



SmartWest.Sydney

Objection to The Northern Road EIS

SmartWest.Sydney

09 August 2017



APP

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1. Introduction

1.1 The Northern Road EIS

The owners and developers of SmartWest.Sydney – the Waterhouse Group, welcome the proposed upgrade of The Northern Road to provide a six-lane divided road to the west of the airport. We consider this key arterial road critical to the successful development of the Western Sydney Airport (WSA) and the surrounding Aerotropolis. However, we are disappointed that the proposed upgrade provides very limited and inefficient access to the western precinct. Access into this strategically important land has been restricted to a rat-run from either *Dwyer Road* in the south, or at the intersection of the current *The Northern Road* with the Aligned road, to the north, as shown in the figure below.

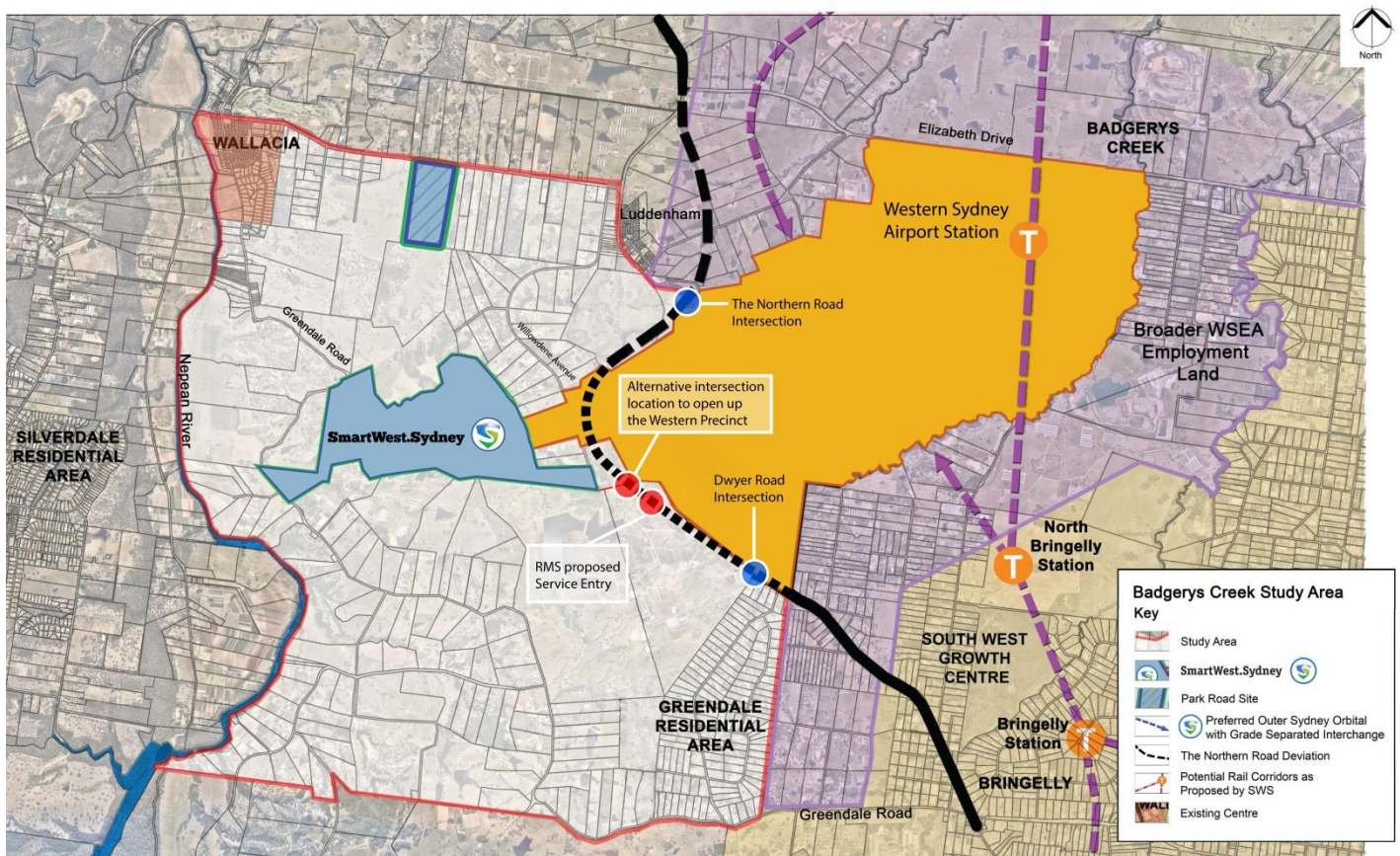


Figure 1 The Northern Road RMS proposed intersections

This report responds to the Draft “The Northern Road Upgrade. Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park” currently on exhibition by:

1. Objecting to the exhibition design and location of The Northern Road with regard to delivering a western access intersection; and
2. Proposing an amended intersection, constructed in two stages, that will future proof The Northern Road and provide access to the Western Precinct. Stage 1 will be a three-way intersection proving service entry to the airport at no extra cost to that currently proposed, with the second stage of development providing a potential four-way intersection, opening up the Western Precinct.

2. Background

2.1 SmartWest.Sydney's previous representations regarding SmartWest.Sydney and access to The Northern Road

The draft District Plan's states that *"The successful delivery of the Western City will require improved north-south and east-west transport connections and the resolution of land use planning for the Western Sydney Priority Growth Area"*. SmartWest.Sydney consider any transport planning must incorporate lands to the west of the Airport. To exclude suitable and centralised western access connections will result in lost opportunity and means the infrastructure will become superseded and costly to rectify.

APP on behalf of the Waterhouse Group has previously made representations about connecting to the west of *The Northern Road*. We are disappointed, that the preferred route for The Northern Road – Glenmore Park to Bringelly does not provide a direct link to SmartWest.Sydney via Willowdene Avenue, as originally shown in The Northern Road Upgrade (Stage 4) Preferred Route Options Report. RMS have proposed a new alignment that is offset from Willowdene Avenue, resulting in the need to include an additional four-way intersection to facilitate access into the western side of the Aerotropolis.

