

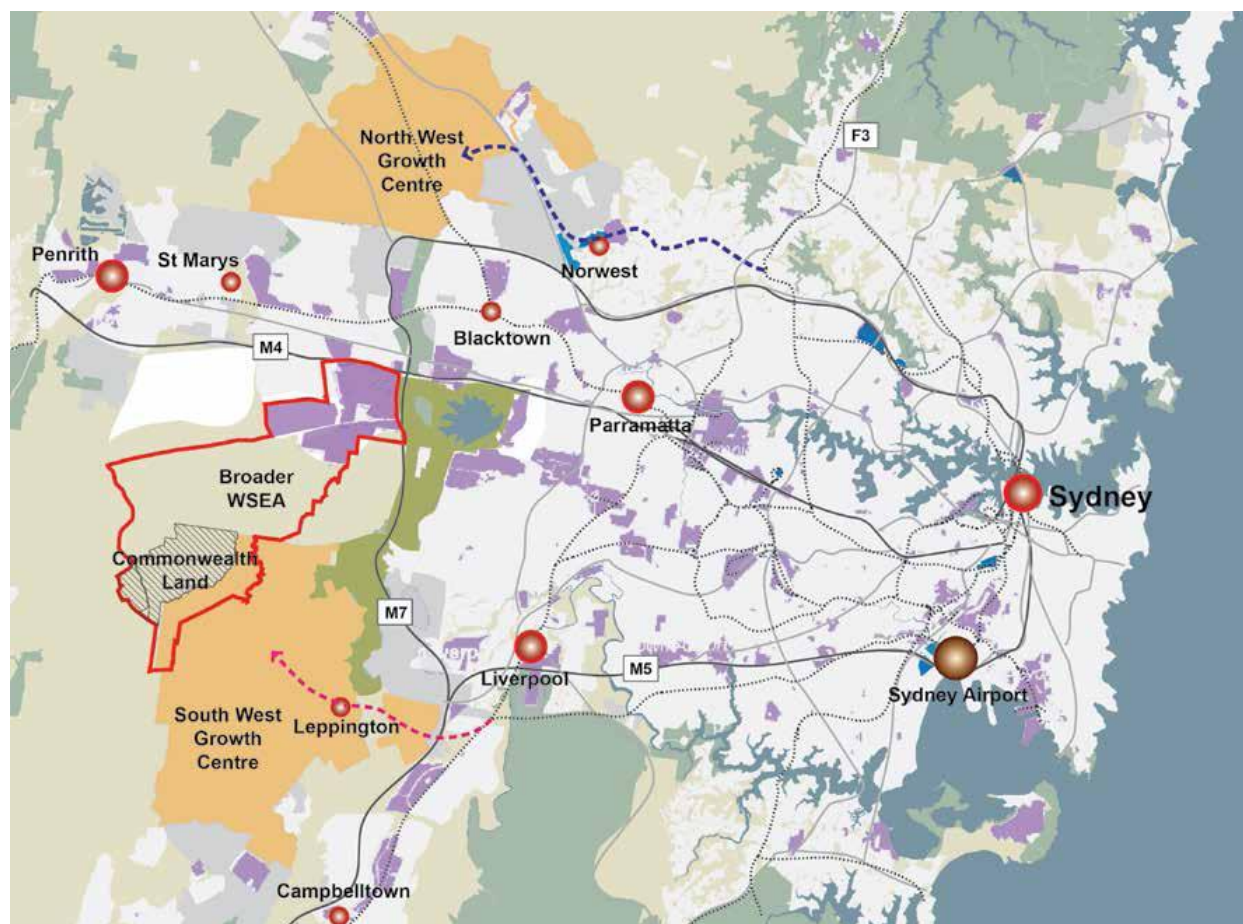


**A Submission to the**

## **Draft Western Sydney Employment Area Structure Plan**

**August 2013**

*Regional Development Australia brings together people and information to promote collaborative decision making for the sustainable and just economic development of Sydney, with a focus on employment growth.*



## Introduction

### ***About Regional Development Australia (RDA)***

Regional Development Australia (RDA) is a partnership between the Australian, State and Local Governments created to strengthen regional communities. RDA Sydney is part of a national network of 55 RDA committees. These committees are made up of local leaders who volunteer their time to work with government, business and community groups to grow and strengthen their communities.

RDA Sydney's purpose is to build partnerships between governments, key regional organisations, local businesses, community groups and key regional stakeholders to provide strategic and targeted responses to economic, environmental and social issues affecting Sydney.

RDA Sydney has developed a Regional Plan for Sydney. It is based on inputs from stakeholders and draws information from 87 existing plans and reports published by the Australian, NSW and Local Governments and other key agencies. The Plan describes Sydney's attributes, industries, employment base and key advantages. The Regional Plan sets out the economic, environmental and social vision for the region, articulating the drivers of change, identifying strengths, weaknesses and opportunities, and listing priorities for action. It is a 'living' document which is updated annually and used by RDA Sydney and its Region to implement specific strategies.

### **RDA Sydney's priorities are:**

- Reshaping all of greater Sydney as a prosperous, liveable and socially inclusive 'city region';
- Capturing next generation business and jobs opportunities for the greater Sydney region;
- Creating shared economic and social value, where pressing social inclusion objectives are achieved through action on economic and workforce issues;
- Developing and promoting place-based innovation solutions and models. For example demonstrating regions and cities as drivers of innovation that create and capture value by solving problems that matter to business and communities throughout greater Sydney.

### ***About our submission***

RDA Sydney congratulates the NSW Government on the initiative to develop the Draft Broader WSEA Structure Plan as a critical part of the Draft Metro Strategy for Sydney. We have welcomed the opportunity to-date to participate in the workshops, and look forward to working collaboratively with the government and other key stakeholders in finalising the vision and bringing about change.

