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From: system@acelo.com on behalf of Samantha Czyz
Sent: Friday, 2 November 2018 4:33 PM
To: [REDACTED]
Subject: Submission Details for company Stockland (org_comments)
Attachments: 292192_Draft Western Sydney Aerotropolis Stage 1 LUIP_ Stockland Submission.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation:

Agreed to false or misleading information statements: yes

Name: Samantha Czyz
Organisation: Stockland (National Planning Manager)
Govt. Agency: No
Email: [REDACTED]

Address: [REDACTED]
[REDACTED]
[REDACTED]

Content:
Please find attached our submission.

IP Address: [REDACTED]
Submission: Online Submission from company Stockland (org_comments)
https://majorprojects.acelo.com/?action=view_activity&id=292192

Submission for Job: #9552
https://majorprojects.acelo.com/?action=view_job&id=9552

Site: #0
https://majorprojects.acelo.com/?action=view_site&id=0

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2 November 2018

Mr Geoff Roberts

Chief Coordinator of the Western City and
Deputy Chief Commissioner
Greater Sydney Commission
PO Box 257
Parramatta NSW 2124

Mr Brett Whitworth

Executive Director for Western Sydney and
Aerotropolis Activation
NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Re: Submission to the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan Stage 1: Initial Precincts

Stockland congratulates the NSW Government and your respective organisations for the release of the Stage 1 Land Use and Infrastructure Implementation Plan (LUIIP) for the Western Sydney Aerotropolis.

The once in a generation opportunity of a new Airport for Greater Sydney has the potential to profoundly impact the lives of Sydney-siders, in particular the current and future communities of Western Sydney. Significant economic, social and environmental shifts are possible through well-managed development of the Airport and its catalytic effect on surrounding areas. We believe that sound strategic planning coupled with a clear implementation plan and governance arrangements are the simple but critical elements to ensure the orderly development of the Airport, the Aerotropolis and surrounds. Release of the Stage 1 LUIIP is an important first step in this regard.

1. About Stockland

As Australia's largest diversified property group and the nation's largest residential developer, we have a keen interest in working with governments to plan for and invest in the creation of connected communities, smart workplaces and world-class destinations. Stockland has a long and proud history of creating and supporting the communities of Western Sydney, having originated in Western Sydney over 66 years ago. Since then, our footprint in NSW has grown to a \$8 billion portfolio that includes:

- 9 logistics, industrial and freight facilities
- 9 office and business park assets
- 15 retail town centres
- 14 residential communities and 20 retirement living villages.

2. Our Interests in the Region

Stockland is not a landowner in the Western Sydney Aerotropolis Growth Area (WSAGA) itself.

Stockland's primary interests are in three localities that will be impacted by the construction of the Airport and the infrastructure that is planned to support it.

St Marys

Stockland's Forrester Distribution Centre, located at [REDACTED] is the largest single landholding within the St Marys Town Centre (see **Attachment 1**), with an area of 12 hectares. The site is located 270 metres from the existing St Marys train station at the heart of the Town Centre. To the north and east is a



vast employment area (circa 286 hectares) of largely industrial zoned land. To the south is the St Marys train station, and the South Creek corridor is approximately 380-480 metres to the west.

Stockland strongly supports the Government's commitment to establish a rail link to the Aerotropolis from St Marys, via the Western Sydney Airport. We agree that rail links need to be operational in time for its opening. This rail link creates enormous opportunity for St Marys Town Centre, where co-ordinated, up-front strategic planning can and should occur early, ensuring the benefits of this new transport hub can be realised.

Yennora

Stockland's Yennora Distribution Centre and Intermodal is one of the largest of its kind in the southern hemisphere, with 288,000 square metres of warehousing and 68,000 square metres of dedicated container hardstand. The 70 hectare site located within 1km of Yennora railway station, operates as an intermodal rail terminal with seven kilometres of rail sidings connected to the Main Southern Rail Line. Tenants include major logistics groups such as TOLL and Qube, as well as third party logistics (3PL) operators.

At present, freight trains that access the site via the spur line do not have access to a dedicated freight rail link. Freight rail is required to use the main passenger rail line (the Main Southern Rail Line) to gain access to the site, meaning rail access is limited and times are dictated by passenger rail.