Over the past twelve months, SmartWest.Sydney has engaged with all levels of Government to identify alternative options to future proof the design of The Northern Road as the western precinct develops. The decision not to align the upgrade with Willowdene Avenue, and the decision on the location of the service access intersection significantly limits the resilience of this vital piece of infrastructure. The SmartWest.Sydney concept has been presented to Liverpool City Council, the Department of Planning and Environment, RMS, TfNSW and the Greater Sydney Commission in several meetings and correspondence since 2015. A history of correspondence and meetings is presented below.

Table 1 Correspondence and meetings

Date	Entity / Agency	Topic
8 August 2017	Greg Woodhams Greater Sydney Commission	Project Briefing
8 August 2017	Geoff Cahill Transport for NSW	Transport access from The Northern Road
4 August 2017	Minister Ayres – Minister for Western Sydney	Transport access from The Northern Road
16 June 2017	Greater Sydney Commission Stakeholders Meeting	Project Briefing
24 March 2017	Roads and Maritime Services	RMS access to The Northern Road
5 December 2016	Policy Advisor for the Minister for Transport and Infrastructure	Transport access from The Northern Road
30 November 2016	Minister Constance	Access from The Northern Road
11 November 2016	Greater Sydney Commission	Project briefing
11 November 2016	Roads & Maritime Services	Access from The Northern Road
4 November 2016	Roads and Maritime Services	Response to Stage 3 The Northern Road - SmartWest.Sydney
2 November 2016	Minister Taylor	Project briefing
27 October 2016	Transport for NSW	Response to Western Sydney Rail Scoping Study
17 October 2016	Minister for the Environment & Minister for Transport	Stakeholder meeting
29 September 2016	JobsNSW	Project briefing
29 April 2016	Department of Planning & Environment	Project briefing
27 October 2015	Department of Planning & Environment	SmartWest.Sydney – Inclusion in Priority Growth Area
21 October 2015	Liverpool City Council	SmartWest.Sydney concept plan
20 October 2015	Roads & Maritime Services	M9 Orbital
October 2015	Mayor of Liverpool	Project briefing
7 August 2015	Transport for NSW	Response to Exhibition of South West Rail Link Extension 435 Willowdene Ave, Luddenham and 527 & 711 Greendale Rd, Greendale (SmartWest.Sydney Site)
August 2015	RMS & Transport for NSW	Road and rail infrastructure servicing the precinct

The potential for, and inevitability of, development on the western side of the airport has been widely acknowledged at both Ministerial and departmental level, most recently by Minister Ayres. Planning and enabling access to the western side of the airport should be a fundamental consideration in any infrastructure plan around the Aerotopolis.

3. About Smart West Sydney

SmartWest.Sydney is a 233 hectare development proposition that shares a boundary with the Western Sydney Airport, lies within the Aerotropolis boundary, and within the Western Sydney Priority Growth Precinct. It fronts Willowdene Avenue, Luddenham and Greendale Road, Wallacia with an additional 40 hectare parcel fronting Park Road. The SmartWest.Sydney detailed plan is in complete alignment with the Vision, statements and goals articulated in the Draft South West District Plan, and SmartWest.Sydney complements the development of the Western Sydney Airport.

SmartWest.Sydney is a visionary proposal for an integrated innovation, logistics, employment, and tourism enterprise park. Its strategic location adjacent to the western boundary of the new Western Sydney Airport will provide a significant contribution to support the State Government's employment initiatives and aspirations for Western Sydney. SmartWest.Sydney will provide an estimated workforce at completion of up to 5,300 employees and an increase in industry output of \$1.7 billion into the Western Sydney economy each year.

As a major landowner in the Western Precinct, SmartWest.Sydney will help shape the future of this important resource for Western Sydney.

The Vision for SmartWest.Sydney is:

“to be an iconic destination for Western Sydney. It will comprise an integrated innovation and logistics precinct that connects businesses, technology, tourism, goods and workers to the global market place. It will attract business and creative enterprise who seek to capitalise on the site’s direct connection to the Western Sydney Airport and proximity to the Nepean River and the Blue Mountains, offering a unique lifestyle choice for a mix of workers, tourists and recreationalists. SmartWest.Sydney will support the Western Sydney Airport and act as a catalyst for investment growth in Western Sydney.”

4. The Precinct to the west of the Western Sydney Airport

4.1 The Strategic Importance of SmartWest.Sydney's location

SmartWest.Sydney is on the western side of Willoughdene Avenue, Luddenham and shares the western boundary of the Western Sydney Airport. SmartWest.Sydney is approximately 17 km south of Penrith, and 25 km west of Liverpool. It is also approximately 3 km to the north-west of the South West Growth Centre and 70 km to the south east of the world heritage listed Blue Mountains National Park.

The SmartWest.Sydney site forms part of a larger precinct area which covers approximately 4,000 hectares bounded by the Nepean River, Greendale Road to the South, Park Road to the North and the Airport and The Northern Road to the east. This sub precinct also forms the logical western support area of what will be the Aerotropolis precinct. Significantly, the SmartWest.Sydney is working with the adjacent land holdings, namely the 200 hectare Bradfield Project (encompassing Lot 21 DP231698, Lot 20 DP231698 and Lot 442 DP715281) and other adjoining land owners, to create and support the wider precinct and in doing so act as a catalyst to create a sound land use planning scheme that will see a logical land use and infrastructure plan for the precinct. Together with Bradfield Project and the northern 40 hectare Waterhouse holding on Park Road, this 'major development site' holds 473 hectares in two ownerships. A significant land parcel, that by scale alone, offers a focused opportunity to provide important employment land and significant tourist facilities and hotel(s) for airport business travellers and tourists to Australia.

The SmartWest.Sydney site forms part of the recently announced Western Sydney Airport Priority Investigation Area and also forms part of Liverpool's nominated 'Innovation and Logistics Hub' – an area earmarked by Council as a significant hub of employment opportunity to support the new airport as well as Liverpool CBD as the regional centre for south west Sydney.

The 233 hectare SmartWest.Sydney site forms part of a larger study area that extends to the LGA boundary between Liverpool City and Penrith City to the north, Greendale Road to the south, the Western Sydney Airport, Broader WSEA and The Northern Road to the east and the Nepean River to the west.

