council to ensure that the best land use outcomes are being achieved for the Aerotropolis and Western Sydney (refer to **Attachment 1**). A commitment that the Western Sydney Planning Partnership and Western City and Aerotropolis Authority (WCAA) will continue to work with the relevant local councils, such as Penrith City Council and the Greater Sydney Commission, is required to ensure adjoining precincts and land support the vision for the WSA and optimises the use of existing and proposed infrastructure. We note under the *Western City and Aerotropolis Authority Act 2018* that the functions of the WCAA (i.e. section 13 of the Act) could apply to lands outside the WSA boundary if these lands are identified in Schedules 2 or 3 of the Act.

Since the release of the *Greater Sydney Region Plan* (2018), further strategic work has been undertaken within the Western City and significant investment is continuing to occur. The scale of development and growth is of both local and metropolitan significance. The use of land located on the western side of the Northern Road at

Luddenham has the potential to be reconsidered. Macroplan believes this land has more value than just rural. Land use planning along the western boundary of the WSA needs further analysis as it exhibits identical characteristics to land to its north which has been zoned for an appropriate use extending south from the urban frame of Penrith. Lands adjoining the WSA boundary have the ability to be developed for uses which help achieve the vision of the WSA.

Macroplan, and our client, would welcome the opportunity to discuss this matter further with the Western Sydney Planning Partnership. Please contact, Daniela Vujic, Senior Strategic Planning Manager [REDACTED] [REDACTED] ss this matter further.

Yours sincerely

[REDACTED]  
**Chief Strategic Planner**

27 February 2020

City Planning LSPS Team  
Penrith City Council  
PO Box 60  
Penrith NSW 2751

BY EMAIL [REDACTED]

Dear City Planning LSPS Team,

**RE Council's Response to Submissions received on the Draft Penrith Local Strategic Planning Statement**

Macroplan, on behalf of our client Ronalind Holdings, made a submission to Penrith City Council (Council) on the draft Penrith Local Strategic Planning Statement (LSPS) in November 2019. Our client's land is located on the Northern Road adjoining the Western Sydney Aerotropolis (WSA) boundary. Macroplan's submission raised a number of matters on the draft LSPS including: the failure to acknowledge the important role of lands to the west of the North-South corridor; failure to recognise The Northern Road upgrade as key infrastructure; conceptual consideration of the Penrith Economic Triangle; and the adoption of the Metropolitan Rural Area (MRA) as reflected in the *Greater Sydney Region Plan* and *Western City District Plan* prepared by the Greater Sydney Commission (GSC).

We understand that Council has reviewed all submissions received and has prepared a response to these submissions including identifying whether further amendments would be made to the Penrith LSPS prior to submission to the GSC for assurance purposes. Macroplan has reviewed the submissions report (publicly available on Council's website on 20 February 2020) which was considered at Council's Ordinary Meeting on 24 February 2020. We are of the opinion that the matters raised in our submission on the draft LSPS has not been adequately addressed except for the recognition that the Northern Road is "city-shaping infrastructure". While we appreciate that Council is in the process of finalising its LSPS, we request that further discussions are held with Council regarding the future use of our client's land in the context of a changing and evolving Western City and the proximity and importance of this land to the Western Sydney Aerotropolis (WSA). We believe that the proposed land use direction does not reflect this changing environment and its potential role in the growing Western City. The scale of which is not only of metropolitan significant but also of local significance. Designation and considerations contained in the draft LSPS under play both the logic and significance for the planning of this area.

Our client's land is located within the MRA on the western side of The Northern Road which is currently undergoing significant upgrades and will be an important road connection between Penrith and the WSA. While we acknowledge that Council has adopted the MRA boundary based on the boundary shown in the *Greater Sydney Region Plan* and *Western City District Plan*, it is unlikely that detailed consideration and analysis was undertaken at a regional level to consider the local environment and the proposed infrastructure investment. However, a more detailed analysis of the land located on the western side of The Northern Road at Luddenham identifies an

opportunity to reconsider the use of this land. This land is held by landowners with large landholdings in a changing precinct which will be well serviced by significant infrastructure within the next 20 years. Macroplan is of the opinion that this land has more value than just rural. It exhibits identical characteristics to land to its north which has been zoned for an appropriate use extending south from the urban frame of Penrith.

We acknowledge that Council proposes to review its LSPS every two years and as such we wish to progress further discussions with Council regarding land use opportunities which reflect the future needs of the Western City and that support the WSA. Macroplan, and our client, would welcome the opportunity to meet with Council to discuss this matter further. Please contact, Daniela Vujic, Senior Strategic Planning Manager on ( [REDACTED] ) or [REDACTED] to discuss this matter further.

Yours sincerely,

[REDACTED]  
Gary White  
Chief Strategic Planner