The future of this intermodal facility as an employment generating land use is dependent on a commitment to plans and funding for the delivery of supporting infrastructure. The NSW Government has flagged the potential for dedicated freight rail near the site in its proposed 'Western Sydney Freight Line corridor identification' plan (see **Attachment 2**). However, the timing and route of this infrastructure, and whether it would connect to Yennora, is unknown at present. Known infrastructure commitments are critical if business are to make meaningful future investment decisions.

Prairiewood

Stockland Wetherill Park is one of our largest Shopping Centres in Australia, and forms a central part of the local community in Fairfield LGA. We recently completed a \$228 million redevelopment of the centre, which has since been awarded the *Best Shopping Centre Development* and the *Best Sustainable Development – Existing Buildings* in the Property Council of Australia's 2018 Innovation and Excellence Awards.

The centre is uniquely located within a 116 hectare precinct that includes five Government landholdings, held by NSW Land & Housing Corporation, South Western Sydney Local Health District, NSW Education and Fairfield Council. Consolidating 116 hectares in Western Sydney, held by so few landowners, presents a rare and exciting opportunity. This opportunity is strengthened by the recent Government commitment to investigate a rail link that would connect the Airport to Parramatta via Prairiewood.

Transport for NSW's 'Greater Sydney Services and Infrastructure Plan' (2018) identifies its commitment to investigate an east-west rail link via Prairiewood to service the Airport, via Prairiewood.

This proposed rail link is a critical part of the public transport network for the Western and Central Cities. Not only would it establish greater access to Western Sydney Airport, but it would bring public transport services to a part of Sydney that has long needed them, and significantly improve the ability for Prairiewood to contribute to a '30 minute city'. The potential economic benefits and growth opportunities require consideration to unlock further benefits from the Airport for Western Sydney.

3. Our Submission

Stockland has a keen interest in the successful delivery of the Western Sydney Airport, and ensuring the benefits can be extended to the surrounding region. The opportunities presented by a new Airport have the potential to drive economic development as well as outcomes that include both social and environmental benefits.



3.1 Rail Link and early strategic land use planning for St Marys

Stockland strongly supports:

- **A rail link between the Aerotropolis and St Marys, via Western Sydney Airport**
- **Establishing a transport interchange at St Marys, that ultimately will link to Rouse Hill via Schofields**
- **Commencement of early strategic land use planning for St Marys Town Centre.**

The NSW Government has committed to preparing a business case for a new rail link to support the Western Sydney Airport. Initial announcements indicate the rail link would connect the Aerotropolis and Airport to the existing heavy rail network at St Marys. This presents an opportunity to create a transport interchange at St Marys, making it the first and only existing town centre to provide Sydney-siders with public transport access to the new Airport.

The prospect of a new transport hub at St Marys is strongly supported. Providing public transport access to the Airport from day one will help to establish good travel behaviours and provide an important method of access to the Airport that does not rely on private vehicles. Government's commitment to the rail link alignment, station locations, its delivery timing and funding, and establishing a transport interchange at St Marys, should all be confirmed at the earliest possible time to enable strategic planning to occur in a timely manner, integrated with decision-making about the transport infrastructure.

A new transport interchange is a major catalyst for potential renewal and economic activity. The town centre of St Marys is currently concentrated around the existing train station and along the main street (Queen Street). Whilst the land to the south of the railway is a mix of traditional town centre land uses, to the north is a large industrial precinct of circa 286 hectares.

With a potential new transport interchange at St Marys, there is a unique opportunity to revisit the land use planning for the town centre, building on the work already undertaken by Penrith Council. The 800m walking catchment around the existing station presents significant opportunity for growth and regeneration, reviving this town centre and providing opportunities for investment in new businesses, homes, community facilities and open spaces. We strongly advocate for the commencement of early strategic land use planning for St Marys Town Centre, to ensure transport and land use planning decisions can be made in an integrated and coordinated way, and so maximum benefit can be achieved from the infrastructure investment.