In terms of surrounding residential uses, the South West Growth Centre is located to the south-east of the site and will accommodate 110,000 new homes and some 300,000 residents. To date, seven precincts (Oran Park, Turner Road, Edmondson Park, Austral, Leppington North, Catherine Field and East Leppington) have been rezoned to urban development. Collectively these precincts have the potential for 42,560 homes to accommodate 130,200 residents and 22,120 jobs. In addition, a further 9,000 homes at Leppington (currently undergoing planning) and approximately 12,000 homes and 25,000m² of retail / commercial floor space at Silverdale to the west of the study area could be realised. This growth in addition to the established residential areas at Wallacia, Luddenham, Bringelly and Greendale, means that in the future there will be a significant workforce population catchment to draw from in this strategic area. It will be critical to provide jobs for this workforce and provide a desirable job containment ratio.

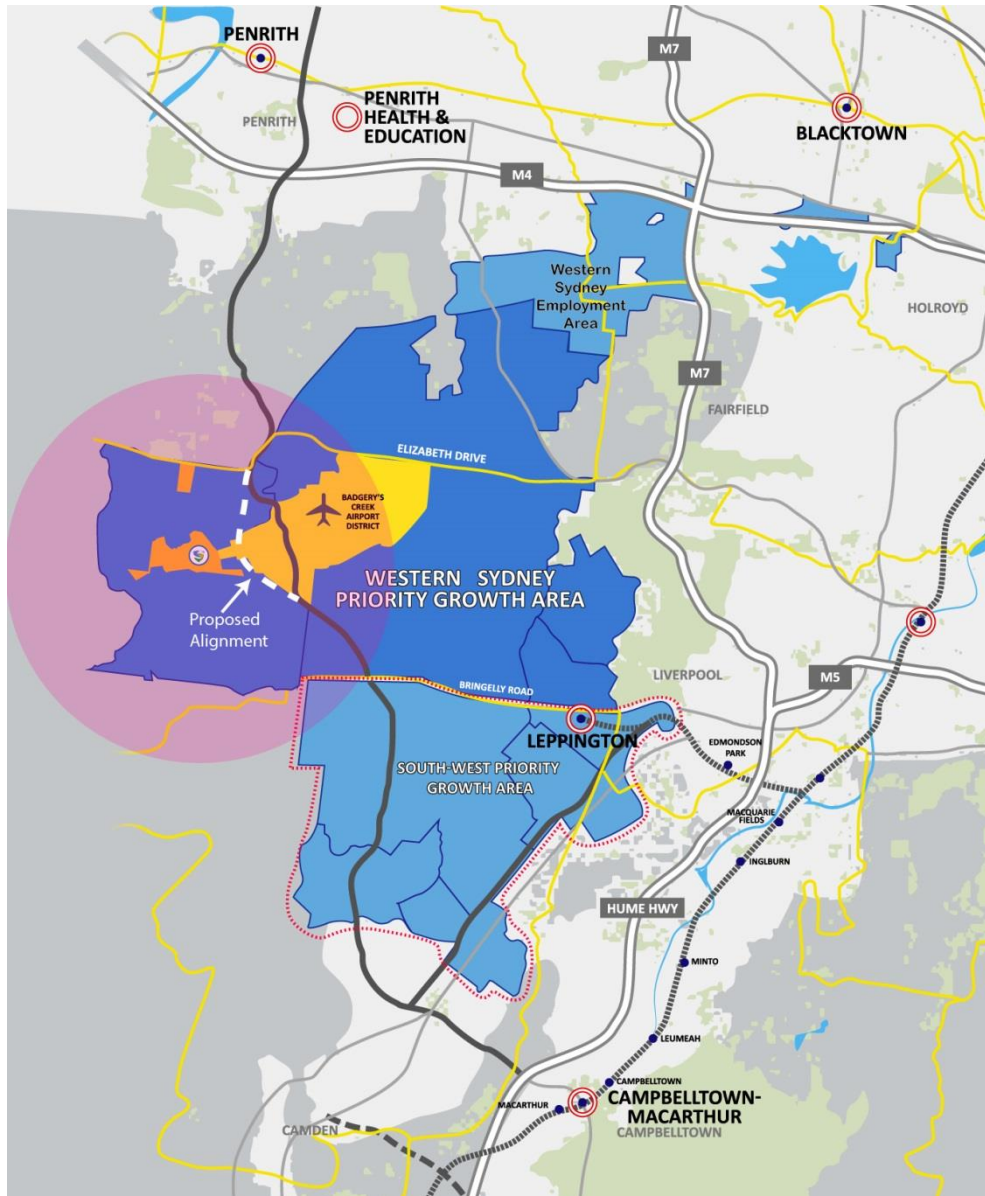


Figure 2 Extension of the Western Sydney Priority Growth Area Investigation Area to include the western precinct (SmartWest.Sydney submission on the draft South West Sydney District Plan)

Recent investments in infrastructure including the \$397m South West Rail Link, \$3.6 billion on the Western Sydney Infrastructure Plan, Outer Sydney Orbital and \$5.56 billion on the Western Sydney Airport, will improve accessibility within and around Western Sydney, the Broader WSEA and the new Western Sydney Airport. This will reduce travel times for workers and also address the current imbalance by providing jobs closer to homes and improve the quality of life of residents and workers

in Western Sydney. The early development of this critical infrastructure will bring forward significant private investment into the region.