In this submission we have provided some overall commentary with respect to our recent findings from our 2013 RDA Sydney Economic Baseline Assessment (AEC Group) on economic growth, population and job growth by Sub Region and LGA and the impact on the proposed Draft Metro Strategy.

We then discuss the potential opportunity of the Broader WSEA Structure Plan as one of the nine city shapers - particularly in its ability to close the loop with respect to a long term planning vision for Sydney as a more balanced *City of Cities*, providing more jobs closer to home for the rapidly growing population in the West and South West Sydney growth centres.

We finally then provide some overall comments with respect to the Structure Plan itself chapter by chapter comment referencing page number with subject title. The following documents have been referenced in our Submission which are available from our Website:

### **References**

1. *Critical Planning Recommendations to NSW Draft Metro Strategy August 2013 (RDA Sydney)*
2. *2013 Edition RDA Sydney Economic Baseline Assessment for Sydney (prepared by AEC group);*
3. *RDA Sydney Draft Metropolitan Strategy Submission 2013 (prepared by SGS Economics and Planning, Strategic Economics and Cox Richardson)*
4. *The Role of Precincts in Innovation Systems – by Dr Terry Cutler*
5. *Regional Development Australia Sydney Employment Lands Policy Position June 2012;*
6. *A Jobs and Industry Strategy for West Melbourne (prepared by SGS Economics and Planning)*

**If you require any additional comment regarding RDA Sydney's submission please don't hesitate to contact:**

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## **1. What is happening now with respect to growth in Metropolitan Sydney and what are the broader implications for Greater Western Sydney (GWS)?**

RDA Sydney has recently been reviewing the economic growth of Metropolitan Sydney over the last six years, in terms of GRP, population, employment and businesses by sub region and local government areas.

Our **RDA Sydney Economic Baseline Assessment Report for 2013**, prepared by the AEC Group has highlighted some serious challenges for government with respect to current and future growth in Sydney as to what is planned in the current Draft Metro strategy and what is exactly happening. (See report attached)

From this report we make the following key findings about the overall growth of metropolitan Sydney but more importantly in this case, the broader implications for Greater Western Sydney (GWS):-

### **Key Findings**

- The Sydney Metropolitan Region has recorded **steady population growth to 4,343,092 in 2012, averaging 1.5% per annum over the last five years**. The recent annual growth is primarily attributable to the **western part of Sydney**, accounting for **over half** of the increase in population during the past five years to June 2012.
- The NSW Department of Planning has identified population targets within the *Draft Sydney Metropolitan Strategy*, which include **an additional 1.31 million residents between 2011 and 2031**. The South West Growth Centre is projected to record the highest growth with approximately 470,000 additional residents in the South West. The North West Growth Centre is expected to record the next highest growth with a target of an additional 355,000 residents over the next 20 years. **The significant population growth will place pressure on existing transport and community infrastructure with a need to generate local employment opportunities for the new residents to generate diverse local employment opportunities and reduce the burden on infrastructure.**
- In 2011-12, the **Sydney Metropolitan Region recorded an estimated GRP of \$306.2 billion**, having recorded growth over the last five years of 2.3% per annum. **One third of this is currently generated by the Greater Western Sydney (West Region) at \$97.2 billion (2.1% p.a growth), compared with the City of Sydney region \$85.6 billion (2.0% p.a. growth).**
- **An estimated 2 million people were employed in the Sydney Metropolitan Region at February 2013, representing an average annual increase of 1.8% from 2006.** The increase in employment is largely driven by professional and service industries including health care and social assistance, professional and scientific services, education and training and finance and insurance services. There has been a small decline in employment in some parts of the manufacturing sector (-0.2%), as operations become more technologically advanced and less labour intensive.
- Labour containment rates (proportion of employed residents that live and work in the area) throughout the Sydney Metropolitan Region are relatively low with the majority of residents leaving their local area to work in major employment centres such as the Sydney and Parramatta CBDs. **This places greater pressure on transport infrastructure, resulting in increased transport congestion and adverse social and environmental outcomes.**

## Additional Key Findings pertaining specifically to the *Draft Sydney Metropolitan Strategy* Sub Regional Structure

### Population

- The population of the West Central and North West subregion has increased by 86,163 over the past five years, at an average annual growth rate of 2.1%. This represented the highest growth throughout the Metropolitan Region with significant growth in new release areas in the north-west area such as Blacktown (31,620) and The Hills (13,460) and increased density in the west-central area such as Parramatta (20,623), Auburn (10,317) and Holroyd (10,143).
- The population of the Central subregion has increased by almost 90,000 over the past five years, at an average annual growth rate of 1.6%. Population growth has been driven by increased residential density with LGAs including Canada Bay (3.1%), Botany Bay (2.1%), Sydney (2.0%) and Randwick (1.6%) recording the highest growth.
- The South West subregion recorded population growth of approximately 57,000 over the past five years, at an average annual growth rate of 1.4%. Population growth was primarily in the Liverpool (17,659) and Bankstown (13,159) LGAs.

### Population Growth Targets

- The NSW Department of Planning and Infrastructure has identified population targets within the *Draft Sydney Metropolitan Strategy*, which include an additional 1.31 million residents between 2011 and 2031. This is higher than the growth of 1,139,958 estimated from the base ABS 2012 population data.
- **The South West subregion is projected to record an additional 392,388 residents by 2031, equating to over 35% of projected population growth within the Sydney Metropolitan Region.** The majority of growth is projected to be recorded in the South West Growth Centre in Liverpool and Camden.
- The North West subregion is projected to record population growth of almost 321,749 by 2031. The majority of growth is projected to be recorded in the North West Growth Centre in Blacktown and The Hills.
- Projected population growth in the Central subregion is expected to be driven by increased residential density with almost 210,000 additional residents expected by 2031.