3.2 Support an east-west rail link between the Airport and Parramatta, via Prairiewood

Stockland strongly supports:

- **Accelerating the preparation of a business case for an east-west rail link to connect the Airport with Parramatta, via Prairiewood**
- **Prioritise Prairiewood as a key location for a station along this link**
- **Early strategic land use planning should commence for the Prairiewood precinct to ensure integrated transport and land use planning.**

Transport for NSW's 'Greater Sydney Services and Infrastructure Plan' (2018) identifies a commitment to investigate an east-west rail link via Prairiewood to service the Airport, via Prairiewood (refer to extract from the 'Greater Sydney Services and Infrastructure Plan' in the table below).

An east-west rail link was also identified in an earlier document, the 'Western Sydney Rail Needs Scoping Study: Outcomes Report' (March 2018) as an important link. *"There are strong economic grounds for an East-West Link that will connect the three cities and support a broader Western Sydney Airport catchment. An East-West Link would support the vision for the growth of Greater Sydney around the three cities. It would also connect Western Sydney Airport to new customers as the airport's catchment expands*

eastward from around the 2040's. A direct link between the three cities could be delivered as an extension of Sydney Metro West." (page 57).

This east-west link is essential to ensure each of the three cities connect (Western Parklands City, Central River City, Eastern Harbour City). Accelerating the planning and business case for this portion of the transport network is strongly supported.

Prairiewood is a strategic location along the potential east-west link corridor. Given the size and ownership of the strategic landholdings in Prairiewood, there is a significant and rare opportunity to leverage a potential metro stop here to catalyse renewal and transformation of this place. Opportunities range from new and improved housing, commercial, recreation, education, health and community outcomes, as well as significant place-making and sustainability innovations. These opportunities should be explored early, to ensure transport decisions are made concurrently with, and can leverage, positive land use outcomes.

Extract from 'Greater Sydney Services and Infrastructure Plan' (2018):

Timing	Initiative	Description	Benefit
0-10 year investigation (in collaboration with the Commonwealth)	WSA-Badgerys Creek Aerotropolis-Parramatta rail link	New rail link from Parramatta to WSA-Badgerys Creek Aerotropolis via Prairiewood to reduce journey times between these centres and the Harbour CBD.	Connect the three Metropolitan Centres with a high frequency, high capacity transport link, acting as the central east-west public transport spine for Greater Sydney, and boost 30 minute access to Greater Parramatta for residents living to the south-west of the centre.

Source: TNSW Greater Sydney Services and Infrastructure Plan (2018)

3.3 Support dedicated freight rail between the M9 and Southern Sydney Freight Line, servicing Yennora

Stockland strongly supports:

- **Commitment to freight rail that services the Airport, and that also provides a dedicated rail connection to core industrial locations that currently have no freight rail access.**

The 'NSW Freight and Ports Plan 2018-2023' confirms the Government's commitment to a number of infrastructure projects that will focus on improving rail freight capacity in areas where it currently depends on the shared network, through segregation of freight and passenger lines. One such project which is at the early stages, is a Western Sydney Freight Line rail connection to serve the Western Sydney Airport Growth Area. This would connect Port Botany to Western Sydney via the Southern Sydney Freight Line and support the movement of container and bulk freight by rail across Greater Sydney. Currently it is nominated as a 10+ year project.

The benefits of dedicated freight rail are well known. Stockland strongly supports the investigation and acceleration of the Western Sydney Freight Line rail connection; a much needed dedicated freight rail line to service the Airport. In doing so, Government should ensure the benefits of a new dedicated freight rail to the Airport are felt as far and wide as possible.

The current intermodal facility at Yennora is serviced by limited freight rail movements, which access the site from a spur line. Freight rail access to the spur line relies on the passenger network (i.e. does not have dedicated freight access from/to Port Botany). The reliance on the passenger rail network means services, frequencies and timeslots are restricted relative to intermodals that benefit from dedicated freight rail. Though new intermodal facilities are under construction, studies completed for Government identify that existing intermodals will continue to play a vital role in Sydney's freight network, requiring ongoing investment.

Early consultation on the Western Sydney Freight Line has identified a defined corridor between the existing M7 and the proposed M9 Corridor, whilst the corridor east of the M7 (to the existing Southern Sydney Freight Line) is less defined. Yennora is located in the less defined section east of the M7.