SmartWest.Sydney and the surrounding area is located in close proximity to a number of considerable future growth drivers for Western Sydney, including:

- South West Growth Centre located approximately 3.8 km to the east of the site is one of Sydney's priority growth areas, the South West Growth Centre is identified for major housing growth and it is envisaged that this 17,000ha precinct will accommodate 110,000 new dwellings for some 300,000 residents by 2031 (DPE, 2015). SmartWest.Sydney's proximity to a future population of 500,000 people including new residents in the South West Growth Centre is a competitive advantage enabling good access into a growing and skilled workforce, and providing jobs closer to homes and so create a better containment ratio consistent with the "30 minute city".
- Western Sydney Airport, which adjoins the site to the east, has the potential to create up to 35,000 jobs by 2035 and 60,000 jobs in the longer term. SmartWest.Sydney will provide a destination in the Western side of Liverpool and support the viability of the new airport / Aerotropolis, providing a range of complimentary aeronautical and non-aeronautical related land uses around the airport site. The SmartWest.Sydney site is situated at the business development and logistics end of the future airport.
- Broader Western Sydney Employment Area (Broader WSEA), which adjoins the site to the east, has the potential for the single largest new employment region in the Sydney Metropolitan Area. Broader WSEA has potential to generate approximately 57,000 jobs to 2046 of which 36,000 would be industrial jobs and 21,000 office based jobs. The types of jobs and businesses envisaged at SmartWest.Sydney (i.e. high-tech industry, aeronautical engineering, information technology, research and development, professional business services, logistics and e-commerce, tourism and leisure) will complement the types of jobs targeted for Broader WSEA (i.e. manufacturing, transport and warehousing, information technology, national distribution centres) particularly to the west of the new airport / Aerotropolis.
- South West Rail Link Extension - located to the east of the site. Transport for NSW is future proofing public transport options by protecting an additional public transport corridor in Western Sydney. The proposed public transport corridor will connect with the South West Rail Link and into the existing rail network. The proposed corridor for the South West Rail Link extension includes a station at Badgerys Creek improving accessibility within and around Western Sydney. A separate passenger rail network with an airport station will ensure significant patronage opportunity for Transport for NSW and will provide benefits to the surrounding sites including SmartWest.Sydney for employees, tourists and residents.
- Outer Sydney Orbital – of which the exhibited broad brush corridor overlays SmartWest.Sydney, will improve accessibility within and around Western Sydney, Broader WSEA and the new Western Sydney Airport, reducing the travel times for workers and redressing the current imbalance by providing jobs closer to homes and improving the quality of life of residents and workers in Western Sydney. The most significant benefit will be the reduction of vehicles from the regional and local road network and the movement of workers throughout Broader WSEA and the Western Sydney Airport through the orbital (and by passenger rail). The early development of this critical infrastructure will bring forward significant private investment into the region.

- The Northern Road deviation and upgrade (the subject of this submission). This will be delivered adjacent to the site and provides an opportunity to connect and open up this western precinct of the Aerotropolis.
- The proposed road link can be designed in two stages directly connecting SmartWest.Sydney to the Northern Road and the Western Sydney Airport will build stronger connections and access within the western locality of the airport, promoting urban development within its reach. This two-stage approach comes at no additional cost, until access to the west is required.

It is vital that the Western Precinct and SmartWest.Sydney site has connection to future planned transport and future proofed infrastructure without extra cost.

4.2 An Aerotropolis implies concentric development

Action P2 of the Draft South West District Plan is to “Create a **polycentric** city of jobs and opportunity around the Western Sydney Airport”. As per the Greater Sydney Commission commitment to this action, it is imperative that development be allowed for and encouraged “around” the Airport, not simply to the east. Successful airports encourage concentric development around the Aerotropolis, this reduces bottlenecks for passenger and freight movements around the Airport and enables cities to better leverage commercial development and economic growth.

Concentric development also provides greater opportunity to integrate residential areas into the Airport Masterplan, enabling the “30 minute city” to be a reality for those working at the Airport and the surrounding support industries. A well planned Aerotropolis can stretch up to 30km around an Airport, providing for commuter linked clusters of residential and commercial development supporting the aviation industry, such as in the following figure.

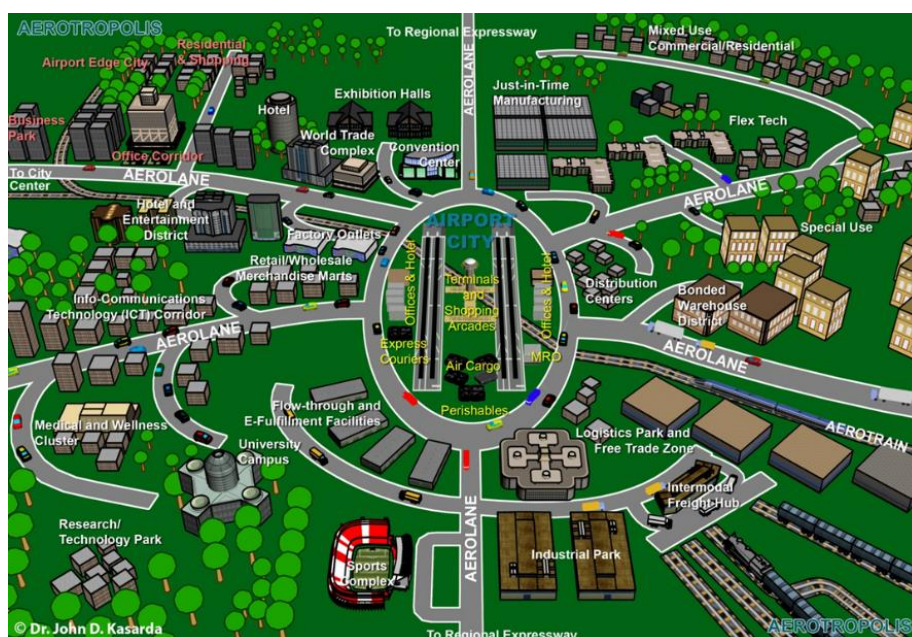


Figure 3 Concentric development around an Aerotropolis (Source Dr John D Kasarda – Aerotropolis).

The Northern Road Upgrade – Glenmore Park to Bringelly has disappointingly failed to consider efficient access for future development to the west of the Airport. The Draft District Plan states that district planning must consider the Premier's and State Priorities (September 2015) that seek to create jobs, encourage business investment and increase housing supply. SmartWest.Sydney alone will create more than 5,300 jobs, and deliver \$1.7 billion to the Western Sydney economy. The design for The Northern Road Upgrade must consider and plan for concentric development around the airport. Not to include efficient access into lands to the west of the Airport has the potential to result in haphazard, fragmented planning in the future, which will not see Sydney achieve the maximum benefit from this important region. It is incumbent on planners that current infrastructure planning is future-proofed so the next generations continue to benefit from the current unprecedented infrastructure investment.

