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From: system@accelo.com on behalf of Lloyd Gomez [REDACTED]
Sent: Friday, 2 November 2018 4:30 PM
To: James Sellwood
Subject: Submission Details for company Celestino Developments SSP Pty Limited (org_comments)
Attachments: 292188_Celestino LUHP Submission FINAL.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

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Organisation: Celestino Developments SSP Pty Limited (Development Director)
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Content:

Please find attached Celestino Developments SSP Pty Limited Submission.

If there are any issues with downloading our submission, please contact Lloyd Gomez on 9842 1218.

IP Address: - 203.4.196.33

Submission: Online Submission from company Celestino Developments SSP Pty Limited (org_comments)
https://majorprojects.accelo.com/?action=view_activity&id=292188

Submission for Job: #9552

https://majorprojects.accelo.com/?action=view_job&id=9552

Site: #0

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SUBMISSION TO THE WESTERN SYDNEY AEROTROPOLIS LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN – STAGE 1

Celestino Developments SSP Pty Limited
2 November 2018

Commercial-in-confidence

SYDNEY
SCIENCE
PARK

About Celestino

Celestino is an Australian owned family business focused on delivering quality residential, commercial and industrial projects that will become success stories for families, communities and business partners across Australia. Celestino is part of the Baiada Group, renowned for iconic brands Steggles and Lilydale Chickens, founded by Celestino Baiada in 1916.

For the past twelve years Celestino has been working on the master-planning, visioning and rezoning of key development projects in areas such as Western Sydney and South East Queensland, and now has over \$12bn of development in the pipeline.

One of these projects is Sydney Science Park (SSP) in Luddenham, which was rezoned in 2016 to enable a mixed use 'science city'. SSP will create an internationally recognised epicentre for research and development, supported by a retail centre, social infrastructure including schools and universities, residential uses, integrated regional-level open spaces and smart city technology.

Development of SSP is currently underway.

Given content in this submission is commercial-in-confidence, it is requested that it remains confidential

Executive Summary

Celestino supports the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan Stage 1: Initial Precincts (LUIIP).

The LUIIP identifies SSP as being wholly within the Northern Gateway precinct – one of three initial precincts the Government has identified to 'kickstart the development of the Aerotropolis' given they 'offer the greatest growth potential' – ensuring they will be the impetus for the Aerotropolis' growth. These three precincts lie along the proposed North South rail corridor connecting the Western Sydney Aerotropolis to the main Western rail line providing direct connectivity to Parramatta and Sydney CBDs and hence connecting the 'Three Cities' by public transport.

The Northern Gateway accordingly refers to its broader context as the 'gateway' to the Western Sydney Aerotropolis rather than a 'gate' to an airport. We believe this is an important distinction and are pleased that the Government clearly had this front of mind when planning the area.

The LUIIP identifies two distinct areas that allow for a mix of residential development and employment by way of the Mixed Flexible Employment and Urban Land zone. Both areas lie within the Aerotropolis Core in the south and SSP in the north. This effectively book-ends the Western Sydney Aerotropolis with two high quality, mixed-use centres connected to each other, and the airport that lies between them, by rail.

Notably, land surrounding the airport and within flight paths has been identified for Flexible Employment but not residential. This protects the airport's 24-hour operation from residential encroachment and, of equal importance, ensures a high-quality living environment for future residents within the Western Sydney Aerotropolis, with a sufficient buffer to the noise, odours and other conflicts that naturally come with an airport.

Accordingly, Celestino supports all land uses identified in the three initial precincts of the LUIIP.

SSP was rezoned in 2016 through a developer-led planning proposal supported by all three levels of Government. The process started in 2011 with the original SSP vision document, which formed the basis for what became the planning proposal and ultimately the area that was zoned. During the planning process the airport and north south rail line were not committed however, as Celestino always believed they would proceed, the zoning was undertaken accordingly.

It is widely recognised that Celestino has played an important advocacy role for the North South rail and led the discussion on changing the vision for employment and education in Western Sydney. SSP will play an important role in catalysing the area as an innovation hub and an important part of Sydney's innovation ecosystem through providing the highest quality education, living, retail and employment opportunities. This is why SSP is zoned entirely for mixed uses through B4 and B7 zones allowing employment, education, residential and a retail centre across a seamless area the size of Macquarie Park. Current zoning allows Celestino to deliver a 30,000sqm retail centre, 3,400 dwellings and approximately 440,000sqm of employment Gross Floor Area (GFA) at SSP.

Since the rezoning of SSP there have been a number of positive planning and infrastructure announcements including; the Commonwealth commitment to build the airport (3km from SSP) by 2026; the joint State-Commonwealth commitment to link the airport by rail by building Stage 1 of the North South Rail corridor (through SSP) by 2026 and; the State announcement that the area surrounding the airport (including SSP) would be planned as a city in its own right forming one of the three cities of Greater Sydney with the vision of a 30 minute city (mirroring the SSP vision).

In light of these positive and catalytic announcements Celestino, in consultation with all three levels of Government, has been progressing a comprehensive structure plan and revised masterplan – SSP Masterplan 2.0 – for SSP (as well as its adjacent substantial landholdings). The intent is to build on SSP's existing zoning of a 30,000sqm district-level retail centre to realise a 130,000sqm regional centre to enhance its important role as the strategic centre and lifestyle hub of the Northern Gateway.

Given the location of the North South rail line through SSP's zoned retail area we are planning for a Transport Orientated Development maximising the benefits that a rail station can offer. By planning for an increase in employment, education, retail and dwellings, all of which are already permissible at SSP, customers for the rail station will be there when it opens, maximising its patronage and increasing the amenity offered by SSP to the wider community.

More importantly for Government, we can maximise our ability to contribute to the North South Rail connection including; station construction, land acquisition, place making and cash contribution. SSP Masterplan 2.0 could easily deliver 30,000+ dwellings, a 130,000sqm retail centre and over 1.5 million sqm of employment GFA.

Celestino has Local and State Voluntary Planning Agreements (VPA) in place at SSP which can be easily augmented to provide for the increased yield and "value sharing" type arrangements around the rail station.

Celestino would also welcome the opportunity to accommodate public facilities at SSP including a public hospital and public school and would be willing to play our part in financially facilitating this, again potentially through a VPA.

Given SSP Masterplan 2.0 is entirely consistent with the LUIIP and all uses are already permitted by the SSP LEP, Celestino is seeking the following amendments to our current LEP and, where necessary, to the LUIIP:

1. Lift the dwelling cap at SSP from 3,400 to 30,000+;
2. Increase height limits especially around the train station from the current 24 metres maximum to the maximum height possible under the Obstacle Limitation Surface (OLS) being 70m+ (25 storeys) consistent with the heights at new station locations along the North West Metro;
3. Remove the GFA cap in place for SSP;
4. Increase allowable retail from 30,000sqm to 130,000sqm;
5. Ensure development at SSP can progress throughout this planning process and is not put at a disadvantage by the LUIIP.

Celestino also owns or controls other lands immediately adjacent to SSP totalling approximately 203 hectares. Approximately 40% lies within the Northern Gateway precinct while the balance is within the North Luddenham Precinct. Together with SSP it is a total area of 490 hectares making it the largest landholding in the Western Sydney Aerotropolis behind the airport itself.