Stockland strongly supports the investigation and acceleration of planning for the Western Sydney Freight Line. Some important considerations in planning for it include:

- Determining an alignment that benefits many areas, in particular key sites in the freight network such as Yennora
- Ensuring an alignment is prepared in consultation with property owners
- Ensuring an alignment improved and enhances existing operations, particularly those that are critical to the current freight network.

3.4 Role of the Aerotropolis Development Authority

The NSW Government should ensure that:

- **There are clear governance arrangements in place to ensure co-ordinated, strategic planning for the Aerotropolis, as well as surrounding strategic areas such as St Marys, Prairiewood and Yennora, occurs in a timely manner.**

The Government has committed to establishing a Western Sydney Development Authority. It is understood that the purpose of the Authority would be to become master planner and master developer of the Aerotropolis with an initial focus on the Commonwealth land.

Such a Development Authority for Western Sydney should be an enabling authority that assists to coordinate the delivery of development that will support the success of the Airport, to the benefit of the whole region. Important roles for the Development Authority could include assistance in coordinating enabling infrastructure such sewer, water and power. The services that are ultimately coordinated by this authority should be of a size and scale that can benefit the delivery of the wider region, rather than a single site.

3.5 Servicing the Region

Stockland strongly supports:

- **Forward, longer term (beyond 5-years) planning for servicing of the region, to give certainty about the timing, cost and sequencing of infrastructure delivery.**

Servicing infrastructure, including roads, sewer, water, power and telecommunications, will all be essential to enable development of and within the Western Sydney Aerotropolis and surrounds. It is understood that Government agencies have begun to plan for the future of the LUIIP region, however at this stage details are limited.

We would strongly encourage a collaborative and transparent approach in the coordination of services. This could be coordinated through the Development Authority, or in another forum, however transparency in the process and a long term view to ensure capacity is created for the whole region, will be important.

3.6 Expedited Planning and Development Assessment for land outside the LUIIP boundary

The NSW Government and relevant Councils should ensure that:

- **Land located just outside of the LUIIP boundary should continue to be considered in a timely manner, and where it broadly contributes to meeting the objectives of the LUIIP, should be prioritised for release, planning, approval and delivery.**

Notwithstanding the focus on rezoning and delivering development-ready land inside the LUIIP, at the boundaries of the LUIIP area are many sites that also warrant priority for release, planning and delivery. These sites can play a vital role in bringing forward early development opportunities that will support and contribute to the growth of the Aerotropolis region. One such example is the land located between the LUIIP boundary and the M7, south of Elizabeth Drive, where unconstrained land, good existing transport access and readily available servicing, mean development can commence quickly.



4. Summary

Stockland's key points in relation to the LUIIP are summarised below:

- A. **A transport interchange at St Marys has the potential to transform this Town Centre, and should be prioritised as part of the North-South rail project.**
 - **Strategic Land Use Planning for St Marys should commence now**, to plan for the evolution of the Town Centre and to facilitate the economic opportunities that will emerge for the community leveraging the North-South rail investment.
- B. **An East-West rail link between the Airport and Parramatta/Westmead, via Prairiewood, should be prioritised.** The business case should consider the significant opportunities that exist at Prairiewood given the unique size and landownership arrangements of the precinct.
 - **Strategic Land Use Planning for Prairiewood should occur concurrently** with the preparation of a business case for an East-West rail link, to plan for the evolution of this centre.
- C. **We support the commitment to dedicated freight rail that services the Airport, via Yennora**, and that also provides a dedicated rail connection to core industrial locations that currently have no dedicated freight rail access (in particular important freight locations such as the Intermodal at Yennora).
- D. We support the **establishment of clear governance arrangements** to ensure co-ordinated, strategic planning for the Aerotropolis, as well as surrounding strategic areas such as St Marys, Prairiewood and Yennora, integrated with the work of the Development Authority.
- E. We support the **bringing forward of longer term (beyond 5-years) planning for servicing of the region**, to give certainty about the timing, cost and sequencing of infrastructure delivery.
- F. **Planning and delivery of land located just outside of the LUIIP boundary** should continue to be considered in a timely manner, and where it broadly contributes to meeting the objectives of the LUIIP, should be prioritised for release, planning, approval and delivery.

5. Contact

Thank you for the opportunity to contribute to the strategic planning framework that will guide the Western Sydney Aerotropolis and surrounds. The contact for your offices is Samantha Czyz, Stockland's National Planning Manager. Samantha can be contacted on [REDACTED] or via email on [REDACTED] should you wish to discuss this submission.