5. Preferred Access from The Northern Road to SmartWest.Sydney

5.1 Impact of the current location of the Service Access intersection within the EIS

SmartWest.Sydney objects to the EIS on the basis that the current upgrade design does not facilitate access to the western precinct of the Airport, and therefore the design lacks resilience, a fundamental objective of the Proposal.

The precinct to the west of the WSA is a future urban area. In order to future-proof the infrastructure supporting the Aerotropolis development, access must be provided to the west of The Northern Road as part of this planned upgrade. Not to include centralised and effective western access is short-sighted and is contrary to the Greater Sydney Commission's ambition for the creation of an Aerotropolis.

Access to the western precinct from The Northern Road has been limited to Dwyer Road in the south, and a four-way intersection near Luddenham in the north. Neither of these access points enable effective, efficient location into the SmartWest.Sydney proposal, which lies in the centre of the Aerotropolis western precinct.

The figure below, from the EIS, identifies a proposed signalised intersection for service vehicle access. As designed, this intersection is for access into the cargo side of the airport to the east. We see there is an opportunity to transform that intersection into a four-way intersection, however in its current location on a large private land holding with long term farming aspirations, this would most likely mean isolation of the remaining western precinct.

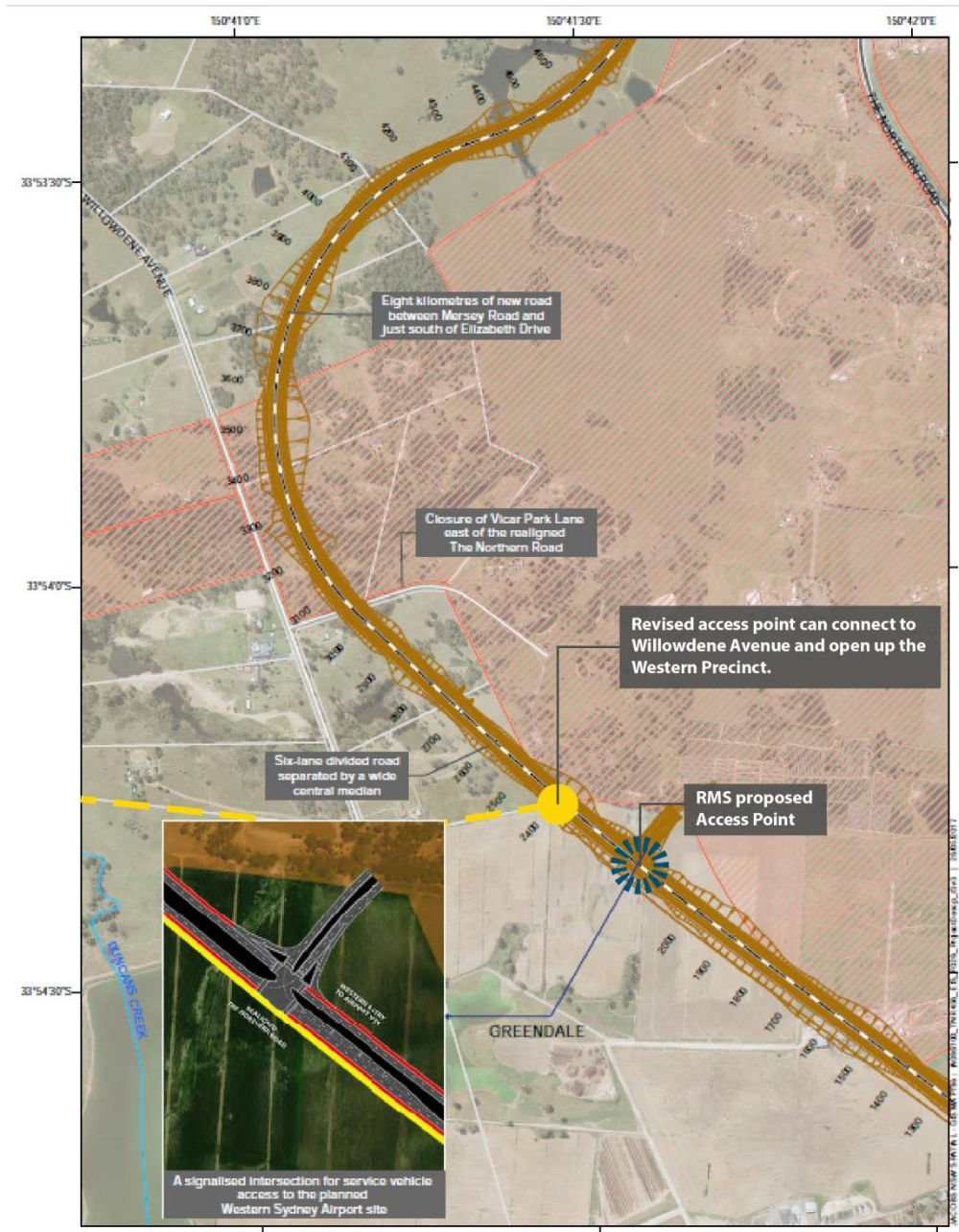


Figure 4 Figure 5-2 from the EIS with proposed new intersection location.

5.2 Preferred intersection location

An east west road intersection along The Northern Road at the western entry point to the Airport will future proof the urban development potential and viability of the western airport precinct.

Without access to the west of The Northern Road, any development in the western precinct will be reliant on the local road network, which will inhibit efficiencies, be contrary to the GSC's ambition of a "30min city" and overall drive a poor development outcome for this strategic part of the Western City.

Transport for NSW advised that the proposed service vehicle access intersection could be located between the following coordinates:

- 33°54'13.24"S 150°41'24.42"E
- 33°54'28.46"S 150°41'46.16"E

The figure below overlays these two coordinates onto the Figure 1 of the EIS.

