



4th November 2015

Department of Planning and Environment
22-23 Bridge Street
SYDNEY NSW 2000

Boral Property Group
Greystanes House
Clunies Ross Street
PROSPECT NSW 2142
PO Box 42
WENTWORTHVILLE
NSW 2145
T: +61 (02) 9033 5300
F: +61 (02) 9033 5305
www.boral.com.au

To whom it may concern,

**Submission:
Greater Macarthur Land Release Strategy**

Introduction

Boral is an international building and construction materials group, with its headquarters in Sydney, Australia. With more than A\$5.5 billion worth of annualised sales, Boral primarily serves customers in the building and construction industries with operations concentrated in three key geographical markets - Australia, the USA and Asia. Boral has around 12,000 full-time equivalent employees.

In Australia, Boral has over 430 operating sites. Boral produces and distributes a broad range of construction materials, including quarry products, cement, fly ash, pre-mix concrete and asphalt; and building products, including clay bricks and pavers, clay and concrete roof tiles, concrete masonry products, plasterboard and timber. As a major supplier to the construction and infrastructure markets, Boral is supportive of major land releases such as proposed by the Great Macarthur Release Strategy (Macarthur Strategy).

As part of its construction materials network supplying the Sydney metropolitan market, Boral has located at Maldon, a cement production facility, a rail terminal dispatching quarry materials and a concrete batching plant. These facilities are all located within the area nominated as Employment Land on Figure 1 – *Greater Macarthur Vision to 2036*. Boral's total land holding represents approximately 38% of the total identified employment land.

As a key stakeholder in the release area, it is requested that in the development of the future plans for the area, Boral is consulted so that it can provide feedback and ensure that its interests are addressed.

Road network improvements

Being an existing industrial operator in the area, it is submitted that an improved road network for the future residents and employment activities of West Wilton and Wilton Junction is essential. An option that should be considered is the upgrading of the existing Maldon suspension bridge and connecting Maldon Bridge Road and Wilton Park Road. Road access to the future West Wilton and Wilton Junction area is currently only accessible from Picton Road. Upgrading the bridge to a heavy vehicle standard would



allow road access to and from the town of Picton, as well as Picton Railway Station, and improve bushfire emergency routes.

An upgrade to the Hume Highway and Picton Road interchange will also be required with the development of this area. The traffic from the Hume Highway southbound off ramp, turning right onto Picton Road, requires greater safety measures to be installed. From traffic studies undertaken on behalf of Boral in 2009 it was found that this intersection was operating at Level of Service - category E and predicted to deteriorate to a category F in 2012 and beyond. Anecdotal evidence suggests in the afternoon peak that traffic using this intersection (in 2015) queues back to the Hume Highway and causes a safety hazard in the left southbound lane.

Given this level of service and with the intersection being only a stop sign, upgrades to this intersection will be required to accommodate the planned growth.

Completion of Maldon to Dombarton rail freight line

The Macarthur Strategy and its associated employment land also gives greater emphasis to the partly built Maldon to Dombarton rail freight line. The attractiveness of the employment land to potential developers will be based, in part, on access to markets in Western Sydney and the Illawarra by road and rail. To support the development of intermodal freight facilities, better access to Port Kembla by rail would be necessary. The completion of the Maldon to Dombarton rail freight line would make the employment lands more attractive for intermodal development and potentially reduce heavy vehicle movements on Picton Road.

Thank you for the opportunity to provide the above comments on the Macarthur Land Release Strategy. It would be appreciated if you can provide further information as it becomes available.

Yours faithfully

A handwritten signature in black ink, appearing to read "Ed Neely". The signature is stylized with a large, sweeping initial "E" and a distinct "N".

Ed Neely
Boral Property Group