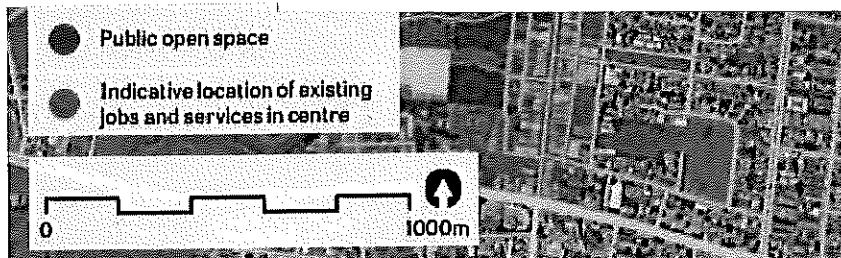
Yours sincerely,

Louise Mason
Group Executive and CEO, Commercial Property
Stockland



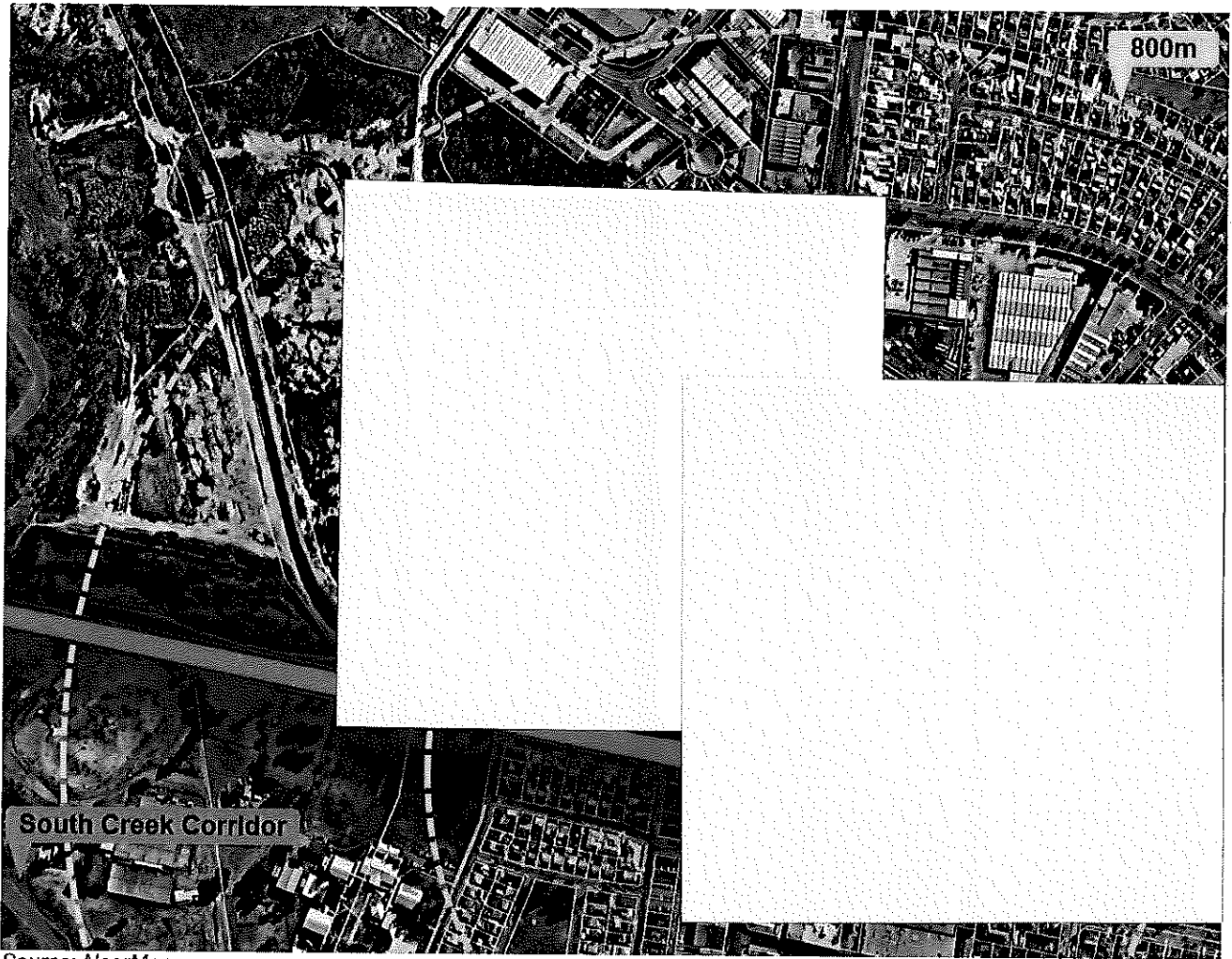
Attachment 1 - St Marys

Regional Context Map (shows the site in the context of the circa 286 hectares of Industrial Lands within which it is currently located)