### Economic Growth

- **The subregions within the Sydney Metropolitan Region recorded variable economic growth ranging from 0.3% to 2.8% per annum over the past five years.** The Central subregion recorded the highest growth with GRP exceeding \$160 billion in 2011-12, accounting for over half of the Sydney Metropolitan Region's economy. The subregion recorded average annual growth of 2.8% over the last five years due largely to growth in the finance and professional service sectors.
- During the same period, the West Central and North West subregion also recorded strong average annual growth of 2.3%, with GRP increasing to over \$50.5 billion in 2011-12. **The North subregion on the other hand, recorded marginal average annual growth of 0.3%** with strong growth in the professional and health care services sectors offset by a fall in manufacturing and administrative and support services. **This shows the effect of not having major strategic growth centres in a subregion.**

### Employment Growth vs Population Growth

As indicated in **Table 1** below, from 2006-2013 the overall employment growth (1.8%) for the Sydney Metropolitan Region grew faster than its respective population growth.

Employment growth in the Central subregion of 2.4% exceeded population growth of 1.6% per annum, indicating that more people are travelling into the subregion from outside.

The West Central and North West subregion recorded the fastest population growth of 2.1% per annum, which was higher than the employment growth of 1.6% annum, indicating a lower employment containment ratio, necessitating more travel.

Employment growth in the West subregion (1.8%) more than doubled its population growth (0.8%) over the past six years as the subregion has attracted new business investment and employment opportunities. However, the job containment rate for the subregion is low necessitating residents leaving the region for work.

**Table 1 Employment Growth<sup>1</sup> vs Population Growth**

Subregion	Employment Growth (2006-2013)				Population Growth (2006-2012)	
	2006 <sup>2</sup>	2013 <sup>3</sup>	Ave Ann Growth (No.)	Ave Ann Change (%)	Ave Ann Growth (No.)	Ave Ann Change (%)
Central	835,658	988,597	21,848	2.4%	17,837	1.6%
West Central and North West	321,128	358,436	5,330	1.6%	16,893	2.1%
North	156,503	167,771	1,610	1.0%	6,357	1.2%
West	99,082	111,886	1,829	1.8%	2,424	0.8%
South West	237,845	261,297	3,350	1.4%	11,017	1.4%
South	152,186	158,139	850	0.5%	6,448	1.1%
<b>Sydney Metropolitan Region</b>	<b>1,802,401</b>	<b>2,046,127</b>	<b>34,818</b>	<b>1.8%</b>	<b>60,975</b>	<b>1.5%</b>

Note: 1: Place of work. 2: 2006 Census. 3: Feb 2013 estimate.

Source: ABS (2007), ABS (2012a), AECgroup

The recent *Draft Sydney Metropolitan Strategy* has set a target to create 625,000 jobs in the Sydney Metropolitan Region between 2011 and 2031. The Central (230,000) and West Central and North West (142,000) subregions are forecast to generate the highest job growth over the next 20 years.

**Table 2: Draft Metropolitan Strategy Job Targets**

Subregion	Jobs			Change (2011-2031)	
	2011	2021	2031	Number	Ave Ann Change
Central	988,000	1,113,000	1,228,000	230,000	1.0%
West Central and North West	389,000	464,000	531,000	142,000	1.6%
North	186,000	208,000	225,000	39,000	1.0%
West	119,000	138,000	156,000	37,000	1.4%
South West	298,000	362,000	432,000	134,000	1.9%
South	183,000	207,000	226,000	43,000	1.1%
<b>Sydney Metropolitan Region</b>	<b>2,173,000</b>	<b>2,492,000</b>	<b>2,798,000</b>	<b>625,000</b>	<b>1.3%</b>

Source: NSW DPI (2013)

The *Draft Sydney Metropolitan Strategy* has set a target for the Sydney Metropolitan Region's population to increase by 1,311,000 between 2011 and 2031 with the creation of 625,000 jobs, which represents a ratio of approximately 48 new jobs per 100 residents. The ratio is considerably lower in the South West subregion, which has a target of 134,000 additional jobs and 469,000 additional residents (29 new jobs per 100 residents). **Unless there is change in the Draft Sydney Metropolitan Strategy (and its sub-regional boundaries in its present form), there will be a worsening with respect to jobs ratio in the outer subregions of Sydney, particularly in the South, South West, West and North, resulting in increasing congestion from additional travel and a policy failure in achieving more jobs closer to home.**

**Table 3: Draft Metropolitan Strategy Population v Job Targets**

Subregion	2011			2031		
	Population	Jobs	Job Ratio	Population	Jobs	Job Ratio
Central	1,144,000	998,000	87.2%	1,385,000	1,228,000	88.7%
West Central and North West	846,000	389,000	46.0%	1,201,000	531,000	44.2%
North	529,000	186,000	35.2%	610,000	225,000	36.9%
West	327,000	119,000	36.4%	416,000	156,000	37.5%
South West	829,000	298,000	35.9%	1,298,000	432,000	33.3%
South	609,000	183,000	30.0%	685,000	226,000	33.0%
<b>Sydney Metropolitan Region</b>	<b>4,284,000</b>	<b>2,173,000</b>	<b>50.7%</b>	<b>5,595,000</b>	<b>2,798,000</b>	<b>50.1%</b>

Source: NSW DPI (2013)