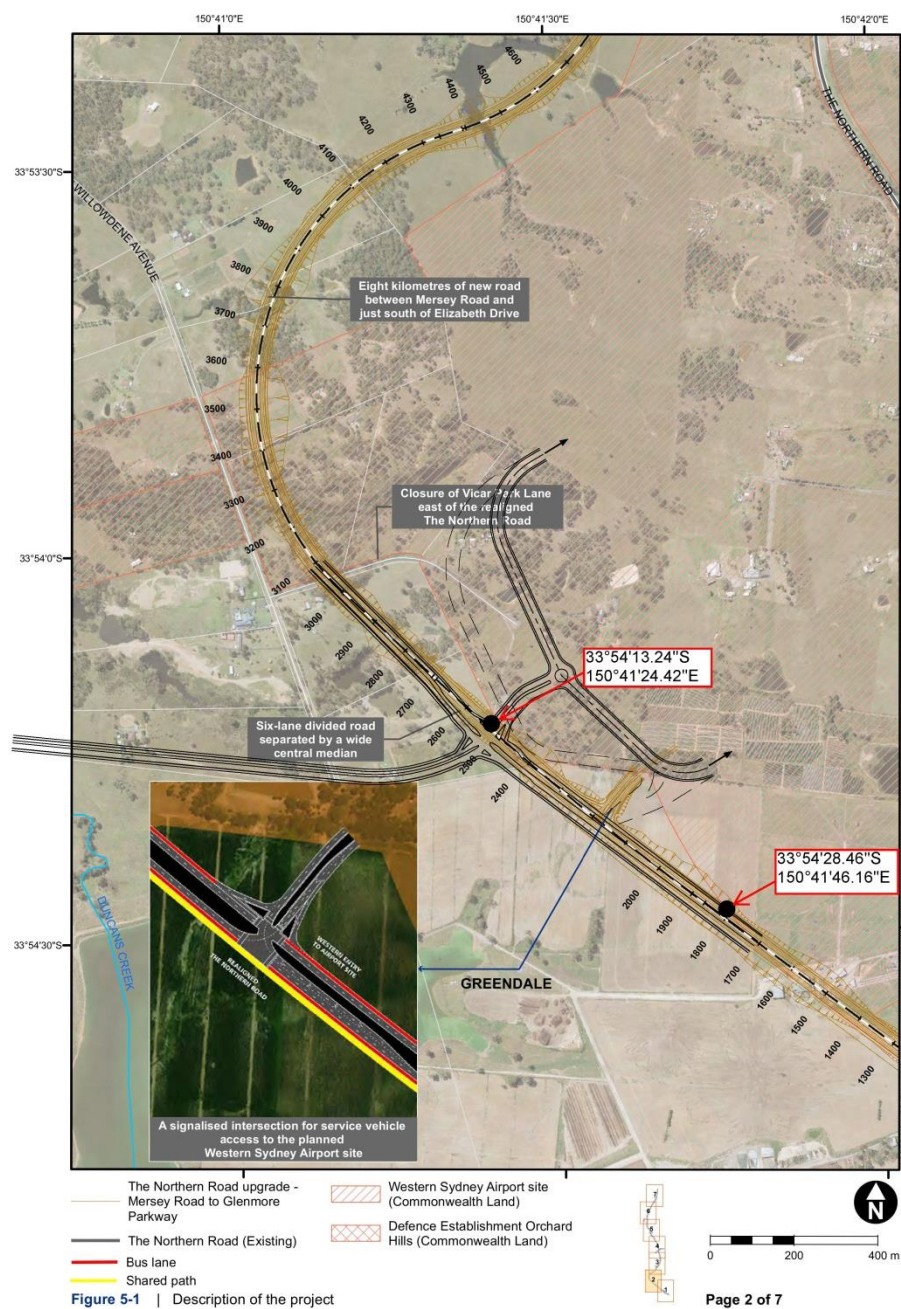


Figure 5 Figure 1 from the EIS with proposed new intersection coordinates.

The Federal Government has advised that, for strategic reasons, the intersection is to be located mid-way between the runways.

The intersection presented in the EIS is located mid-way between the coordinates, but this location does not align with the Federal Government's mid-runway location.

SmartWest.Sydney requests that the intersection is moved approximately 300m to align with the northern coordinates and that the access point be designed as a four-way intersection but constructed in two stages. The first stage would provide three-way access to the airport with a later stage upgrade to a four-way intersection. This new location complies with the Federal Government's required location and this will allow eventual connection to the area west of the new Western Sydney Airport. This minor change will open up hundreds of hectares of future employment uses to the west of the airport, which will support the airport and the wider community.

This minor change in location would be at no additional cost to the current design.

Provision of access from The Northern Road into SmartWest.Sydney opens up the precinct and enables connectivity to the north, south, east and west through our proposed internal road network, as shown in the figure below. The northern, southern and service entry intersections proposed in the EIS do not achieve this, but rather create a series of rat-runs through rural roads.