Source: Western City District Plan (2018)

Site & Local Context Map

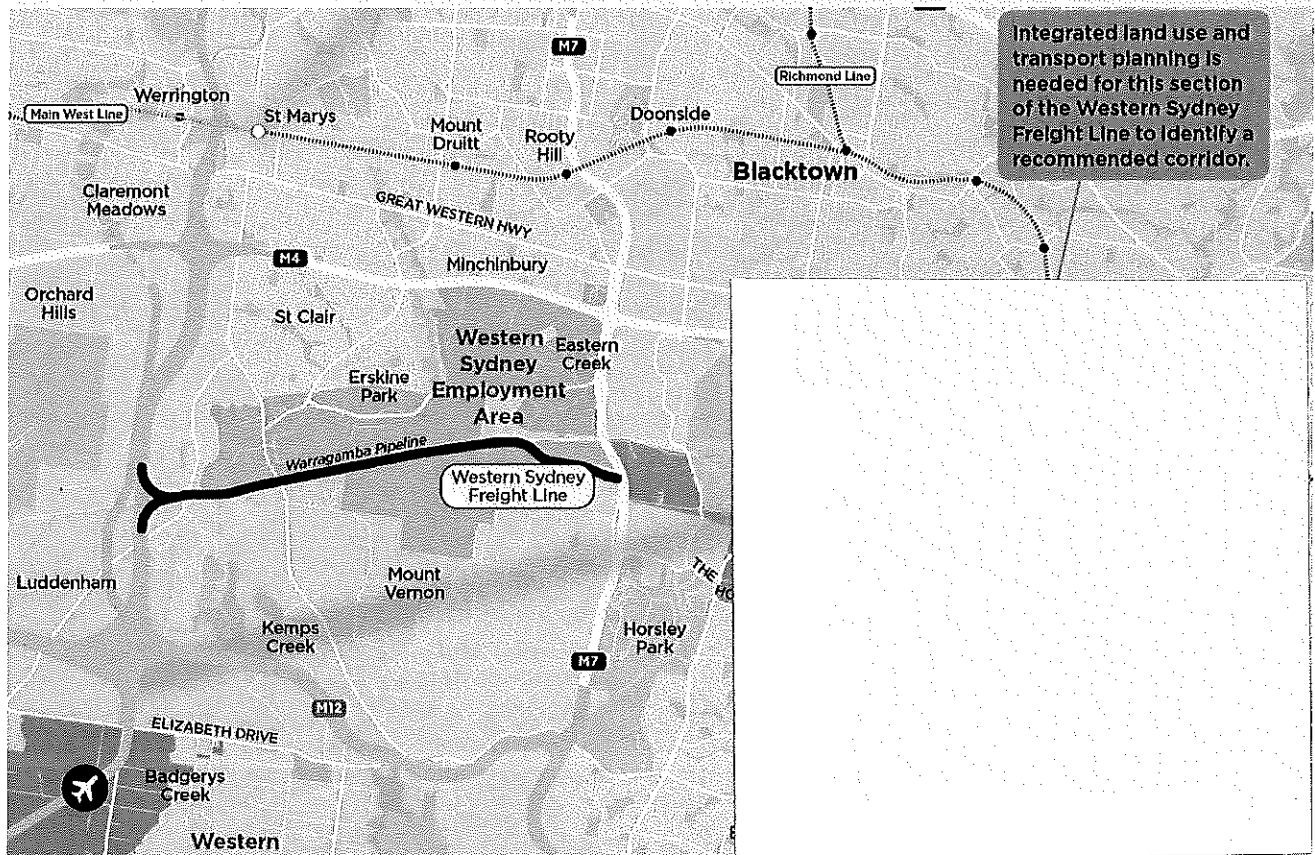


Source: NearMaps

-  Stockland
-  [Redacted]
-  Existing T1 Rail Line
-  Existing St Mary's Train Station
-  Terminus of proposed North South Rail Link
-  Indicative alignment of proposed North South Rail Link
-  South Creek Corridor
-  Distance from Train Station