### Diversity & Industry Job Growth

- **Employment growth (2006-2013) and diversity across industry sectors varies considerably between the subregions of Sydney.** This is having a considerable impact on the current and future geographic location, types of industries, and the number, range and types of current and new business employment opportunities, which avail themselves to job seekers
- **Approximately half of workers in the Sydney Metropolitan Region were employed in the Central subregion in 2013. However, the region provided 82% of all information and telecommunications jobs, 77% of all finance & insurance jobs, 72% of all professional, scientific & technical services jobs, with a significant proportion (40-60%) of most other industry sectors.** The annual rate of growth for the Central region (2.4%) is also the highest of all subregions with most of the net change in employment occurring in professional services (19.8%), finance and insurance (11.9%) and health care & social assistance (11.3%).
- On the other hand, 358,436 (17.5% of the Sydney Metropolitan Region) people were employed within the West Central and North West subregion in 2013, primarily in manufacturing, retail and health care with a relatively smaller proportion of jobs (around 5% of the Sydney Metropolitan Region) in both finance and professional jobs despite it including Parramatta and Norwest. Whilst the annual rate of growth of 1.6% was about average, most of the growth was in health, finance, public administration, professional services, education and retail.
- In 2013, employment in the West and South West subregions totalled 111,886 and 261,297 respectively. The majority of those employed were employed in health, manufacturing,

retail and education, with a very small proportion in finance and professional services. Whilst the annual rate of growth is 1.8% and 1.4% respectively, the main areas of growth are in health, education, and construction. However there is weak growth in manufacturing, information and telecommunications, finance and professional services necessary for regional city and strategic centre growth and business attraction and investment.

### **Journey to Work**

The following **Table 4** summarises the comparison between the sub regions with respect to journey to work data.

**Table 4: Employment Growth vs Population Growth**

LGA	Live and Work	Travel in to Work	Travel out to Work	Containment Rate
Central	442,903	410,431	82,087	84.4%
West Central and North West	173,363	141,048	163,198	51.5%
North	107,304	40,515	129,159	45.4%
West	72,694	22,492	69,721	51.0%
South West	157,716	69,782	136,872	53.5%
South	101,178	39,119	150,010	40.3%

Source: ABS (2012a)

- The Central subregion records the highest containment rate of almost 85% with over 440,000 residents working locally.
- The South subregion records the lowest containment ratio of approximately 40% with over 150,000 residents travelling out of the area each day to work. The majority of these residents are professional workers travelling into the Sydney CBD.
- The West Central and North West, West and South West sub regions each have a containment rate of between 45%-54% with approximately half of residents leaving the area each day for work. Containment is generally highest in the service sectors such as retail trade, accommodation and food services, education and health. The largest outflows are generally in professional service and office based sectors with residents travelling to key regional centres such as the Sydney and Parramatta CBDs.

### **Participation Rate**

- The Central and West subregions recorded the highest participation rates of 70.1% and 68.3% respectively. The South West subregion recorded the lowest participation rate of 60.5% in 2011, down 1.3 percentage points from 2006. Several LGAs in western Sydney such as Fairfield, Auburn, Bankstown and Canterbury had participation rates under 60%.

### **Unemployment Rate**

- The South West subregion has generally recorded the highest unemployment rate in the Sydney Metropolitan Region, exceeding 7% in the September Quarter 2012. By comparison, the more affluent North and Central subregions have recorded 3-4% unemployment rates over the last two years.



- The South and West subregions have both recorded a decline in their respective unemployment rates over the last 2-3 years from a peak of 6% to under 5% in the September Quarter 2012.

### Tertiary Qualifications

- **Tertiary qualification levels within the Sydney Metropolitan Region have increased over recent years as more residents enrol in university and technical courses** as a result of more students completing high school and more flexible enrolments. However the numbers with tertiary qualifications and the level of qualifications varies considerably across the subregions. The proportion of those with tertiary education differs significantly within the Sydney Metropolitan Region ranging from 40% to 65% with an average of 55%.
- The Central subregion recorded the highest level of tertiary education with almost two thirds of working age residents having a post school qualification. This included over 40% of working age residents with a bachelor degree or higher. The North subregion also recorded a relatively higher level of tertiary education with almost 65% of working age residents having a qualification.
- The South West subregion recorded the lowest level of tertiary education in the Sydney Metropolitan Region, with marginally over 40% of working age residents having a post-school qualification. This included Fairfield, Bankstown, Liverpool and Campbelltown which were the four lowest LGAs with tertiary education levels under 45% of the working age population.
- The South, West and West Central and North West subregions each recorded approximately half of working age residents with a tertiary qualification in 2011. The West subregion had the highest proportion of residents with a certificate qualification, accounting for almost a quarter of the working age residents.

### Summary

**The ramifications of the above is that unless there is a major policy shift in the development of the final Metro Strategy, the current jobs deficits in GWS will get dramatically worse with the projected rapid growth in population, bringing about major social dislocation, worsening transport congestion, a significant lost opportunity cost with respect to the potential GRP growth in the economy of Sydney from the major contribution from GWS, and policy failure with respect to generating more jobs closer to home.**

## **2. Opportunities for the Broader Western Sydney Employment Area as the only one of the Nine City Shapers for GWS in the Draft Metro Strategy ?**

RDA Sydney most certainly agrees with the opportunity that the Draft Broader WSEA presents as one of the nine city shapers for Metropolitan Sydney in the Draft Metro Strategy.

However, we wish to point out that at this point of time, there is a unique (but rapidly closing) historical opportunity to develop a collaborative future vision for Sydney. The Broader WSEA is the final critical key centrepiece for land use transport and economic development between the NW and SW Growth Centres. Now could be our only possibility in correcting past mistakes, and developing a more collaborative 30-40 year vision for Sydney and how GWS and the broader WSEA fit into the broader vision for Sydney.

From this we will be able to create a more balanced city of interconnected cities and growth centres with long term economic and transport corridors.

To do this however it will need to be done in the following context:

- On its own, the broader WSEA area will not solve the major jobs deficit and diversity issues for GWS, but it needs to be a critical part of a broader overall action plan for GWS.
- As part of the Regional Action for Greater Western Sydney, an *Economic Development and Jobs Strategy* needs to be developed collaboratively for all of GWS which includes specific employment growth targets for the Broader WSEA Structure Plan region. RDA Sydney can provide samples as to how that can be done (*A Jobs and Industry Strategy for West Melbourne-RDA Western Melbourne*) prepared by SGS Economics and Planning through collaboration between by industry and all levels of government.
- This *Economic Development and Jobs Strategy* needs to be developed utilising the benefit of reports and empirical and statistical knowledge of the industries we have now, future potential growth, and the potential new industries that could evolve with critical intervention and stimulation by government.
- Within this strategy, specific detail can be developed as to the current economic activity within the Broader WSEA area and to very specific potential industry, innovation and business growth opportunities that can be identified.
- All levels of government need to be prepared to intervene where appropriate, commit and support new key *magnet attraction* growth projects and supportive delivery of timely infrastructure.
- More certainty in planning and delivery through better collaboration between industry , community and government, and integration between government departments will be required

### **3. Comments on the Broader WSEA Structure Plan**

#### **3.1 Comments on Executive Summary**

RDA Sydney supports the State Government's vision for the Broader Western Sydney Employment Area (Broader WSEA) to provide well-located, serviced employment lands to secure the State's future productivity and economic growth and a great opportunity to address the employment in Western Sydney as part of the draft Metropolitan Strategy target of at least 50 % of the 625,000 new jobs across Sydney by 2031.

#### **3.2 Introduction, Purpose, Scope and Structure Planning Process (Chapter1)**

RDA Sydney (RDAS) congratulates the Department of Planning and Infrastructure (DPI) in developing the Broader WSEA Structure Plan concept and strategic planning process as a means of developing a future economic land use and transport planning strategy for a vast new area of Western Sydney between the North West Growth Centre (NWGC) and the South West Growth Centre (SWGC).

RDAS also agrees with the idea and principle of expanding the existing Western Sydney Employment Area (WSEA) and linking it into the Commonwealth Land around Badgery's Creek and the current planned SWGC employment land.

Having said this RDA Sydney does have concerns with the following:-

- Whilst we are aware that decisions by both the Federal and NSW governments with respect to a potential second airport at Badgery's Creek have not been made, the potential long term significance of an airport on the Commonwealth land would have more influence by far than any other factor with respect to current and future long term investment and development within Sydney but more particularly GWS. **Note: In all workshop discussions this point was made by many participants as to how we can possibly determine the future of the region without making some assumptions about the presence or not of a future second airport at Badgery's Creek. We strongly recommend that scenario planning with respect to the possibility of an airport needs to be done so that the benefits of the long term vision and potential land use and transport corridors from this Structure plan can be realized. We need to plan now to develop the region on the basis that the airport was always meant to be there, and secure the long term corridors now for major infrastructure projects needed for the long term future of the Australia's eastern coast.**
- Whilst the Structure plan talks about the interrelationship with NWGC and the SWGC and more particularly with the SWGC Structure plan, it does not provide specific information as to the land-use, economic studies and transport aspects and

assumptions that were made in developing the SWGC Structure Plan. Even though the major studies undertaken as part of the Structure plan give a good overall assessment of the Greater Western Sydney region, the inter-relationship and potential impacts between the study area and the SWGC, do not come across particularly with respect to possible education and employment opportunities of a very large potential residential population adjacent to the study area.

### **3.3 Vision, Themes and Principles (Chapter 4)**

RDA Sydney, as a key stakeholder involved in the Structure Plan workshops, supports the elements, themes and principles of the following vision that was derived from consultation with many of the key stakeholders.

#### **Vision**

The Broader WSEA will be a diverse employment area, supported by centres, infrastructure and services representing an area of Regional, State and National significance for employment and economic development. Broader WSEA would achieve this by:

- Delivering jobs and a range of services for Western Sydney.
- Providing a future supply of industrial land to support the economic growth of the city.
- Providing strong transport links into existing networks.
- Strengthening the freight network.
- Allowing for new local centres of commercial, retail, administration and community uses that support the proposed levels of employment.
- Providing land use for other forms of urban development to support employment activity.

