

[REDACTED]

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**From:** system@acelo.com on behalf of Barney Oros [REDACTED]  
**Sent:** Thursday, 1 November 2018 5:11 PM  
**To:** [REDACTED]  
**Subject:** Submission Details for Barney Oros of The Perrett Family (comments)  
**Attachments:** 291788\_[REDACTED] submission DOP.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Barney Oros  
Organisation: The Perrett Family (Son in Law)  
Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]  
[REDACTED]

Content:  
Please refer to the attached letter.

IP Address: - 49.195.42.225  
Submission: Online Submission from Barney Oros of The Perrett Family (comments)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=291788](https://majorprojects.acelo.com/?action=view_activity&id=291788)

Submission for Job: #9552  
[https://majorprojects.acelo.com/?action=view\\_job&id=9552](https://majorprojects.acelo.com/?action=view_job&id=9552)

Site: #0  
[https://majorprojects.acelo.com/?action=view\\_site&id=0](https://majorprojects.acelo.com/?action=view_site&id=0)

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**1<sup>st</sup> November 2018**

Director, Aerotropolis Activation  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Re: [REDACTED]

**Dear Director:**

I am writing this submission on behalf of our family, Dianne Perrett, Vanessa Oros (Perrett), Darren Perrett and Justin Perrett.

We wish to support the proposal for Rossmore to be rezoned as "Urban Land" with the following comments:

**Density**

We support the proposed increased density along creeks and riparian corridors and would welcome such a zone for 193 King Street, Rossmore.

***Rossmore - Key features***

*To capitalise on the amenity of the waterways, residential development of 45 to 65 dwellings per hectare, in two to four-storey articulated buildings will fringe the creeks, along with other community uses such as schools and community facilities. Local centres will be positioned to maximise the riparian lands, encouraging activity and providing surveillance and public safety.*

(NSW Department of Planning and Environment, 2018) - Pg 61 [extract]

Specifically, **we would support** and look to have the bulk of [REDACTED] identified for delivery of dwellings in line with the densities highlighted above.

This is not only due to the existence of a creek at the rear boundary of the property, but also due to the close proximity to the existing Leppington train station, the proposed Rossmore train station, and also the East-West transit corridor along Bringelly road.

## Zoning

**We would support and welcome** the use of the "Urban" zone in the context of speeding up the delivery of housing, rather than the more traditional rezoning process. This flexibility also allows for a better planning outcome in regards to amenity within masterplanned communities.

**We would however not support** the rezoning of land to the rear of the property which may/may not be affected by the Creek at the rear or identified as flood affected, if that rezoning resulted in the non-compensation for that land.

We have observed in the past that land identified (by Authorities) as "flood affected" was then re-zoned into "environmental" land resulting in very low or no density outcomes. Such land which currently has a value, would then be rendered valueless and no-compensation offered, even though it would seem that land served a community benefit as drainage corridor land, buffer land, or overland flow path to a riparian corridor.

## Transport

**We support** the use of Bringelly Road as a major transport corridor and not that [REDACTED] is strategically located within close proximity to Bringelly Road and relevant train stations, existing, and proposed.

In addition, [REDACTED] is located within close proximity to Elizabeth Drive, and the On-ramp to the M7 orbital.

## Utilities

**We would support** and urge the Dept of Planning to coordinate the delivery of essential services, especially sewer, to service [REDACTED] Rossmore in a timely manner, in line with the rezoning process.

In the past, Land has been rezoned, R2, R3, etc, many years ahead of sewer being made available, delaying the delivery of housing substantially.

This has had a significant affect on the ability of existing land owners to sell their land within reasonable timeframes.

As an example, land in the Austral precinct was rezoned many years ahead of sewer line delivery by Sydney Water, this resulted in land owners having to accept offers from developers which extended up to five years in time from initial deposit.

Given the length of time owners have had to wait since the initial announcement of the Second Airport, this has a detrimental affect on elderly owners, trying to understand why they have to wait years after their land has been "rezoned".

### **Timing**

Given the overwhelming demand for housing in Sydney as highlighted by the Dept of Planning & Environment, **we would support** the acceleration of release and rezoning to Urban Land affecting [REDACTED]

*Current projections suggest more than 1.7 million additional people will be living in Sydney by 2036, requiring more than 725,000 new homes*

(NSW Department of Planning and Environment, 2018)

In summary, our family is supportive of the rezoning of [REDACTED] to allow for the delivery of housing supply at the density suggested of 45 – 65 dwellings per hectare, over the entirety of the land size.

Should any land be zoned for other purposes, we would expect compensation to be applicable as a minimum entitlement.

**Yours Sincerely,**

**Barney Oros**

**On behalf of the Perrett Family.**

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### **References**

NSW Department of Planning and Environment. (2018). *Planning for Local Communities*. Retrieved from <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts>

NSW Department of Planning and Environment. (2018). *Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan Stage 1: Initial Precincts*. Sydney: Crown Copyright 2018.

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