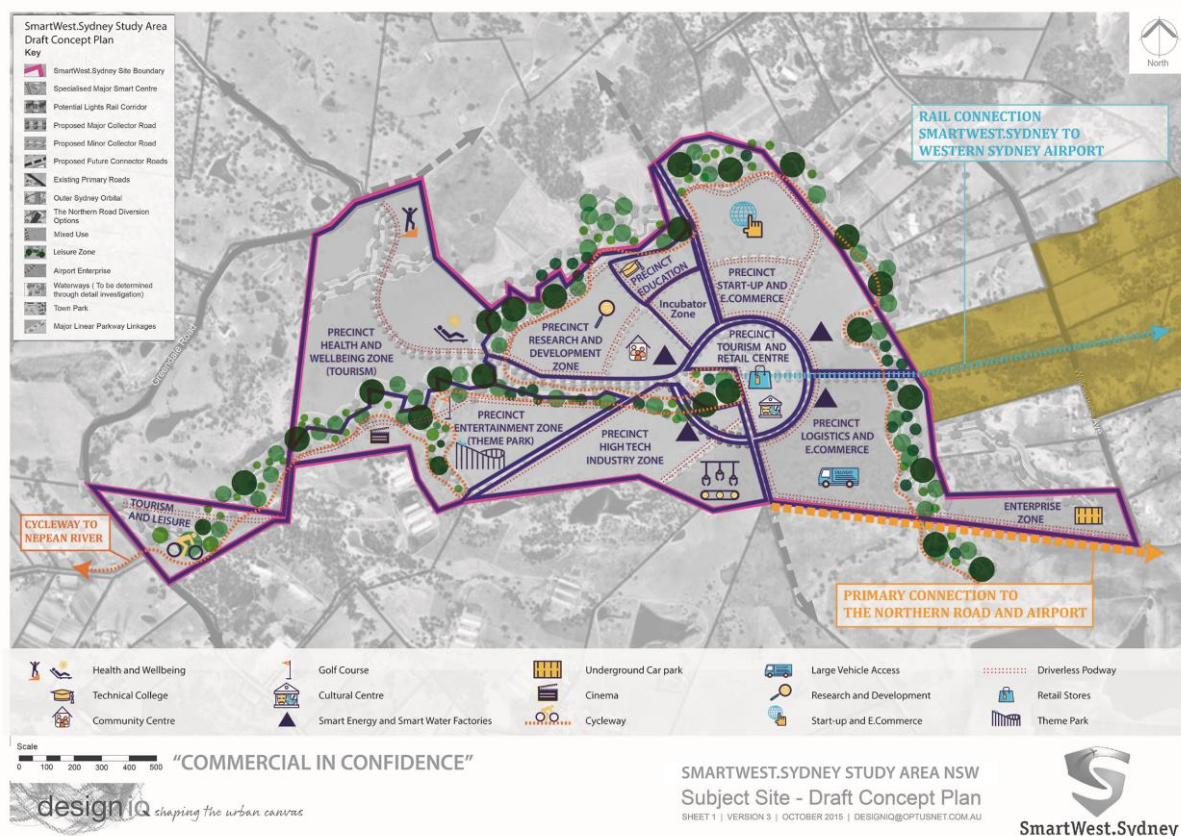


Figure 6 SmartWest.Sydney Draft concept plan showing primary connection to The Northern Road and the Airport

5.3 What needs to be done to secure the land tenure

Stage 2 of the proposed relocated intersection to create four-way access would require further acquisition of part of lot 27/DP359698, a part of which is already to be acquired to accommodate the road re-alignment. SmartWest.Sydney is open to discussing a framework to contribute to the acquisition cost for that property.

5.4 Alignment with the objectives of the Proposal

The EIS details the objectives for the WSIP, and how the Proposal meets those objectives. The table below details how the change in intersection location will assist WSIP to also meet these objectives, and in particular address resilience in the design.

Program objectives for WSIP	Alignment with SmartWest.Sydney proposed intersection
Development & demand – support the Western Sydney Airport, land use change and residential growth; balancing functional, social, environment and value for money considerations	<p>At a Property Council luncheon on 2 June 2017, Minister Ayres acknowledged that development to the west of the airport was fundamental in the development of an Aerotropolis. There will be landuse change to the west, and to meet the Greater Sydney Commission vision of a 30 minute city, infrastructure needs to be designed to accommodate that change in land use.</p> <p>The proposed move in location of the intersection would be at no additional cost to the project, yet would future proof the infrastructure, securing a value for money outcome that delivers on the GSC's vision.</p>
Connectivity to the airport – provide a resilient connection to the Western Sydney Airport site for freight and people	<p>The new intersection location provides resilience in the design, as it allows for connection to the western precinct, which is an area of urban growth. SmartWest.Sydney will be a hub for industries synergistic with the Airport, including freight, as well as providing complementary tourism and commercial opportunities.</p>
Integrated network – provide road improvements to support and integrate with the broader transport network	<p>The rail corridor running east-west under the airport is being reserved. It would be short-sighted to think that the airport line would not be extended to the west of the airport. The SmartWest.Sydney development provides a logical station location, and the integration of access into the western precinct as part of The Northern Road upgrade will facilitate future integration.</p> <p>In addition, this access point will assist with connection of the future business park to the commuter bus network.</p>

6. Requested modification to the EIS

SmartWest.Sydney is seeking an amendment to the airport service access intersection on The Northern Road. We request that the intersection be aligned with the northern coordinates (33°54'13.24"S, 150°41'24.42"E), as reflected in the figure below.