SSP Masterplan 2.0 will take these landholdings into consideration and plan for their eventual development in an integrated way. Most of this land has already been identified by Penrith City Council as having strategic intent for housing.

By integrating all Celestino's landholdings, the role of SSP as a strategic and lifestyle centre could be further enhanced providing for; 30,000+ dwellings or population of @100,000 residents; an employment core of over 1.5million sqm and; a retail centre of over 130,000sqm, realising SSP's status as a the "gateway" to a truly global, next generation city.

Introduction

In reviewing the LUIIP, Celestino welcomes the focus of the initial precincts supporting the proposed North South Rail corridor, and in particular the Northern Gateway precinct as the Northern entrance to the Western Sydney Aerotropolis.

Celestino would like to use this submission to also recognise and congratulate the Government for releasing a transformational LUIIP that will have generational benefits for the wider Western Sydney area.

This submission provides Celestino response to the Western Sydney Aerotropolis Land Use and Infrastructure Implementation plan, Stage 1: Initial Precincts document (LUIIP), issued by the Department of Planning and Environment (DPE) in August 2018.

Specifically, Celestino's submission will provide details of the changing context, the strategic location and advantages to Government of Celestino's landholdings, the rationale for increasing dwellings numbers and retail and employment GFA at SSP, as well as the opportunity to include all Celestino land holdings into the Northern Gateway Precinct. This outcome would enable the cohesive and coordinated planning Celestino has already undertaken to continue which, in our view, will support the best outcome for the Aerotropolis.

The key elements of this submission include:

- Outlining how Celestino's strategically located land holdings and development plans will further support the delivery of the Government's objectives as detailed within the LUIIP
- Providing an overview and rationale for SSP Masterplan 2.0 which will look to:
 - Review the original masterplan for SSP and surrounds given the changed planning landscape and proposed Government infrastructure investment, since SSP was rezoned in 2016
 - Contribute to the delivery of a station on the North South rail line
 - Deliver a lifestyle centre with more employment, education, dwellings and retail offerings within the Northern Gateway
 - Complement the industry activities across the other priority precincts within the LUIIP
 - Incorporate, through place based and integrated planning, additional Celestino landholdings into the North Gateway precinct

Celestino's Strategic Landholdings

The Regional Context

Sitting within the Western Sydney Aerotropolis, Celestino owns the 287-hectare SSP in Luddenham, which is set to transform over the next 30 years into a science city of innovation and education creating over 12,000 jobs and complementing the Government's plan to create the Western Parkland City, centred around the airport.

Celestino also owns or controls other land immediately adjacent to the SSP totalling a further 203 hectares.

The land is located 3 kilometres from the northern boundary of the Western Sydney Airport Commercial Precinct and 10 kilometres from Penrith CBD (see Figures 1 & 2), with development underway at SSP to provide a fully mixed-use urban community.

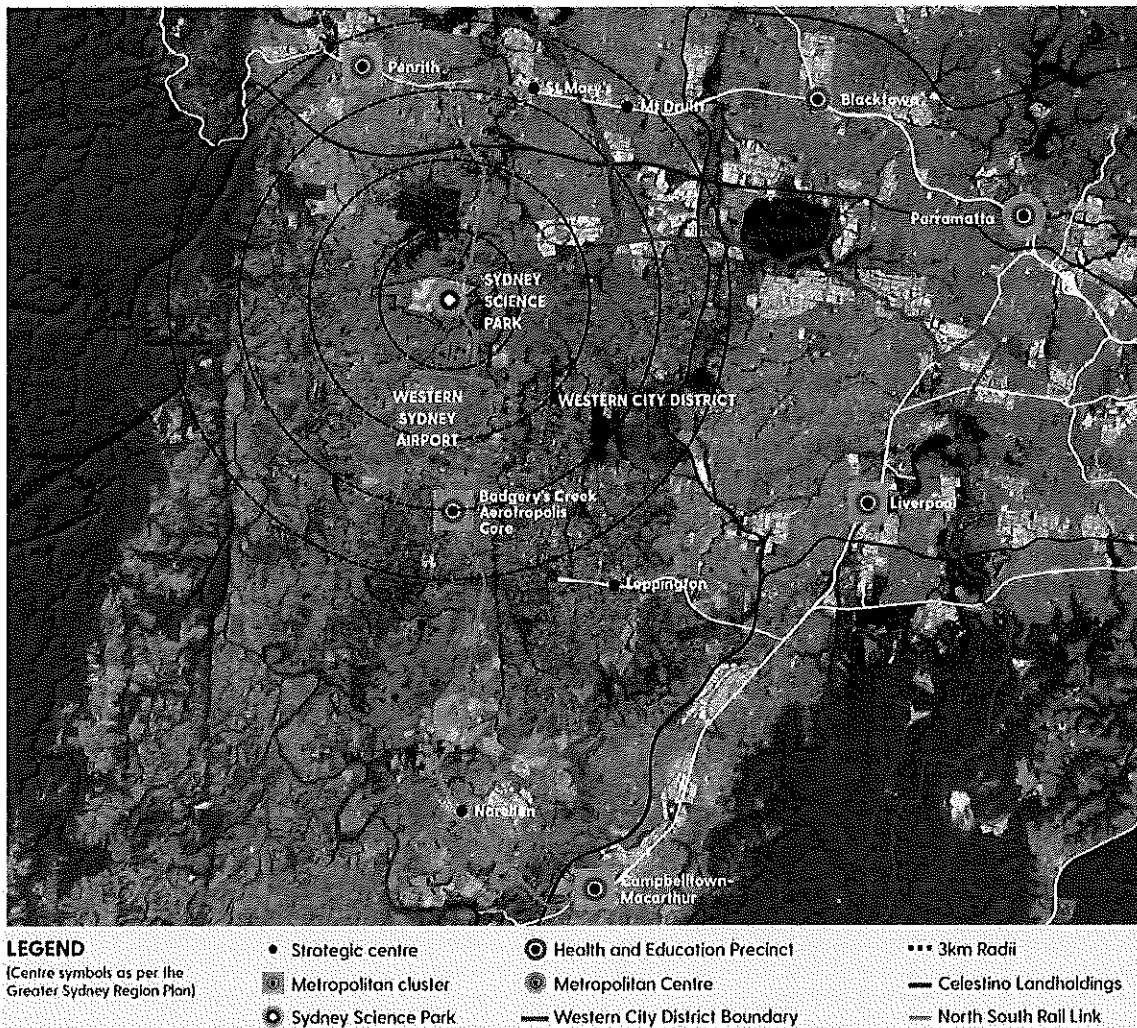


Figure 1: Celestino's landholdings in the regional context

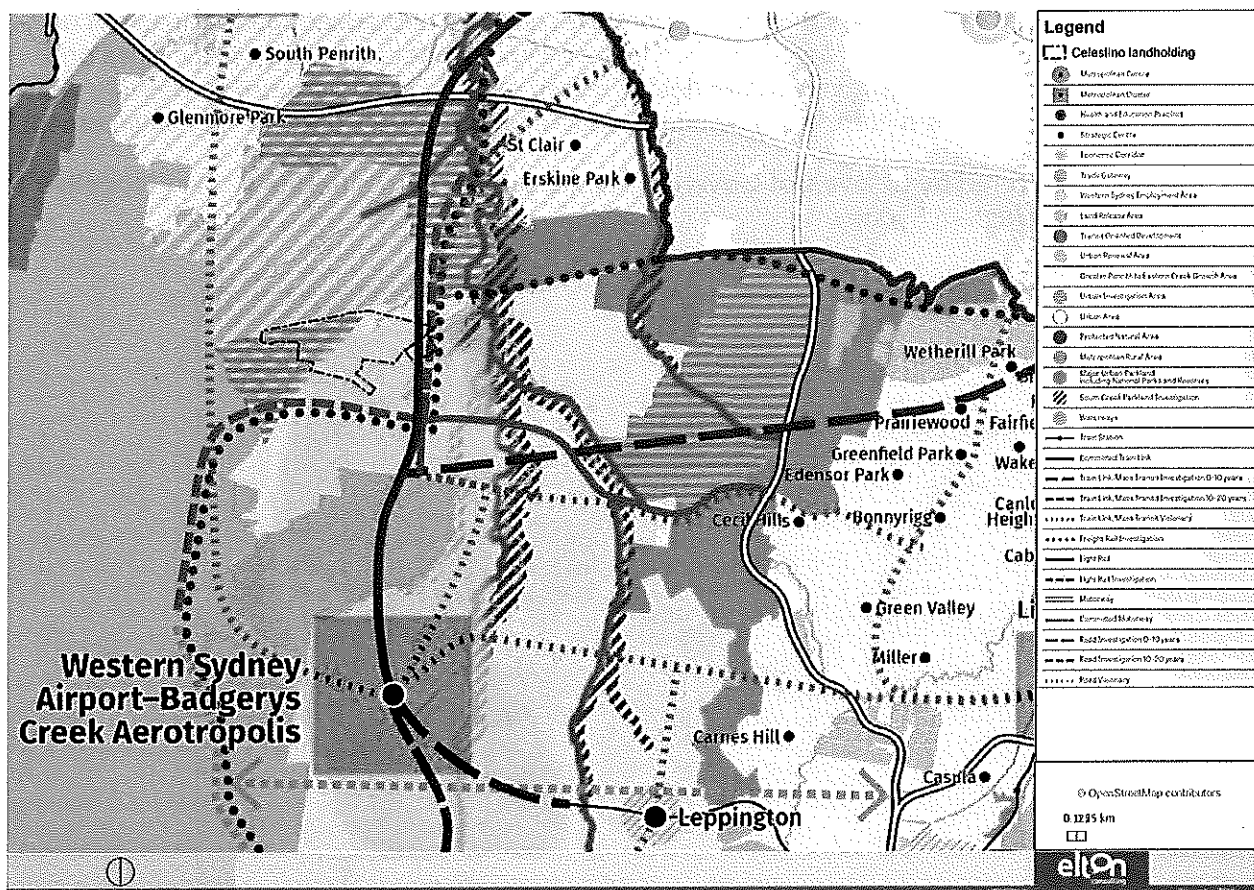


Figure 2: Celestino's landholdings in the context of the Western City District Structure Plan

Sydney Science Park

Celestino is the sole owner and developer of SSP, which is 287 hectares in size.

SSP was rezoned by Penrith City Council and State Government in 2016 entirely for mixed uses of B4 and B7 zones with a range of additional permitted uses, enabling a broad mix of activities including residential and retail across the site. (Refer Figure 3)

The zoning allows development of 3,400 dwellings, a 30,000sqm retail centre and in excess of 440,000sqm of commercial and employment space with building heights up to 24m.

The intent was to position SSP as a district commercial centre and ensure that land use facilitates desired job creation consistent with the vision for SSP and the Western Parkland City.

The rezoning was the result of a developer-led planning proposal that was supported by all three levels of government. The process started in 2011 with the original SSP vision document which formed the basis for what became the planning proposal and ultimately the area that was zoned.

During the planning process the airport and North South rail line were not committed however, as Celestino always believed they would proceed, the zoning was undertaken accordingly. This is why SSP is zoned entirely for mixed uses through B4 and B7 zones that allows employment, education, residential and a retail centre across a seamless area the size of Macquarie Park.

The vision for SSP in the Penrith DCP 2014 [E16 Sydney Science Park] is that it will:
 "...deliver to Western Sydney an urban structure providing greater choice, better value, leading edge environmental outcomes, higher design quality, improved social interaction and superior amenity.

Employment in jobs of the future, high value research, technology and education facilities will be supported by business, retail and community services and housing for a diversity of incomes and lifestyles. Entrepreneurial thinking, innovative design, sound marketing and consistent delivery will ensure SSP quickly provides a compelling research, educational, business and housing environment.”

SSP is strongly supported by all levels of Government and we are committed to working together to fulfil the vision for Western Sydney.

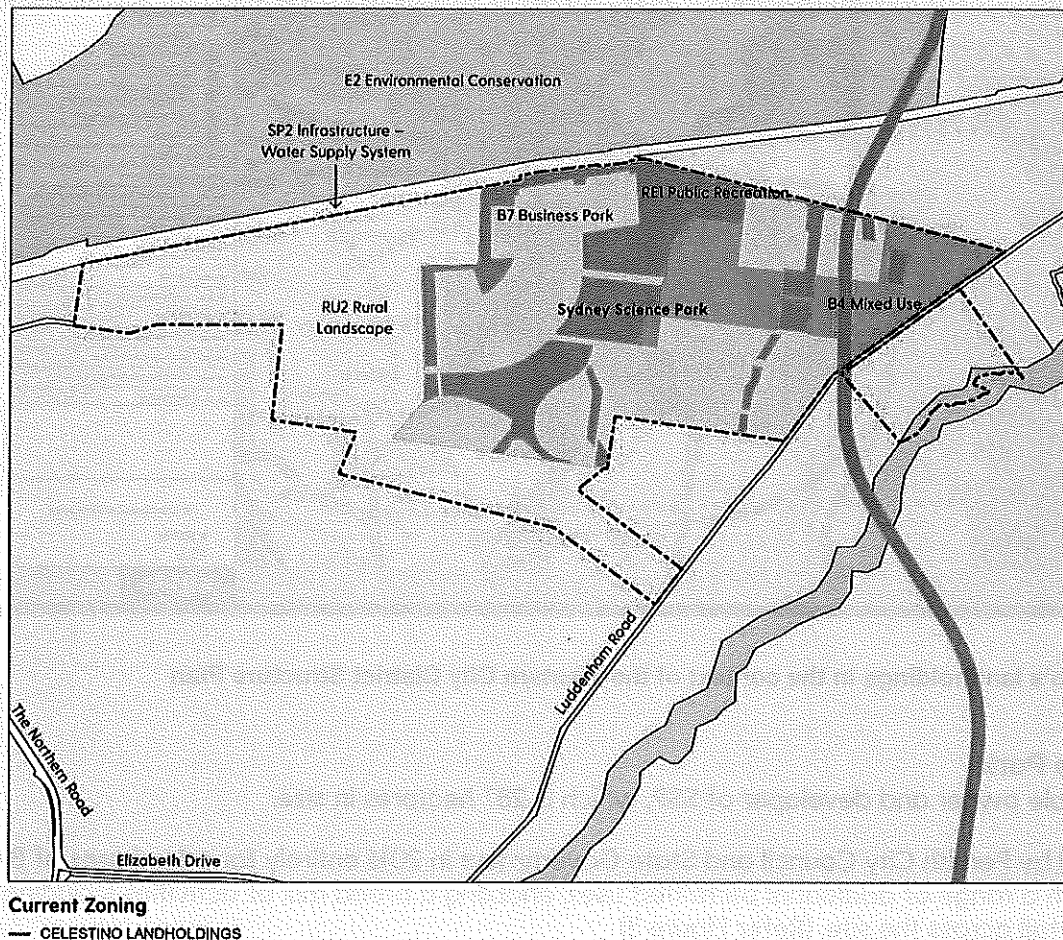


Figure 3: Current zoning of Celestino's landholdings

Progress Update

Demolition and remediation of the site is complete. The first road within SSP is currently under construction and is due for completion by end of November 2018.

Various development applications (DAs) have been approved or are under assessment by Penrith City Council for:

- Demolition
- Dam de-watering
- Lead-in road
- Subdivision
- Construction of the SSP Innovation Centre
- DAs currently lodged with Council undergoing assessment include:
 - STEM primary and secondary school
 - Medium density housing lots

We have also commenced commercial and residential subdivision design and planning of:

- Phase 1 delivery of a K-12 STEM school;
- 10,000sqm of commercial space and;
- over 200 residential lots;

with development due to commence in the next 12-18 months.

Our anticipated development program over the next five years includes:

- 950 residential dwellings including both detached homes and terraces;
- 40,000sqm of commercial floor space across a number of buildings for retail, office, laboratories and other employment; and
- STEM-focused school (preschool to beyond year 12).
- Stage 1 of retail centre realising 8-10,000sqm of retail in a town centre environment

This will ensure a core base of residents, workers, students and visitors regularly travelling to and from SSP, who will also benefit from quick airport access once operations commence.

Education and Industry Partnership Agreements

Since the rezoning, SSP has entered into a range of collaborative agreements notably including:

- **CSIRO** – Australia's First "Urban Living Lab" (ULL) announced by The Hon. Craig Laundy MP, Assistant Minister for Industry, Innovation and Science on 2 February 2017, establishing a dedicated innovation zone where innovators from all over Australia will be invited to create and test new urban technologies under the guidance of CSIRO experts. SSP's ULL provides a safe to fail environment providing a unique opportunity for research and development of urban innovation in a real-life environment under the guidance of CSIRO
- **Westmead Precinct** – A partnership agreement between all seven partners of the Westmead Precinct and SSP announced by NSW Minister for Education, Robert Stokes on 26 July 2017, establishing a framework for collaboration between Australia's largest health precinct and SSP focused on research and commercialisation of innovation
- **Catholic Education Diocese of Parramatta** – Delivering Australia's first purpose-built STEM inspired school catering for 2,000 students from preschool to beyond year 12, announced in March 2017 by the NSW Premier Gladys Berejiklian and the NSW Minister for Education, Rob Stokes
- **Birling National Avian and Food Laboratories** – Delivering a laboratory building housing the national headquarters of the Birling Laboratories
- **Australia's Nuclear Science and Technology Organisation (ANTSO)** – Development of a collaborative Work Hub that connects activities from ANSTO's main campus in Lucas Heights and other facilities to SSP
- **University of Technology Sydney** – collaborating with The University of Technology Sydney on a number of transformative and innovative projects focusing on autonomous vehicle technology, unmanned drones and semi-conductor innovation. These projects include collaborations with an Israeli drone company and Transport for NSW

Our reach extends beyond SSP, demonstrating a commitment to developing Western Sydney through creativity with its support of:

- **The Australian Ballet's Ballet Under the Stars** –we are proud to be a major partner of Ballet Under the Stars, The Australian Ballet's annual free outdoor performance presented exclusively in Penrith at the Sydney International Regatta Centre

- **The Joan Theatre, Penrith** – We support Penrith Performing & Visual Arts Ltd, which includes The Joan Theatre in Penrith. Part of the sponsorship focuses on Theatre's school's program that provides an opportunity for more than 400 students from Western Sydney to experience live theatre.
- **Australian Museum Eureka Prizes** – We will present the Celestino Eureka Prize for Promoting Understanding of Science for a period of three years; 2018-2020. The Eureka Prizes are the country's most comprehensive national science awards.
- **NSW Open Golf** – We are a proud supporter of the NSW Open Golf held at the neighbouring Twin Creeks Golf and Country Club for 2017-2019 inclusive.



Figures 4-7: Clockwise from top left: CSIRO Urban Living Lab launch; Westmead Signing with Minister Stokes; ANSTO agreement signing; STEM School Launch with Premier Berejiklian.

Key Message

SSP is zoned entirely for mixed uses through B4 and B7 zones allowing employment, education, residential and a retail centre. Current zoning allows for 30,000sqm retail centre, 3,400+ dwellings and approximately 440,000sqm of employment GFA at SSP

Overview and rationale for SSP Masterplan 2.0

Celestino began reviewing our SSP masterplan as soon as the State-Commonwealth announced their commitment to link the new airport by rail, building stage 1 of the North South rail line by 2026. As the rail corridor runs directly through SSP, it was clear that we needed to address the opportunities that would arise if a station was located at SSP and, how we could best deliver a transport-oriented development for Western Sydney.

This revised masterplan (SSP Masterplan 2.0) which considers higher residential density and increase retail and commercial GFA, is currently being undertaken with the goal of improving the efficiency of uses surrounding the train station.



Figure 8: A vision of SSP Masterplan 2.0

Train station at SSP

SSP is optimally positioned for a rail station.

The proposed NSRL Stage 1 alignment passes directly through SSP for approximately 1km. The proposed SSP station location is ideally positioned on the North South Rail Line corridor to provide accessibility for the Western Sydney Priority Growth Area. It is our opinion that there is no other suitable location for a station between SSP and the Western Sydney Airport due to environmental constraints such as noise and flooding around the airport site and the location of the Outer Sydney Orbital and M12 motorway corridors.

Environmental constraint mapping indicates that the rail alignment to the south of SSP is encroaching into the higher aircraft noise areas (>ANEC 20) and is further complicated by flood prone lands and land of scenic and landscape value. These factors make this portion of the corridor less suitable for urban land use and hence the location of intermediate stations.

To the north, the corridor alignment takes into account defence lands and in particular major environmental sensitive vegetation and potential flooding zones and has been located immediately west of the OSO corridor maximising development potential to the west. On that basis and the fact

that SSP is part of the largest parcel of land in the Western Sydney Aerotropolis and is already zoned for a retail centre and mixed-use science city, we believe SSP is the optimal location for a train station between the airport and St Marys Station.

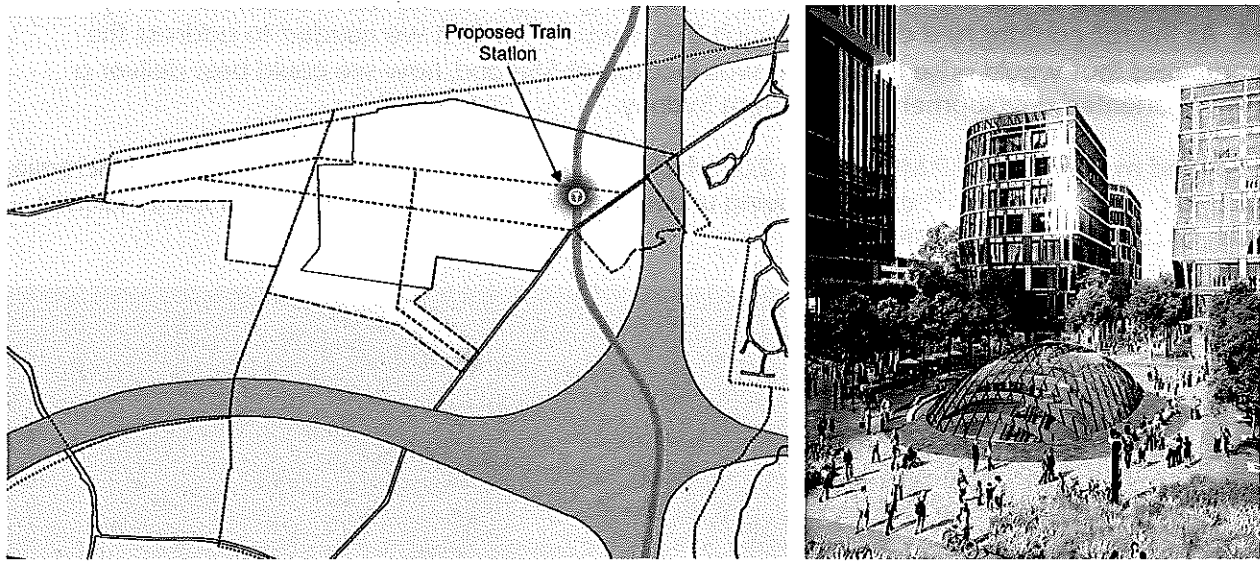


Figure 9: Key transport linkages

A train station would support additional commercial, retail and residential yield at SSP and will significantly increase job creation for the North South rail line and Aerotropolis. The proposed rail and road transport infrastructure are important in supporting the delivery of the kind of employment, education and development at SSP that is needed for the Government to deliver on its city-shaping objectives.

Locating a train station at SSP and enabling easy access from surrounding Celestino and other owner sites, will ensure early patronage supporting the North South rail line's success from day one of its operation and into the future.

Further, our landholdings are an optimal distance from the airport to position a penultimate station. Guiding principles on station placement is typically at a minimum of 3kms between stations. See Figure 10 that highlights a similar arrangement at Kingsford Smith Airport and Green Square.

The LUIP identifies the Northern Gateway as a 'second centre at the Airport's entrance' (p5), with the vision as detailed in Appendix 8.1 being that it will serve as a 'key strategic centre within the Western Economic Corridor' (p57). The vision also details that 'residential development will be located in appropriate locations to ensure the Western Parkland City residents have the opportunity to live in the 30-minute city'.

The proposed SSP Masterplan 2.0 aligns with the LUIP objectives and the DPE guidelines, including:

- diverse uses that help maintain economic activity and viability, and extend centre use into the evening and weekends
- employment opportunities maximising the use of public transport and convenience for workers and visitors
- attractive, lively, safe and secure places with an active, accessible public area
- transport infrastructure and management that prioritise pedestrian movement and public transport access
- flexibility to adapt to changing community and commercial needs to remain places of personal and business opportunity
- a recognisable character and a focus for interaction valued by the community and business

WHY CELESTINO CAN DELIVER

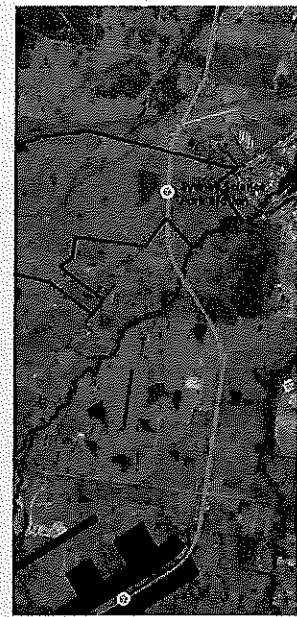
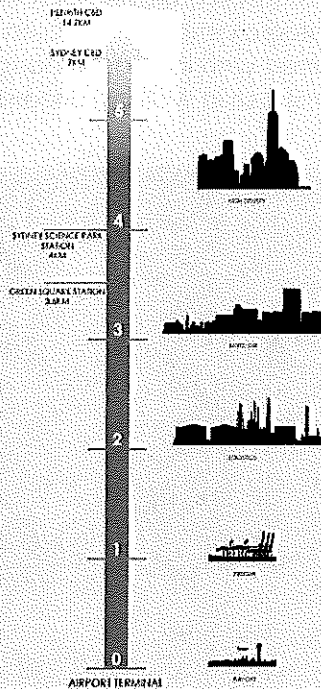
Celestino's landholdings are in a comparable position in relation to Western Sydney Airport as Green Square is to Kingsford Smith Airport.

Green Square is 278ha and less than 4km from Kingsford Smith Airport, with 30,500 new residential dwellings - home to 61,000 people and 22,000 new workers by 2030.

Development of a 28 storey building has been completed.



Green Square in proximity to Kingsford Smith Airport



Celestino's landholdings in proximity to Western Sydney Airport

Figure 10: Celestino's landholdings comparative to Green Square

Key Messages

The size and position of the landholdings and the overall intent of the Northern Gateway precinct make SSP the optimal location for a train station. There are no other suitable locations between SSP and the Western Sydney Airport.

Celestino is committed to contribute to the North South Rail connection including; station construction, land acquisition, place making and cash contribution. This will drive an increase in the retail and residential yield requirements.

Increase in Retail and Residential yield

To support our proposal for a train station at SSP, retail and residential density and yield needs to be considerably increased from the current caps of 3,400 dwellings and 30,000sqm of retail space. This additional yield/area would ensure the successful patronage of the train station and support the proposal for significant developer contributions toward this infrastructure.

We believe a substantial retail centre (130,000sqm) and an increase of residential dwellings at SSP to 30,000+, along with increased commercial GFA of 1.5million + sqm, are critical elements in supporting the efficiency and use of a train station required to make it feasible. SSP has approval for a retail centre and it makes sense that it should be significantly increased in size to complement/support the proposed train station.

Importantly, a new strategic centre at SSP, would not impact the existing retail hierarchy (see Figure 11). Work undertaken by Location IQ for Celestino has identified that a town centre of ~100,000sqm would be supportable in this location over time, (and potentially more dependent on the surrounding population figures). Such a centre will also help provide much needed facilities and services to the greater catchment area, which at the present time has very limited goods and services (see Figure 12).

The State Government has recognised that retail formats are evolving, with clustering and flexibility preferred approaches. A strategic centre with increased retail at SSP will enable a critical mass agglomeration which, combined with increased densities, makes a significant contribution to the 30-minute city, especially for those in walking distance to services, jobs and transport.



Figure 11: Existing centres with 3km catchments and the proposed new centre at SSP

Unconstrained by Noise

In terms of the Northern Gateway, section 3.2.2 of the LUIP states that residential development will be permitted within walking distance of public transport and outside the ANEC/ANEF 20 contour, and that residential development will also need to be located and designed so it is compatible with the noise environment (p24 of the LUIP).

SSP lies outside of the ANEC/ANEF 20 contour and is not constrained by noise from airport operations. (Refer to Figure 13)

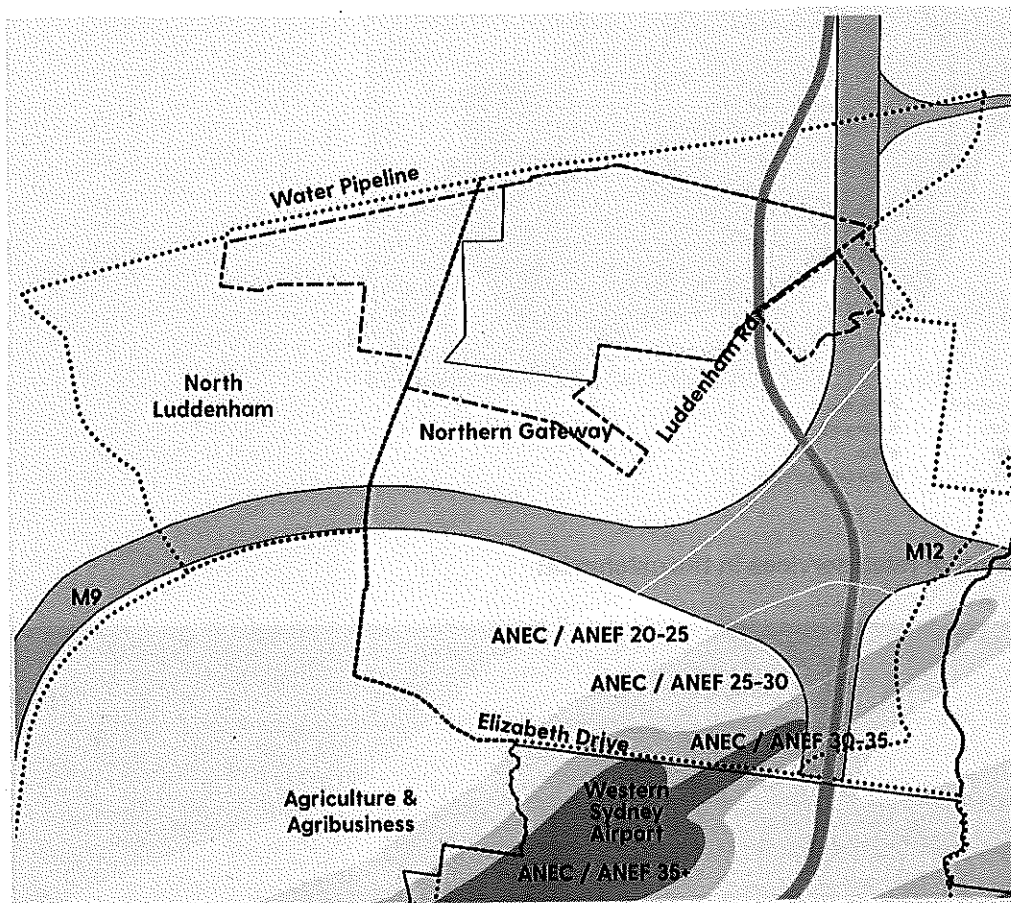


Figure 13: ANEF/ANEC contours in the context of Celestino's landholdings

Key Messages

Potentially through a VPA, Celestino will financially contribute to delivering a public school and public hospital that will be required to service the associated increase in dwelling numbers within the Northern Gateway precinct should a station be located on SSP

The OLS for the Airport still enables building heights of 70m+ or around 25 storeys+ to be considered across the landholdings

Unconstrained by noise - all Celestino landholdings are not affected by ANEF/ANEC contours making it the ideal location for a strategic centre

Utility infrastructure servicing across all Celestino landholdings are being finalised without cost to Government

Utility Infrastructure servicing of SSP

Celestino is finalising arrangements to deliver utility infrastructure at SSP and our surrounding landholdings. We are funding this infrastructure at no cost to Government.

Having a large land holding under single ownership enables the detailed consideration of local community infrastructure needs and actual delivery of this infrastructure across the entire site. It also offers the opportunity to plan cohesively for accessible open space reducing the pressure to publicly purchase land to accommodate such integral uses.

All relevant planning arrangements are well advanced for the servicing of SSP.

Including all Celestino landholdings in the LUIP Stage 1

Celestino has undertaken an urban suitability analysis across all our landholdings which includes lands adjacent to SSP. Initially the work was completed as part of the Penrith Accelerated Housing Program, (Refer to Figure 14) but subsequently as part of the SSP Masterplan 2.0 based on planning context changes.

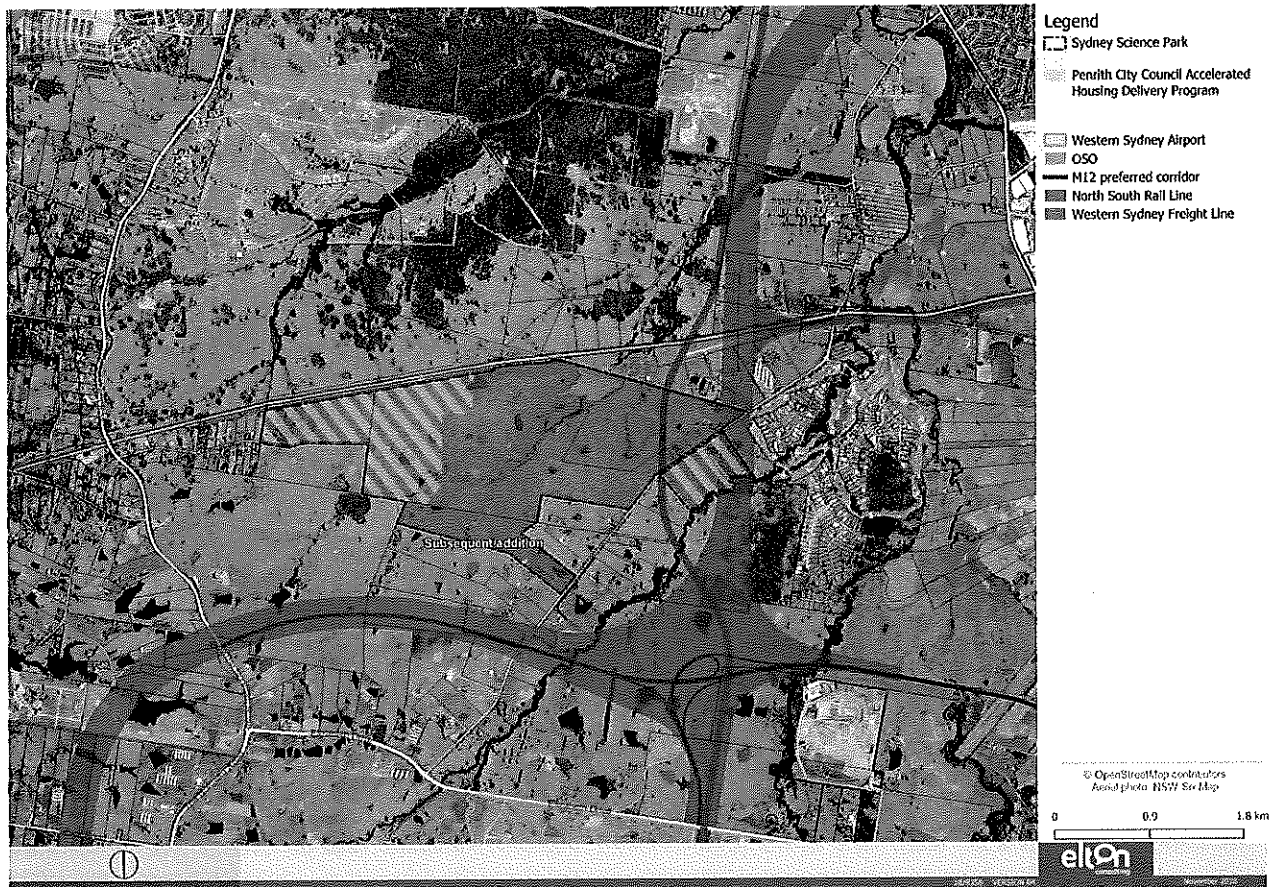


Figure 14: Penrith City Council Housing Delivery Program Lands

It should be noted that there are no impediments to the provision of residential on our land adjacent SSP. The development of this land as residential would further support the strategic centre and proposed train station at SSP and enhance the 30-minute city objective by locating housing, education and employment in close proximity to each other.

Key outcomes of the analysis are detailed following:

- Contamination - The nature of the surrounding landholdings is similar to SSP where contamination issues associated with former agricultural uses were manageable
- Heritage - The land does not contain any items of environmental heritage (although noting that Luddenham Road is locally listed requiring consideration and assessment through the masterplanning process)
- Flood affectation - can be managed
- Sewer, Water, Recycled Water, Electricity- Our arrangements for SSP have the capability of servicing our adjoining lands
- Roads - We have entered into a VPA to cover roads (and other items for the SSP 287ha). It is proposed to enter into another VPA to cover road infrastructure (and other items) for our other landholdings

- Community Infrastructure and open space – High quality social and community infrastructure can be delivered, and we have commissioned a study on our whole landholdings to inform SSP Masterplan 2.0
- Scheduling of infrastructure – A VPA has been entered into for SSP to ensure Penrith City Council secures a new primary school site, linear parklands, new sporting facilities and associated public recreation spaces. The surrounding landholdings will have access to the facilities delivered within SSP, as well as delivering its own public infrastructure.

Based on work undertaken for SSP Masterplan 2.0 and our review of the LUIIP, Celestino has prepared an indicative structure plan that complements the Government's vision (Figure 15). We would be pleased to discuss this concept with DPE and the Western Sydney Planning Partnership.

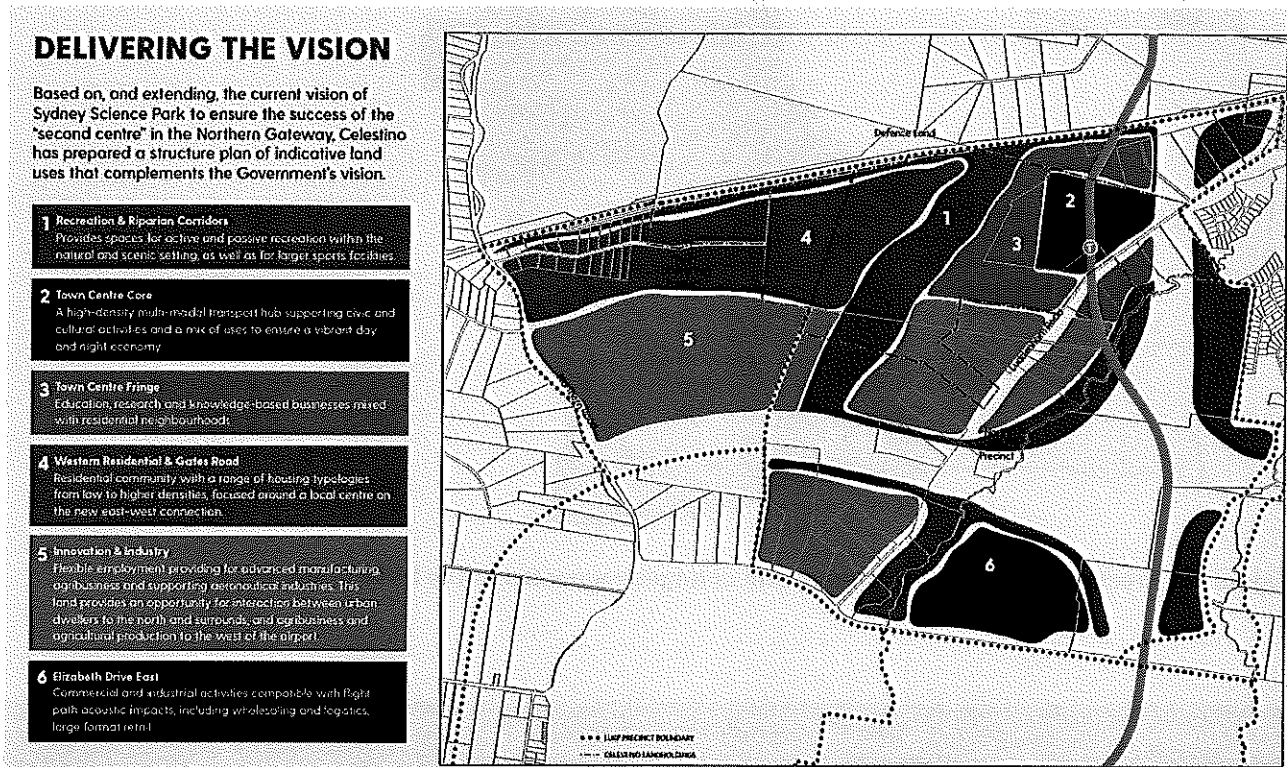


Figure 15: Indicative structure plan

There are significant economies of scale and better social outcomes to be realised in the holistic planning of our landholdings that fragmented landholdings are less likely to achieve. This includes integrated open spaces, roads and cycleways as well as links to the train station, employment and housing between SSP and the rest of Celestino's landholdings. It would also provide a more seamless and cost-effective delivery of infrastructure as it would be integrated with the delivery at SSP.

We request that consideration be made to amend the boundary of the Northern Gateway to include our land adjoining SSP to the west as shown in Figure 16. The ability to plan and develop this land along with SSP will provide the connections across the community as a whole, as well as avoiding financial impacts based on delayed time frames; including missed opportunities for economies of scale, negotiations around infrastructure provision, and creating linkages as early as possible.

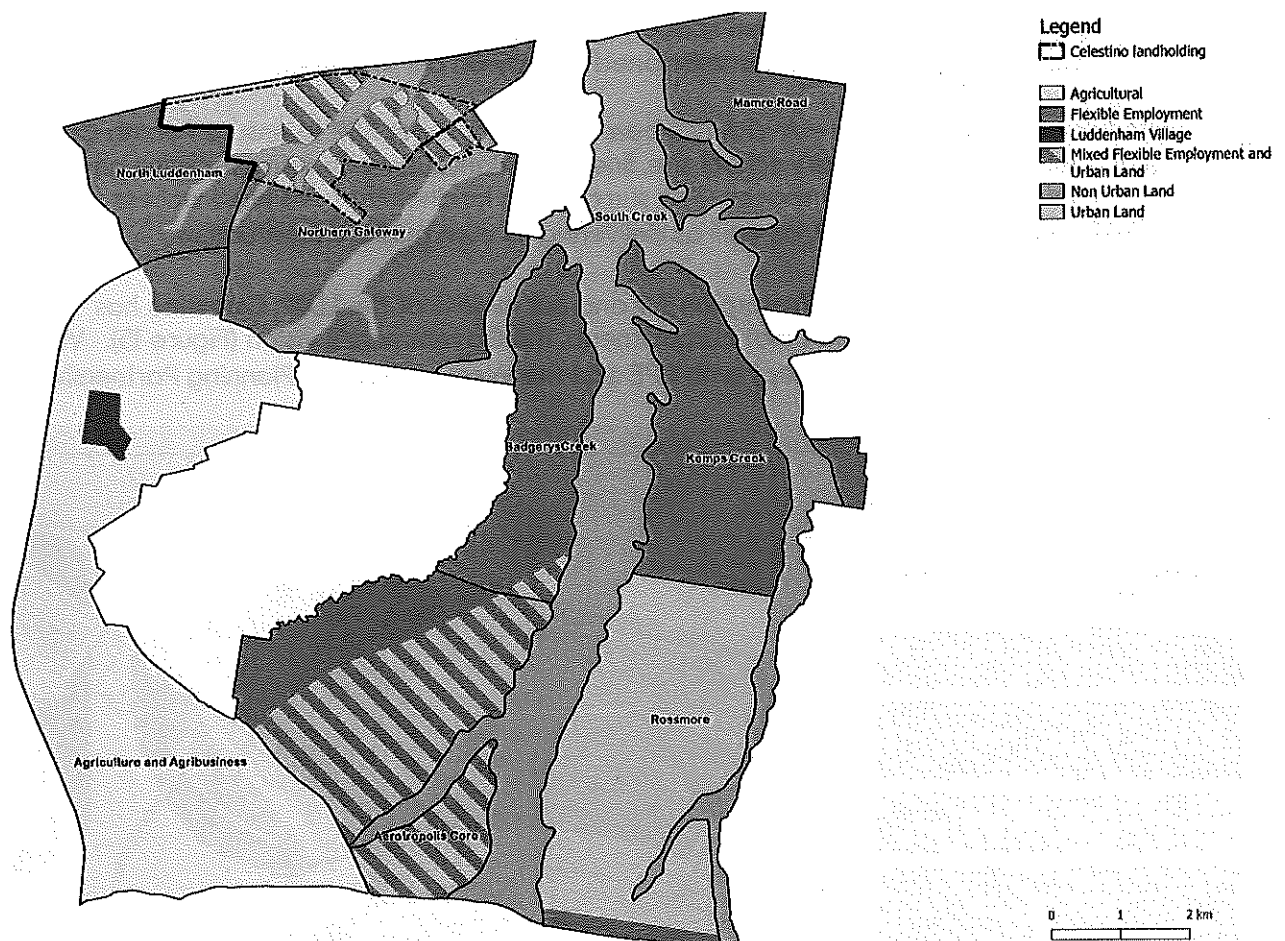


Figure 16: Precinct boundary adjustment and changes requested to the LUIIP Structure Plan

Key Messages

By integrating all Celestino's landholdings, into the Stage 1 LUIIP will enable significant economies of scale and better social outcomes to be planned in a holistic manner compared to dealing with fragmented landholdings

There are no impediments to the provision of residential on our landholdings adjacent to SSP

Conclusion and requested amendments

In reviewing the LUIP, Celestino welcomes the focus of the initial precincts supporting the proposed North South rail corridor, and in particular the Northern Gateway precinct as the Northern entrance of the Western Sydney Aerotropolis.

Celestino recognises and congratulates the Government for releasing a transformational LUIP that will have generational benefits for the wider Western Sydney area.

Celestino began reviewing our SSP masterplan as soon as the State-Commonwealth announced their commitment to link the new airport by rail, building stage 1 of the North South rail line by 2026. As the rail corridor runs directly through SSP, it was clear that we needed to address the opportunities that would arise if a station was located at SSP and how we could best deliver a transport-oriented development for Western Sydney.

Importantly for Government, we can maximise our ability to contribute to the North South rail connection including; station construction, land acquisition, place making and cash contribution. SSP Masterplan 2.0 could easily deliver 30,000+ dwellings, a 130,000sqm retail centre and over 1.5 million sqm of employment GFA. Celestino has Local and State VPA in place at SSP which can be easily augmented to provide for the increased yield and "value sharing" type arrangements around the rail station.

Given SSP Masterplan 2.0 is entirely consistent with the LUIP and all uses are already permitted by the SSP LEP and to ensure the success of the Northern Gateway Precinct, Celestino is seeking the following amendments to the LUIP and our current LEP through the future SEPP:

1. Amend the SSP 3,400 residential cap to 30,000+ over time;
2. Increase height limits especially around the station from the current 24m maximum to the maximum possible height under the Obstacle Limitation Surface (OLS) being 70m+ (25 storeys) consistent with the heights at new station locations along North West Metro;
3. Remove the GFA cap on non-residential in place for SSP;
4. Increase allowable retail at SSP from 30,000sqm to 130,000sqm;
5. Ensure development at SSP can still progress throughout this planning process and that it is not put at a disadvantage by the LUIP;
6. Amend the LUIP structure plan map on page 19 in relation to the precinct boundary and identification of use typologies to reflect Urban Land in the western portion and extending the flexible employment & urban land mix across our other land (see Figure 16);
7. Include our other landholdings, currently in the later North Luddenham Precinct, into the initial Northern Gateway precinct and amend the Total Area (increase to approx.1,258ha) of the precinct in LUIP Appendix 8.1;
8. Amend the wording in LUIP section 3.1 to note that there are also substantial residential opportunities in the northwest outside ANEF/ANEC20, with higher density around transport nodes and centres.

Should Celestino be successful in acquiring a North South rail station at SSP (where Celestino would make substantial contribution to constructing the station), we would also welcome the opportunity to financially support the Government, potentially through a VPA, in delivering a public school and public hospital that will be required to service the associated increase in dwelling numbers within the Northern Gateway precinct.

When the LUIP is finalised, we understand our landholdings will be encompassed into the State Environmental Planning Policy and identified as an Urban Development Zone. For urban development to be 'unlocked', consistency with the LUIP will need to be demonstrated. For this reason, it is important that all of our landholdings should be considered holistically within this initial planning when finalising the LUIP.

Celestino welcomes the opportunity to further discuss this submission with relevant Government stakeholders and is committed to partnering with the three levels of Government to deliver the vision for the Western Sydney Airport and the Western Parkland City.

Resources

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