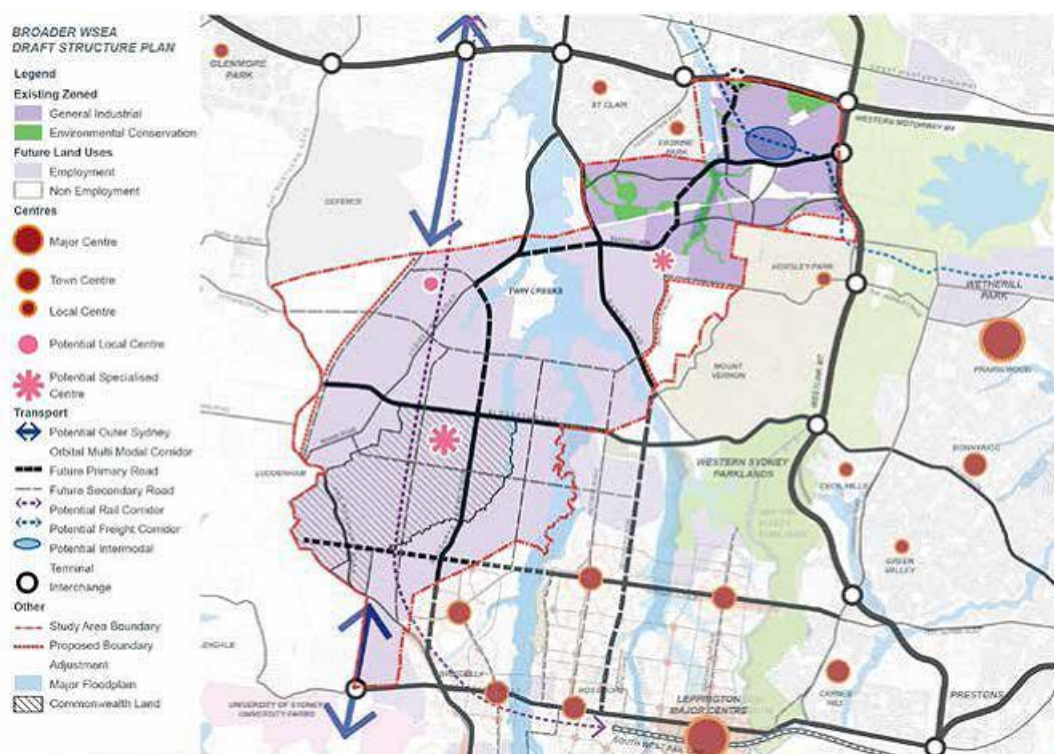
#### **Economy and employment**

The Broader WSEA provides the opportunity to enhance employment opportunities in Western Sydney to service the significant population growth expected in the region. Broader WSEA aims to be an attractive place to invest, work and undertake business with a focus on providing requirements for a range of employment types.

#### **Principles**

- The Broader WSEA delivers employment and investment opportunities to surrounding local and regional areas.
- Infrastructure and services are provided to facilitate development in a timely manner.
- A range of employment types and densities are accommodated in the Structure Plan.
- The Broader WSEA attracts a range of business profiles and business activities from logistics and distribution centres to business parks and innovative technologies.
- The draft Structure Plan provides clear guidance and a framework for development, but also allows for flexibility to respond to market demands.
- The draft Structure Plan considers agribusiness and food production
- The surrounding local areas benefit from increased community facilities and infrastructure as Broader WSEA develops.

### **3.6 Draft Structure Plan (Chapter 5)**



#### **Employment Drivers & Land Use**

RDA Sydney notes that The Draft Structure Plan indicates an availability of a total of 8100 hectares of employment land comprising 1750m hectares of zoned employment land within the existing WSEA (labelled (A) on Page 52 Table 4) and 6329 hectares of future employment land.

This future employment land of 6329 hectares is then made up from the following potential precincts:-

- (B) Aldington Road (493 hectares) - south west of the current WSEA precinct
- (C) South Creek (1732 hectares) – North of the Commonwealth Land site connecting the NW and SW sectors of the Structure Plan study area
- (D) Luddenham Road West (823 hectares)- NW side of Commonwealth Land
- (E) Adams Road (407 hectares)- west of Commonwealth land site
- (F) Commonwealth Land (1674 hectares) - potential Badgery's Creek second airport site
- (G) South West Growth Centre designated employment Land (1200 hectares)- east boundary of the Commonwealth land site but within the SWGC.

Our concern from the Economics Issues and Drivers study is that despite the overall demand for employment land varying 80 -300 hectares per annum for Sydney (during an economic downturn

because of the GFC) with an average of 186 hectares per annum over the last 5 years, it is only identifying a potential demand of 2100 hectares in the study area for the next 30 years! We believe that this will be a major underestimation! On the other side it will take a major catalyst or government incentive to kick start demand so as to make it happen, but once it does, demand will take off and then supply of sufficient suitably priced zoned employment land will not be available. Our point is that if this Draft structure plan only plans to generate 57,000 jobs to 2046 out of a needed visioned 325,000 jobs for GWS (by 2031) the economies of scale will not drive sufficient investment and the necessary infrastructure requirement to service it!

In the Economic Issues and Drivers study it discusses separately about the potential demand and drivers for employment land and for business parks, and then reaches a conclusion that growth for the above jobs will involve the need for one specialised centre at Baker's Lane and another possible specialised centre around Badgery's Creek with a new local centre near a potential rail station at Luddenham.

RDA Sydney has a major problem with the initial assumptions that necessarily the only likely demand for the broader WSEA is going to be in the freight and logistics areas, but we certainly agree that incentives and intervention by government will be critical to stimulate and encourage sufficient magnet attraction technology driven centre growth required to make the whole effort worthwhile!

We would like to tender the following observations about other industrial regions of the world and make the following suggestions with respect to incentives and interventions:-

- World class industrial regions in Sweden, Finland, Germany , Italy, Singapore have not emerged or exist without “ centres of excellence” within them where industry and leading edge innovation, science and technology support centres co exist alongside major university or other supportive presence in the form of R&D clusters, training facilities.
- In fact, as example in Australia, in the Clayton industry precinct outlined in the attached photo from the paper *The Role of Precincts in Innovation Systems – by Dr Terry Cutler* he showcases just how the success of Clayton as an industrial precinct has organically evolved. Note: the presence of CSIRO, Monash University, and Support GSI Knowledge Centre. And also Professional services in the form of technology Management Consultants, ANZ and NAB Banking for local administration and retail support facilities.
- In the case of the Broader WSEA we would suggest the potential of:-
  - New intermodal terminal with major T&L industry Centre of Excellence precinct at Eastern Creek, and supportive SME technology companies for all of the T&L precincts in GWS;
  - Building materials and metal specialist industry cluster precinct near Bluescope Steel plant near Erskine Park;
  - IT Data Centre cluster around Eastern Creek
  - Environmental Water and Renewable energy cluster;
  - Bio energy, recycling and waste remediation cluster around the SITA waste site
  - Aerospace and defence industry technology, sustainment and manufacturing facility

- Major agribusiness technology and commercial business park appropriately located within the study area.
- And lastly but most importantly around a future second airport, could be another specialist centre with commercial banking, professional services, airport services, air /road/rail freight intermodal T&L facilities.

Each of the above potential projects is based upon the fact that there is already a significant industry presence and potential competitive position in GWS or in elsewhere Sydney which could be capitalised upon. None of the above will happen unless we can get commitment by both the federal government and NSW government that they are prepared to commit to some of these initial catalyst projects to kick start the process. Recent national decisions with respect to Innovation Precincts could provide just the opportunity!

We would also like to table our reservations as to the realisable zoned employment land areas that are going to be able to be developed with the appropriate timely delivery of infrastructure at a competitive price to that offered in say Melbourne or outer areas of Brisbane. We believe that the flood plain issues, riparian, ecological, topographic and environmental considerations outlined in the reports will reduce the nett available land more than that that has been outlined.

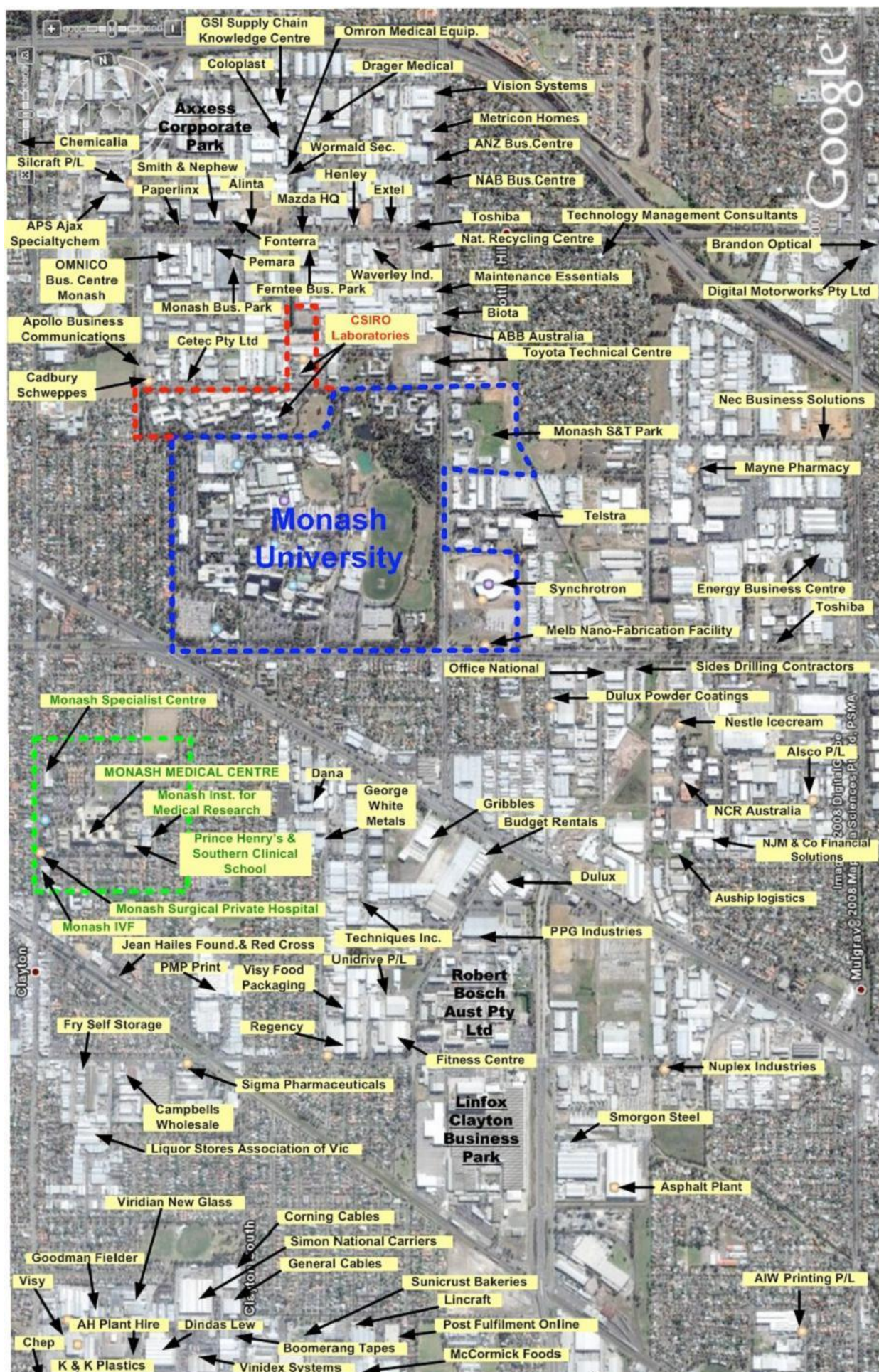
Also because of the need to identify and consider major infrastructure transport and land-use corridors for the future development of each of these major precincts, they will have to be developed as a complete precinct, as no one individual developer will be prepared to take the up-front risks associated with trying to do it on their own.

With respect to the issues above it may not be prudent to specifically rule out the 1250 hectares of Non employment uses areas at this stage until more detailed planning has been completed with respect to transport corridors and siting of the two potential intermodal terminals.

### **Outer Sydney Orbital Corridor**

RDA Sydney, of the three options, would more likely support the Western alignment of the Outer Sydney Orbital Corridor (OSO), as it would minimise any impact on the Commonwealth land. This would prevent any impedance in planning for a second airport at Badgery's Creek in the future.







### **Road Network**

RDA Sydney supports overall the methodology used by the Transport consultant GHD with respect to the Structure plan, but has concerns as to the potential ultimate employment figures and location densities that were used in each of the precincts as a starting point, because of the lack of detail with respect to the potential economic activity outlined previously.

	<b>Precinct</b>	<b>Ultimate Employment</b>
(A)	WSEA	62015
(B)	Aldington Road	8797
(C)	South Creek	31456
(D)	Luddenham Road West	16056
(E)	Adams Road	7929
(F)	Commonwealth Land	51137
(G)	SW Growth Centre	23395

In other countries such as Singapore for example, the long term potential economic activity and land use for an area is defined far more precisely with respect what types of industries will be encouraged , where they would be co-located and how the area would be developed over time with the appropriate transport and utility infrastructure in place.

Having said that we support the three primary East West Connections between M7 Motorway and the OSO identified, ie Elizabeth Drive, Bakers Lane WSEA Southern Link Road, and Fifteenth Avenue, but also suggest that Horsley Park drive needs to be up-graded as a primary road access to the industrial area of Wetherill Park with existing interchange at the M7.

We also support the North South Connections of Mamre Road, Archibold Road.

### **Freight Rail**

RDA Sydney supports both the Western Sydney freight line from Chullora through Eastern Creek to the Western Line, and the proposed Outer Sydney Orbital freight line corridor option which proposes to link to the south to Port Kembla via Camden, the Southern Sydney Freight line and the proposed Maldon Dombarton Line, and then north via a future rail corridor to the Hunter (See Figure 28, page 45).

We also support the need to ensure that a SW Rail heavy rail freight line link via Leppington to the Southern Sydney Freight Rail line is also planned to allow direct access to Badgery's Creek potential airport and the above OSO freight line.

We also support the two proposed intermodal terminals at Eastern Creek and on the west side of Luddenham Road West precinct, adjacent to the orbital corridor, but subject to change to fit in with any broader precinct plan for a future air/road /rail freight intermodal facility around an airport site.

### **Passenger Rail**

RDA Sydney supports the general concept of having a passenger rail extension from the SW Rail line at Leppington to the Badgery's Creek potential airport site and then connecting the Outer Sydney Orbital transport corridor with a northern connection to St Mary's and onto a future connection to the NW Rail at Marsden Park.

Future options still need to be considered with respect to interlinking of any Badgery's Creek airport site via High Speed Rail to Parramatta and/or Sydney, as part of the national High Speed Rail project from Brisbane to Sydney to Melbourne.

### **Water, Sewer, Electricity, Gas, Communications**

RDA Sydney respects the current and future capacity work that has been undertaken by the consultants GHD, with respect to the future utility infrastructure that will be required as part of the Structure plan. As stated previously, it will be imperative to ascertain as far as possible, the potential future economic activity and land use before detailed planning and loadings can be planned in detail.

Consideration as to the long and immediate future staging, costings, and investment and implementation timetables for these utilities needs to be undertaken on a precinct by precinct basis, but taking into consideration the final staging strategies

### **Zoning, Staging, Delivery and Infrastructure Implementation**

RDA Sydney believe that the zoning and staging plans, delivery and infrastructure implementation timetable should be decided upon once an overall activity assessment as to how the fully developed Broader WSEA could look, based on what there is there now and on the basis of certain major assumptions and scenarios for example:

- Decision that at some future date a second airport would be built at Badgery's Creek on the Commonwealth site (F) plus Precincts (C),(D),(E) and possibly (G) requiring:
  - Terminals, runways, aircraft maintenance
  - Major multi modal airfreight/road/rail terminals
  - Specialised Centre - commercial/professional services
  - Hotels/conference/facilities
  - Technology centres
- Decision to establish transport and logistics intermodal terminal at Eastern Creek with key supportive transport and logistics innovative precinct, transport and logistics companies, freight forwarding customers and other SME support industries

**NB.** This terminal needs urgent planning and a decision to immediately reserve the appropriate transport and strategic land corridors that allow the necessary rail track alignment and necessary land for 600-1000m trains otherwise this terminal will never be built.

- Decision as to how the current proposed Erskine Park/Mamre Road/Old Wallgrove road transport links will assist the development of those types of specialised Innovative Industries mentioned previously, that could be developed alongside current key industries in Erskine Park and Eastern Creek.(Existing WSEA and Precinct B)

We need to build in need to site CSIRO and/or multi university centres of excellence within this.

- Decision as to how a Specialised Centre around Bakers Lane can and will accommodate both current existing industries in Erskine Park but also those potential new additional emerging industry clusters. (Precinct B)
- Decision that a new additional environmental and waste technology park and centre with associated industries could perhaps be developed alongside the SITA waste facility north of Elizabeth Drive (Precinct C).
- Decision that a new additional food/agricultural/agribusiness technology park in association be developed.
- Decision that a very large second intermodal terminal be built on the west side of Luddenham Road West which would join up with the OSO and Port Kembla and Newcastle (Precincts(D) and (E)).

**Final Comment**

RDA Sydney recommends that the final Broad WSEA Structure plan makes use of “Google maps” images of the existing study and its relation to the other areas of Sydney. This gives rise to a better understanding as to the existing assets, economic activity and land use, and the relationship to existing transport and utility infrastructure.

We also recommend that DPI works with RDA Sydney to develop further the RDA Sydney Virtual Sydney 3D Planning concept model with support from key councils as a major concept development and communications tool.