Attachment 2 - Yennora

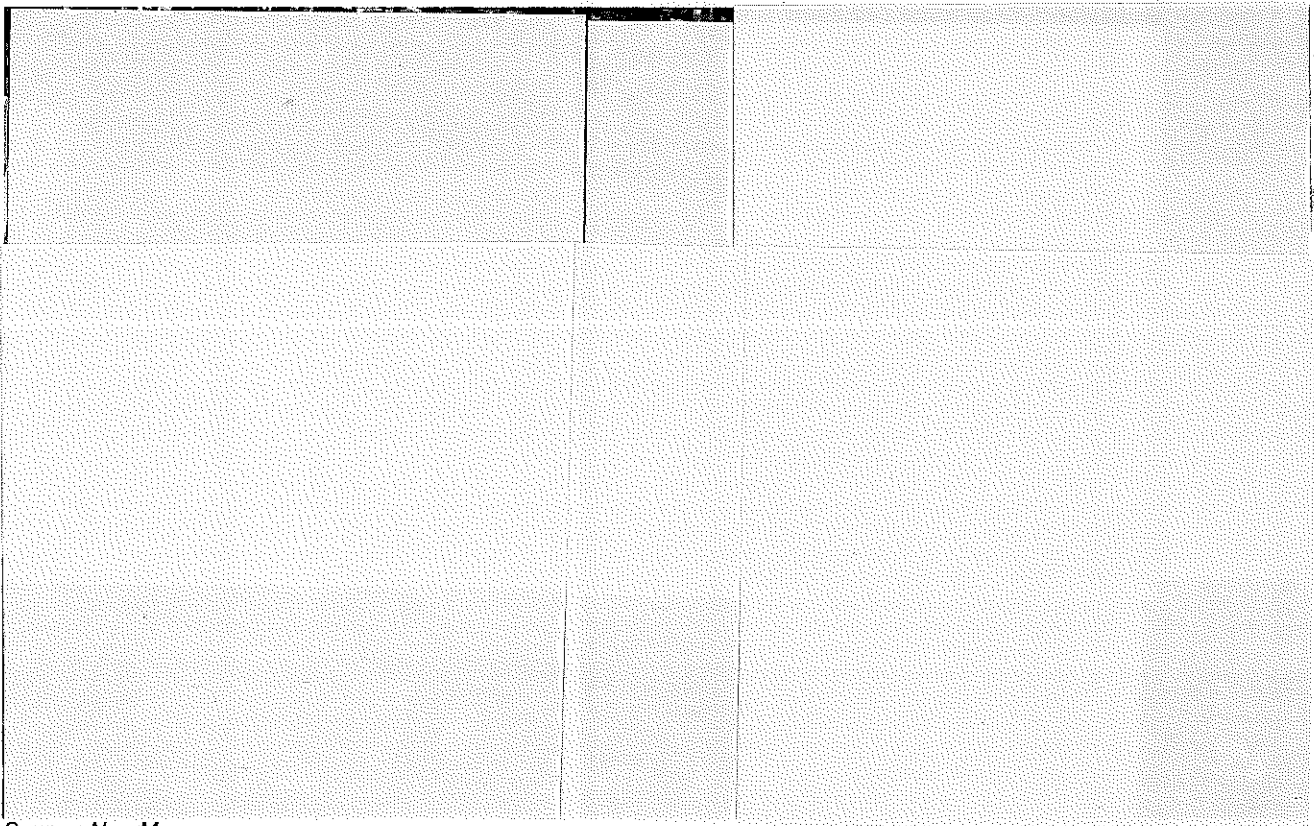
Regional Context Map - Western Sydney Freight Line corridor