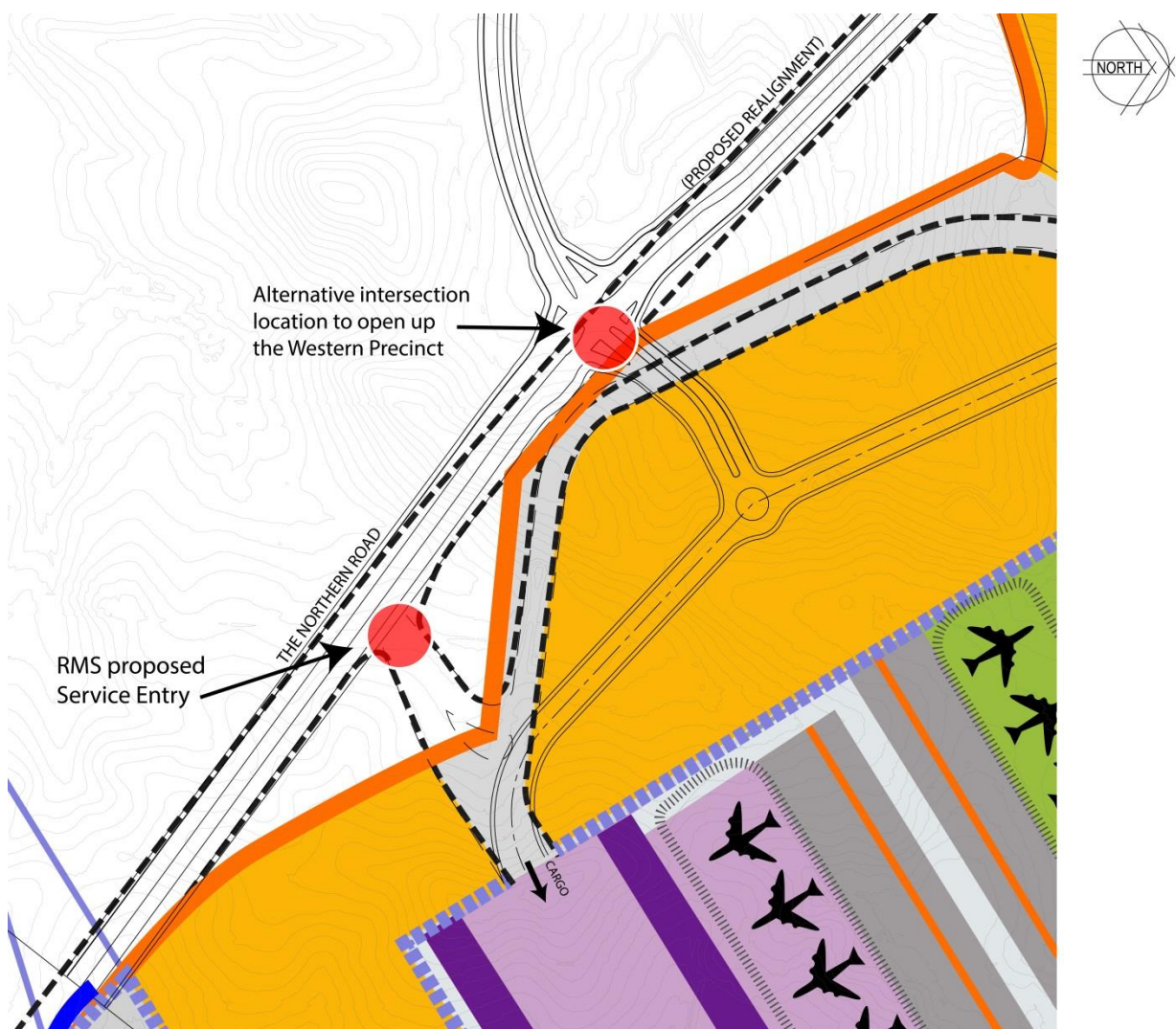


Figure 7 SmartWest.Sydney proposed intersection midway between runways.

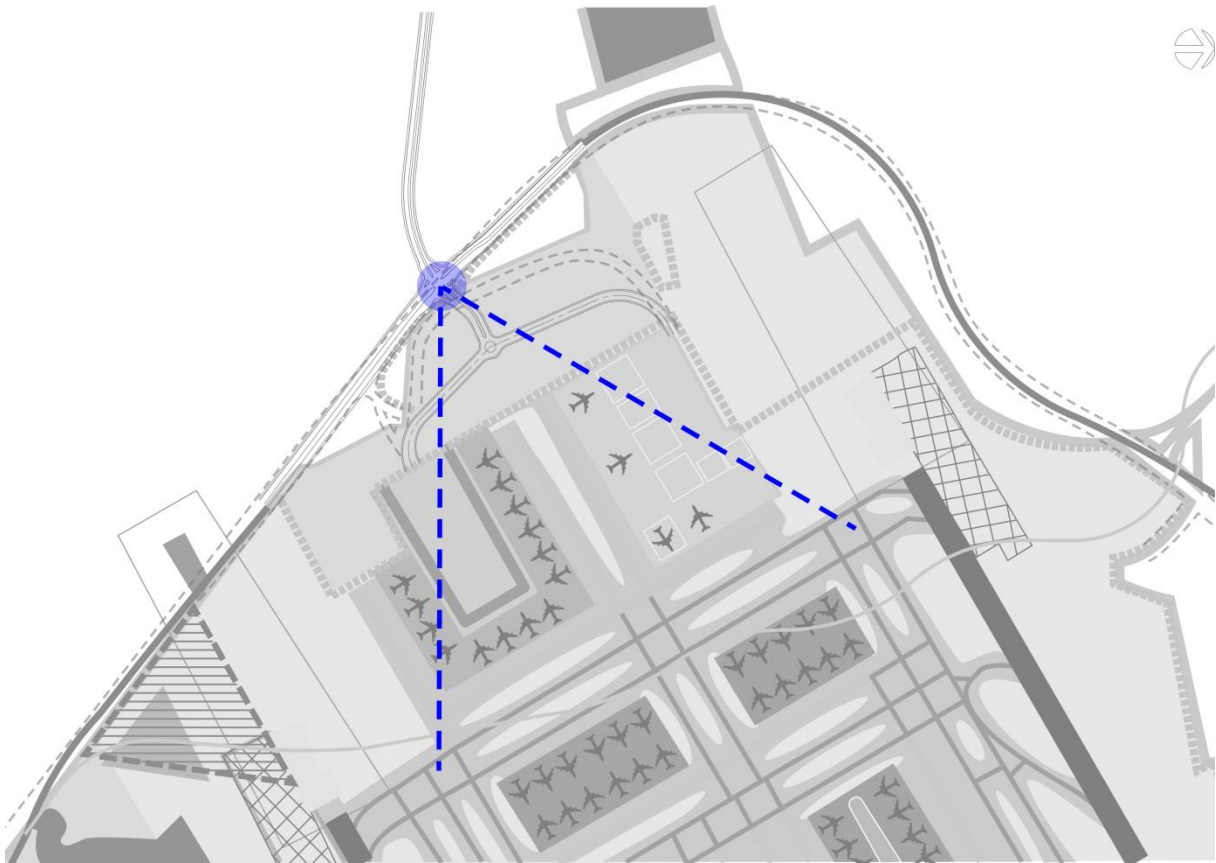


Figure 8 Proposed intersection equidistance between the two runways.

This slight but significant amendment to the location will ensure that the access is provided in the most efficient location to future proof the federally funded infrastructure investment in the Northern Road re-alignment and open up this area west of the airport. Opening up the western precinct will create the best possible outcome for the Aerotropolis, with access to future employment lands being provided at a strategic location adjoining the cargo end of the new airport.

In summary, the slightly amended location to 33°54'13.24"S, 150°41'24.42"E would:

- Meet the WSIP objective to provide a resilient connection to the Western Sydney Airport site for freight and people;
- Future proof the Northern Road to ensure that it services the future employment area west of the airport site;
- Satisfy SmartWest.Sydney's need to have a future access to service the cargo facilities on the airport site;
- Provide two stage design to allow for future western precinct development through the inclusion of a three-way intersection at no additional cost;
- Avoid creating a rat run behind the Northern Rd;
- Avoid a possible land locking of access to the Western Precinct with the current location being a long-term farming enterprise;
- Open up the western precinct through internal north-south and east-west connections; and
- Satisfy the Federal Government's original request for the access intersection to be located half-way between the two runways.

Yours sincerely

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A handwritten signature in black ink, appearing to read 'Allison Smith', written in a cursive style.

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