Source: TfNSW 'Map of the recommended corridor for the Western Sydney Freight Line between the M7 and the planned Outer Sydney Orbital'



Site & Local Context Map

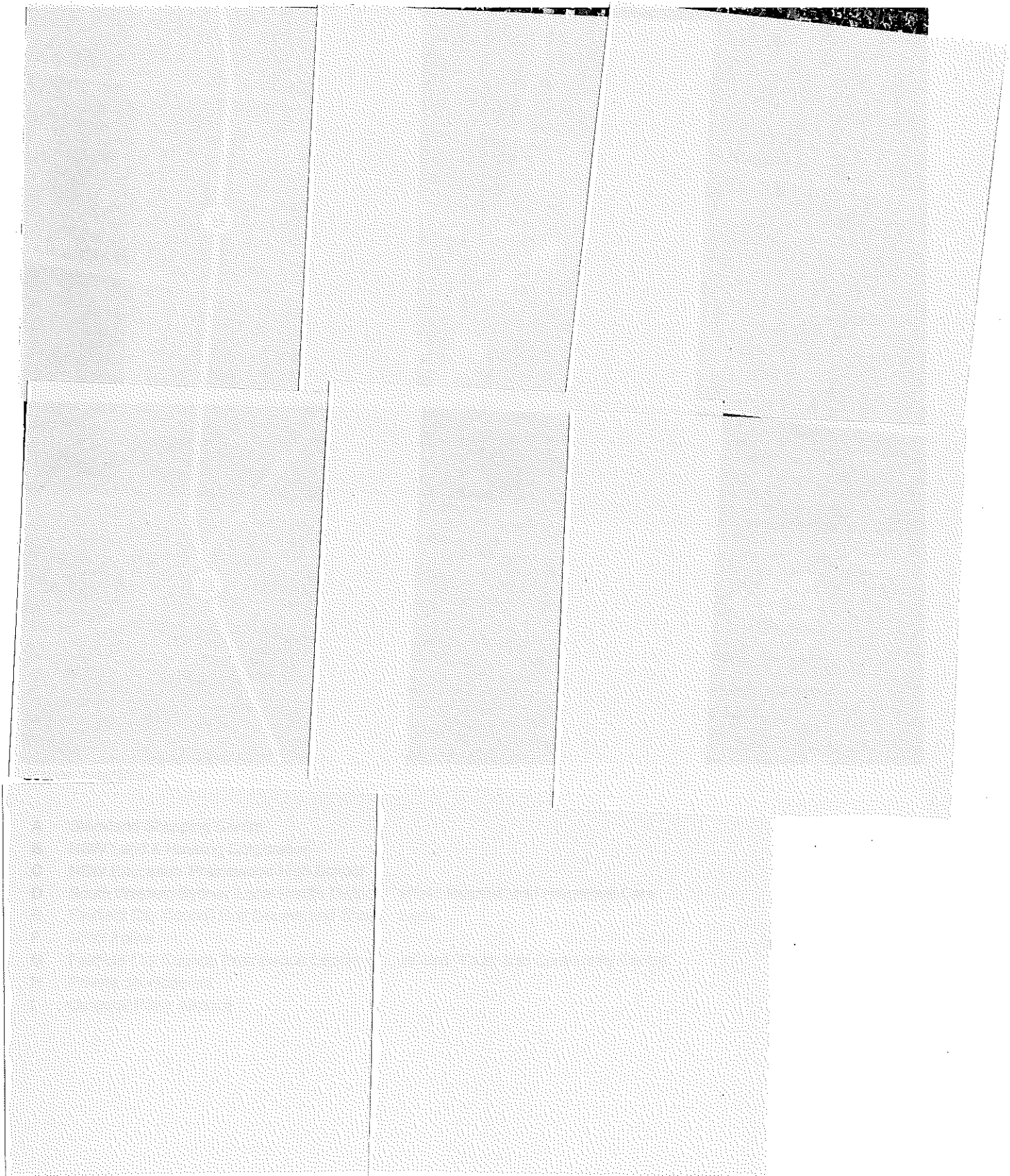


Source: NearMaps



Attachment 3 - Prairiewood

Site & Local Context Map



Map identifying the east-west link via Prairiewood:

