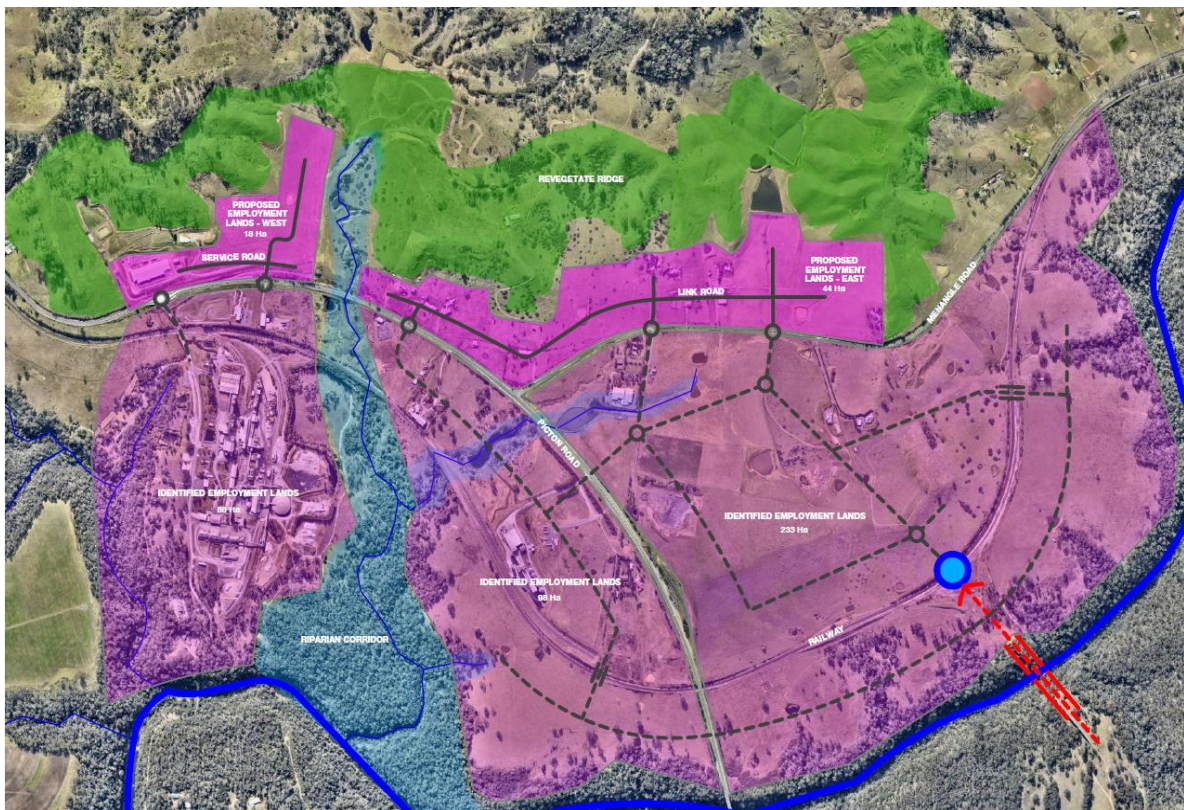


Submission on GREATER MACARTHUR LAND RELEASE PRELIMINARY STRATEGY + ACTION PLAN

Land located at Menangle Road, Maldon
Part of the Wilton Urban Release Area



Prepared for Maldon Landowners Group

Prepared by:

Michael Brown Planning Strategies
Urban Future Group
Satuday Studio

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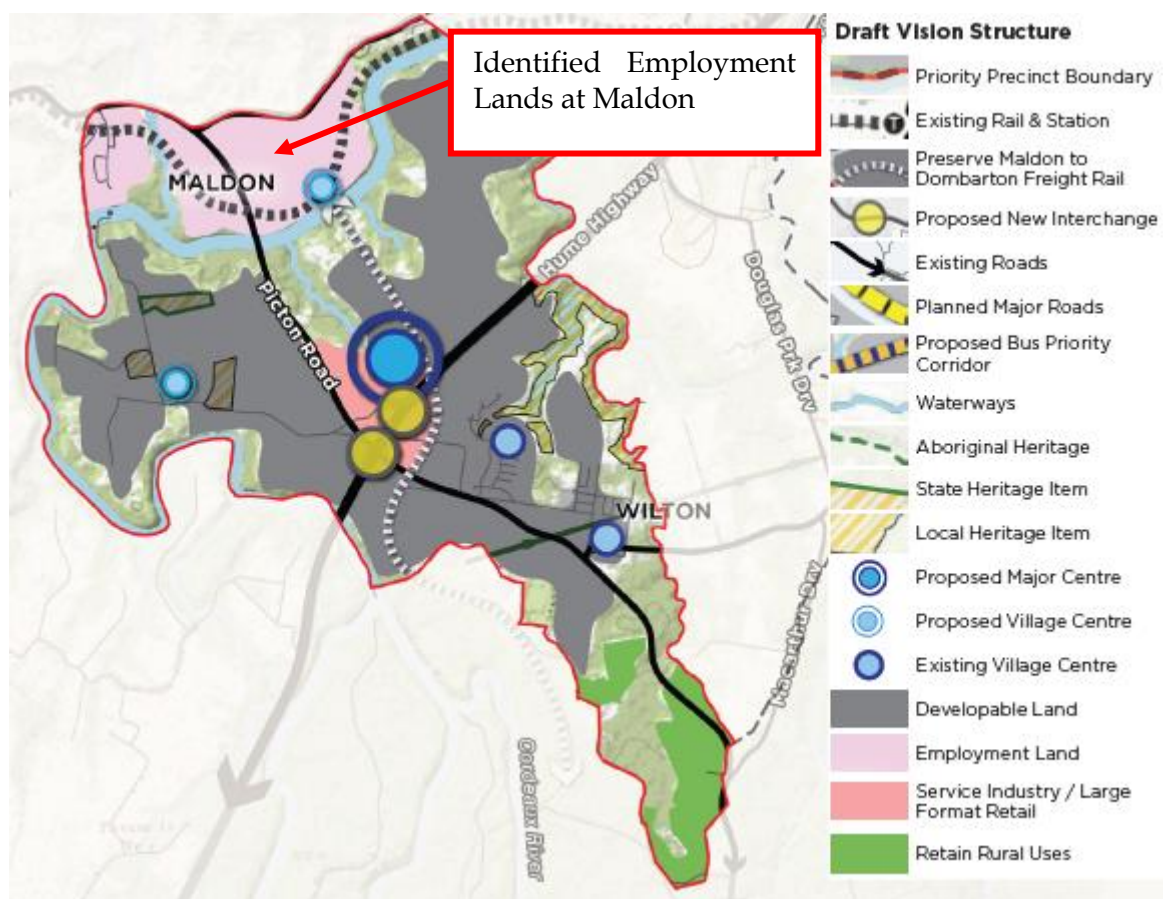
1 Introduction

This is a submission to the NSW Department of Planning and Environment in respect of future developable land located in the Menangle Road Urban Release Area, referred to as 'Maldon Employment Precinct' in this submission.

The Maldon Landowners Group has formed as a 'group' to lodge a submission to the Greater Macarthur Preliminary Strategy. The Group collectively own several large parcels of land in Menangle and Picton Roads, Maldon. Part of the 'Group's' land holdings has been identified as "Employment Land" on that part of the lands shown in **Figure 1** below.

However, they also own contiguous land to the north of such roads, which could form a comprehensive employment hub for the Wollondilly Local Government Area (LGA), as the land is strategically situated between Picton to the northwest and Wilton to the southeast.

FIGURE 1 - EXTRACT FROM WILTON PRIORITY PRECINCT - FIGURE 4



2 Wollondilly Growth Management Strategy 2011

In 2011 Wollondilly Shire Council placed on public exhibition its Growth Management Strategy (GMS) to provide Council's direction for future growth of its towns and villages. The GMS was undertaken in consultation with the community. The GMS was a strategic document that provided a guide to where growth should occur. The GMS dealt mainly with residential growth; however, Maldon was identified for employment land. The GMS stated that:

“The anecdotal evidence in Wollondilly’s case is that firms who have considered relocating to Wollondilly have been unable to find available industrial land to suit their needs and have therefore chosen to locate elsewhere.

Currently Council is proceeding with a draft local environmental plan to create additional industrially zoned land in the Maldon area. This draft LEP will contribute to Wollondilly’s supply but substantially more industrial land needs to be achieved.

As has been stated elsewhere in this document the GMS project has not attempted to specify quantitative targets regarding hectares of industrially zoned land required in the future. This is beyond the scope of the GMS and is therefore a matter for future analysis, dependent on:

- *Metropolitan and Subregional approaches to industrial land supply release being pursued by the Department of Planning. These issues are expected to be given revised direction through the upcoming revision of the Metropolitan Strategy and the finalisation of the SW Subregional Strategy.*
- *Subregional planning collaboration being commenced by the MACROC Councils to develop agreed strategies on the location and type of new employment lands needed throughout the Macarthur Area.*
- *Further investigation of the correlation between different types of employment land and their:*
 - *likely overall job yield per hectare*
 - *likely local/regional job yield split*

It should be noted that Wollondilly’s Economic Development Strategy (EDS) recommended that up to 250 hectares of land should be rezoned for industrial purposes, however this target figure was based on some very broad assumptions and will need review in future, in line with the matters listed above.

Nevertheless, from the various studies and documents that exist on the issue of industrial land supply in Western Sydney and the Southwest Subregion, there is clearly a universally held view that the supply needs to be increased into the future. Wollondilly Council therefore has to consider its responsibilities regarding the supply of new industrial lands both at a local level and also at a subregional level. Proposals for new employment lands need to be viewed not only in terms of the benefits for Wollondilly residents but also in the regional context to support containment and employment opportunities for Macarthur residents.’

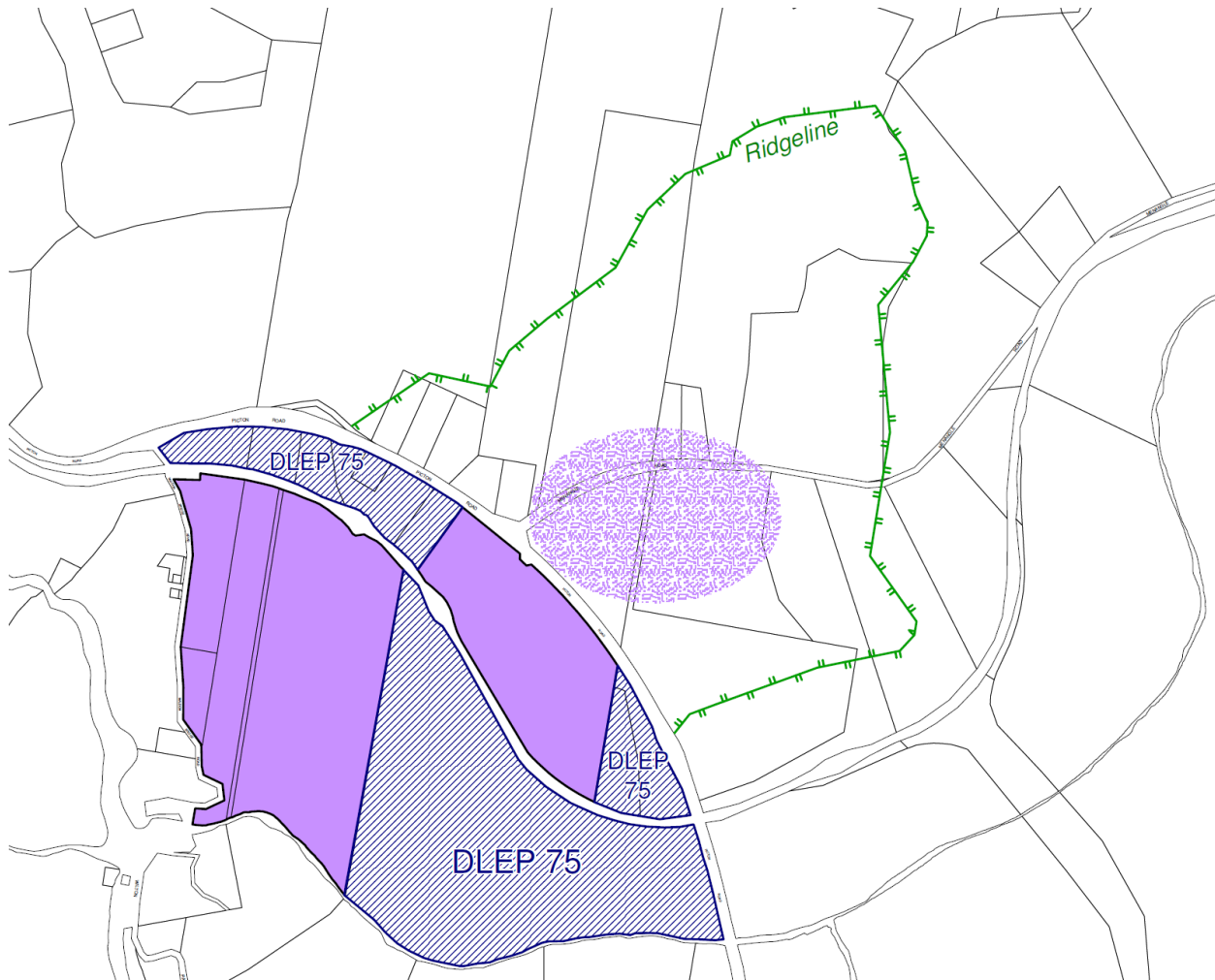
The GMS further states that:

“Parts of Wollondilly Shire have attributes particularly well suited to these kinds of uses, and already Council has seen interest in establishing these kinds of activities at Maldon and near Menangle. The F5 freeway corridor running through Wollondilly’s Macarthur South area is a potential location for these types of land uses, particularly given that co-located within this general corridor is the Main Southern Railway Line. This forms part of the broader Melbourne-Sydney Transport corridor which is the most significant inter-city transport corridor in Australia. This corridor also has direct links to Wollongong / Port Kembla via Picton Road and also intersects with the proposed Maldon-Dombarton rail link.”

The GMS the provided a structure plan map identifying future employment lands on both sides of Menangle Road as shown below in **Figure 2**. This figure is generally consistent with that provided in the Draft Greater Macarthur Strategy shown above in **Figure 1** and that proposed in **Figure 3** below. It would be noted that those lands show as DLEP 75 are now zoned IN1 General Industry under LEP 2011. The GMS has not been adopted by State Government on the basis that it did not show the areas that were being considered by Council such as Wilton Junction. A new GMS was prepared but is yet to be placed on public exhibition.

There is also the opportunity of reopening the previous Maldon Railway Station that was closed a number of years ago with the potential number of persons that could be employed in this estate, which would enable those persons who rely on public transport to access these employment lands by rail as a mode of transport.

FIGURE 2 – STRUCTURE PLAN

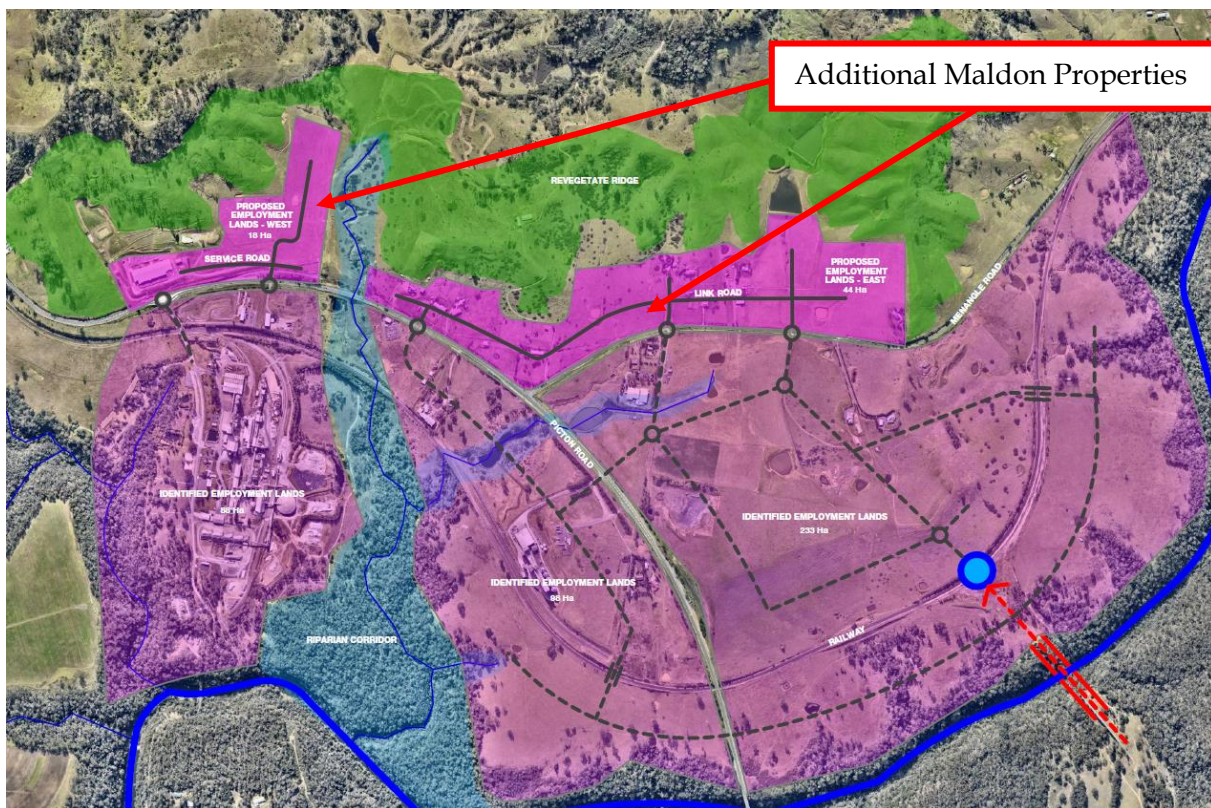


3 Brief

The purpose of this submission is to provide the NSW Department of Planning and Environment with feedback on the public exhibition of the *Draft Greater Macarthur Land Release – Preliminary Strategy & Action Plan + Land use and Infrastructure Analysis*. This submission has been prepared in respect of instructions from the Maldon Landowners Group.

The submission seeks to have additional lands included for employment purposes for reasons espoused in this submission, as shown in **Figure 3** below (darker purple shade – northern side).

FIGURE 3 – STRUCTURE PLAN



4 Draft Greater Macarthur Land Release

4.1 DRAFT PRELIMINARY STRATEGY & ACTION PLAN + LAND USE AND INFRASTRUCTURE ANALYSIS

In September 2015, NSW Government released the Draft Greater Macarthur Land Release – Preliminary Strategy & Action Plan + Land use and Infrastructure Analysis for public exhibition.

These investigations into the potential of Greater Macarthur identified land that is suitable for urban development, the infrastructure required to support growth, and how Greater Macarthur would be connected to jobs and other services in other parts of metropolitan Sydney.

4.2 PRIORITY GROWTH AREAS

To increase capacity and housing supply, the preliminary strategy identifies immediate opportunities to deliver up to 35,000 homes in Menangle Park / Mount Gilead and in a new town at Wilton.

Maximising these opportunities requires a coordinated approach to land use planning and infrastructure delivery. The preliminary strategy states that the vision for Greater Macarthur is to be implemented by:

- *Identifying Menangle Park, Mount Gilead and Wilton as Priority Growth Areas by including them in the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP);*

- *Investigating declaring Menangle Park, Mount Gilead and Wilton as Special Infrastructure Contribution Areas to coordinate the funding and delivery of infrastructure that is necessary to support growth; and*
- *Continuing to work closely with Wollondilly Shire Council, Campbelltown City Council, and across NSW Government agencies to facilitate outcomes that deliver new communities with homes, jobs, infrastructure and services while protecting the environment and natural resources.*

4.3 WILTON

There is significant land owner interest and local authority support for bringing forward a new town at Wilton to cater for the growing population of Wollondilly Shire and deliver new jobs and services. Development of the new town will be proponent-led, with required infrastructure provided at no additional cost to Government.

Actions to deliver growth in Wilton include:

- Commencing the process of rezoning land at Wilton for urban development in partnership with Wollondilly Shire Council;
- Defining thresholds for the delivery of infrastructure needed to support stages of population growth;
- Establishing infrastructure funding arrangements, such as through a Special Infrastructure Contribution;
- Establishing a planning and development pathway for land that is constrained by underground mining, to manage risks to Government and the community; and
- Upgrade the Hume Highway between Picton Road and Raby Road.

The precinct is envisaged to have a major centre at West Wilton, being the main employment contributor to the Greater Macarthur area, and a village centre at Wilton.

4.4 REZONING PATHWAY

Future rezoning process will test and refine suitable locations for urban development and appropriate densities. Encumbered land (identified as orange in Figure 5) will need to provide evidence that the necessary pathway steps have been undertaken prior to rezoning. This ensures that constraints are managed appropriately and that the land is suitable for urban development. The necessary pathway steps are outlined in the **Rezoning Pathways** section of this report.

4.4.1 KEY REZONING ISSUES

In addition to the general rezoning assessment requirements outlined in the **Delivery Pathway** section, the following key issues are specifically required to be considered in future rezoning processes:

Mining – a significant portion of the precinct has approval for coal mining over the next 15 to 30 years. For development to occur in this area, it would need to occur after mining operations have ceased or proposals will need to demonstrate that they comply with the relevant rezoning pathways steps.

Heritage conservation – the precinct contains a number of existing heritage items and known Aboriginal sites, some of which are located in or adjoin proposed centres. Further investigation will be required to ensure the significance of these heritage items and sites are retained.

Upper Canal – the Upper Canal, which provides water to Sydney from the four Upper Nepean dams, crosses the western portion of the precinct through the Wilton centre. Future development in this area will need to ensure this system is not adversely impacted upon.

The Menangle Road Precinct (Maldon Employment) Landowner Group generally supports the findings and recommendations of the *Draft Greater Macarthur Land Release – Preliminary Strategy & Action Plan*, specifically the inclusion of the Maldon Precinct as a key part of the proposed Wilton Urban Release Area.

However, following a review of the Preliminary Strategy & Action Plan and Land use and Infrastructure Analysis, the Group are of the view that additional employment lands should be included within the Strategy, as shown in **Figure 3** above.

The following provides reasons why the Department of Planning and Environment should amend the documents to include these lands within the Growth Centres SEPP 2006 as employment land, having regard to the industrial nature of land on the southern side of Picton Road.

5 The Subject Lands

The subject lands are described as:

- Lot 1 DP 818975;
- Lot 1 DP 703536;
- Lot 5 - 9 DP 776139;
- Lots 1-4 DP 1001897; and
- Lot 21 DP 74080;

As can be seen from the series of photographs below, most of the lands are generally level and therefore ideal for including as employment lands.

5.1 SURROUNDING USES

The property is located within the environs of the Maldon Industrial Estate. The area north of Menangle and Picton Roads is mainly rural properties, with the Redlea Chicken Hatchery located on part of Lot 1 DP 818975. To the south is the Boral Concrete operation and to the east is the Picton Karting Track and further to the east is the Allied Mills manufacturing plant. These operations are zoned IN1 – General Industrial and IN3 – Heavy Industrial under Wollondilly Local Environmental Plan 2011. The GMS has indicated that it is Council's preference for IN1 zoned land within the Maldon Employment Lands, rather than IN3.

5.2 TOPOGRAPHY

The lands are generally undulating with some hilly parts, particularly those lands having a northern edge to part of the Razorback Range system, as shown below in a series of panoramic photographs in **Figure 4** below.

FIGURE 4 – PANORAMIC PHOTOGRAPHS



Plate 1 – Looking south along Menangle Road towards Boral Concrete Plant. Land to left included as employment land. Land to right proposed to be included.



Plate 2 – Shows corner of Menangle and Picton Roads. Photograph shows land included as employment land. Existing road infrastructure can be upgraded to accommodate increased vehicle movements.



Plate 3 – Shows view looking south approximately half way along Menangle Road. Land is reasonably level and easily developed for employment purposes.



Plate 4 – Shows the land identified as employment lands with Strategy. Some parts of the land reasonably hilly and will need to be reengineered.



Plate 5 – Shows northern view of the corner of Menangle and Picton Roads. There is low lying land on the eastern corner that is part of a creek system connecting to the Nepean River (see Figure 2 above).



Plate 6 – Shows land on northern side of Menangle Road. The land is easily developable for employment purposes until it reaches ‘toe’ of Razorback Range system. Here the land rises and potential unstable in parts, on the basis that this system is known for slippage and instability.



Plate 7 – Shows land norther side of Menangle Road that is generally level.



Plate 8 – Picton Road heading north into Picton. Land is generally level and easily developed for employment lands.

5.3 CONSTRAINTS

The subject property may be affected by various flood events, with clear creeklines connecting to the Nepean River. The extent of flooding is unknown, but does not prevent the land being developed for employment purposes as shown on **Figure 3**.

The constraints map (**Figure 5**), which is an extract from Figure 29, page 35, shows that the land included in the Strategy for employment land; whilst constrained is suitable for development. The land on the norther side, which is shown in the series of photographs above, is similar in that it is either “Green – unencumbered land which is suitable for development” or “Yellow – encumbered by constraints which are resolvable with appropriate environmental or staging measures”.

We consider that the inclusion of the subject lands as ‘employment land’ will provide a well located employment area strategically located between Picton and Wilton Junction and close to transport networks, include heavy rail network, discussed in this report.

FIGURE 5 – CONSTRAINT MAP

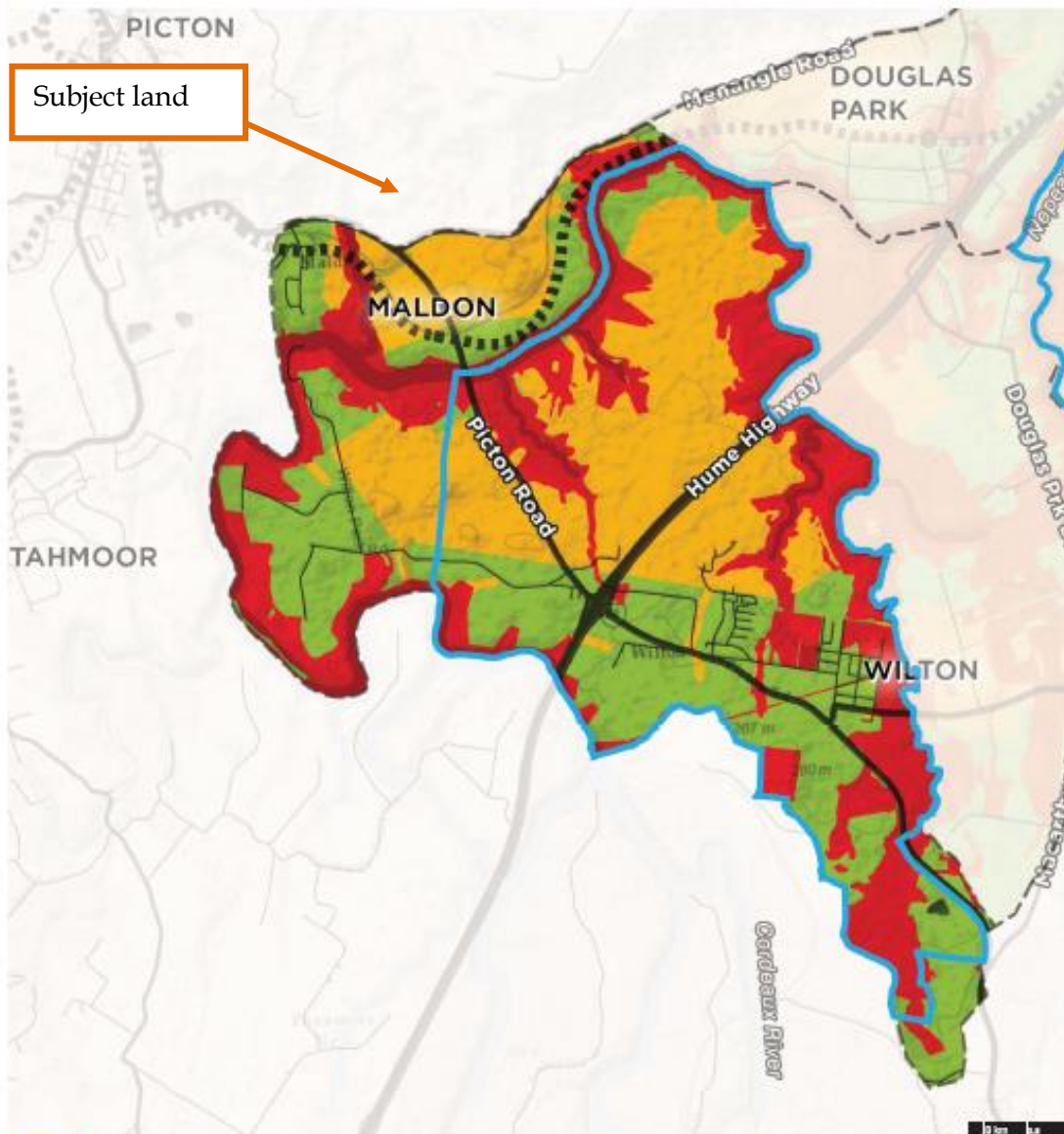


Figure 29 Wilton Urban Suitability

The suitability for development is divided into three categories:

- Unencumbered land which is suitable for development.
- Land encumbered by constraints which are resolvable with appropriate environmental or staging measures.
- Land which is constrained and not suitable for development.

Legend

- Existing Roads
- Existing Rail and Stop
- Known Proposals

The desktop based mapping technique is compounded by the chosen legend categories for red and orange mapped lands, which is reproduced above. The identified employment area shown in 'pink' on **Figure 1** above and the proposed additional employment area are not shown to be affected by constraints that would inhibit the lands being developed for employment purposes. As shown on **Figure 3** above, there are riparian corridors through the lands that will need to be managed within future development options.

5.4 INFRASTRUCTURE

As stated above, the subject lands are ideally located being located central to Picton and Wilton Junction. Existing road infrastructure consists of Menangle and Picton Roads, with the Hume Highway located some 6kms to the southeast. Immediately on the eastern boundary of the lands is the Main Southern Railway Line. This Line provides for passenger and freight services. A service operates between Picton and Campbelltown (non-electric). Electric services operate from Campbelltown to all railway stations on the metropolitan circuit. As stated above, there is an opportunity for the Maldon Railway Station to be reopened given the potential workforce that could be employed in this estate.

Freight operates on the Southern Sydney Freight Line (SSFL), which was completed in 2013. The SSFL is a dedicated freight line between Macarthur and Sefton. The Strategy shows the rail linkage, including a line that would be the corridor for the Maldon-Dombarton (Port Kembla) Rail Link (refer to **Figure 6**) as addressed in the GMS. Construction of a line was begun, and then abandoned, by the NSW Government in the 1980s. It would provide an alternative to the two existing lines for the transport of freight to and from Port Kembla.

The existing low-level of employments lands at Maldon does not justify the construction of the Line. However, with the recent investment in the SSFL and potential increase in employment land along the Main Southern Railway Line, provides opportunities for increase in rail freight transportation in line with the State Government's Policy for the Port Kembla and Botany Bay for container freight.

FIGURE 6 – MALDON-DOMBARTON LINE



6 State Government Policies and Strategies

6.1 METROPOLITAN STRATEGY

“The Metropolitan Strategy seeks to strategically locate employment, ensure good management of existing land resources, ensure there is sufficient supply of suitable commercial sites and employment lands and efficiently utilising existing infrastructure”.

The Metropolitan Strategy was broadly developed to facilitate and manage growth and development in the Sydney Metropolitan Region in anticipation of an increased population and demographic changes over the next 25 years. The Strategy highlights the importance of increasing the number of jobs located in Western Sydney through the provision of zoned land in western Sydney localities with high quality transport access (including the orbital motorway M4/M5/M7 network) for business, manufacturing, warehousing and transport activities.

It also notes that a predicted increase in Sydney in transport, storage and logistics employment opportunities related to the assembly and distribution of goods, particularly in ‘outer areas of the city’ will require an anticipated 7,500 hectares of industrial land for these purposes.

Three of the Strategy’s five aims designed to create a more sustainable Sydney require the sufficient availability of land for industrial and employment development which is accessible to residential areas.

These aims are:

1. Enhance Liveability – through a range of housing that is close to services.
2. Strengthening economic competitiveness – by increasing the city and region’s competitiveness and global markets, leading to benefits spread across the city.
3. Ensure fairness – by providing housing, jobs and services that are close to where people live.

The subject lands could readily be zoned for employment purposes and the creation of more jobs within the local area is consistent with this Policy document.

6.2 SOUTH WEST SYDNEY EMPLOYMENT LANDS STRATEGY 2003

The South-West Sydney Employment Lands Strategy (2003) was prepared by Hill PDA for Camden, Campbelltown and Liverpool Councils to identify, release, rezone and develop employment lands, including the associated infrastructure, in response to the anticipated increase in demand for this type of land over the next 25 years.

The Strategy outlines a number of criteria for the selection and nomination of appropriate employment lands in the Camden, Campbelltown and Liverpool LGAs, including:

- Availability of the land;
- Size of land holdings;
- Physical characteristics (topography, drainage etc.);
- Infrastructure (main roads, location to urban areas etc.);
- Accessibility (to major transport infrastructure);
- Location (including accessibility but also buffering from residential areas); and

- Synergy to other land uses (such as links to a university, hospital or major commercial or recreational uses).

The Strategy notes that an increasing trend is occurring whereby greater flexibility in location choice is required, in part due to organisations requiring larger sites for consolidation of previously fragmented activities. It also notes that purpose-built facilities at well-located nodal points in suburban locations are increasingly sought after by organisations due to their benefits of agglomeration, corporate prestige, amenity, proximity to labour and cost-effectiveness.

The Strategy also noted that decisions relating to future industrial locations could be influenced by factors such as:

- On-going loss of industrial land in inner-middle ring suburbs;
- Recognition of business park development locations by the market;
- Construction of the Western Sydney Orbital route contributing to improved accessibility;
- Potential availability of large sites;
- An apparent trend to leasing land, which may deter operations seeking ownership; and
- There have also been a number of involvements in the area that have been established.

The proposed rezoning of the lands for employment purposes will assist in providing more job opportunities for the local area.

6.3 REGIONAL POLICIES AND STRATEGIES

A number of regional policies and strategies have been developed, particularly focussing on the employment and industrial development of the south west sector of Sydney, and the region known as “MACROC” (or Macarthur Regional Organisation of Councils). MACROC comprises Camden, Campbelltown and Wollondilly LGAs (the Outer South Western Sydney accommodating approximately 240,000 people).

In this regard the subject land is located within the environs of the Maldon Industrial Estate and close to employment workforce.

6.4 GREATER WESTERN SYDNEY REGIONAL ECONOMIC PROFILE 2006

The Greater Western Sydney Regional Economic Profile provides a comprehensive coverage and analysis of economic and business conditions for Greater Western Sydney, concluding that Greater Western Sydney offers a competitive business environment and is the largest manufacturing region in Australia.

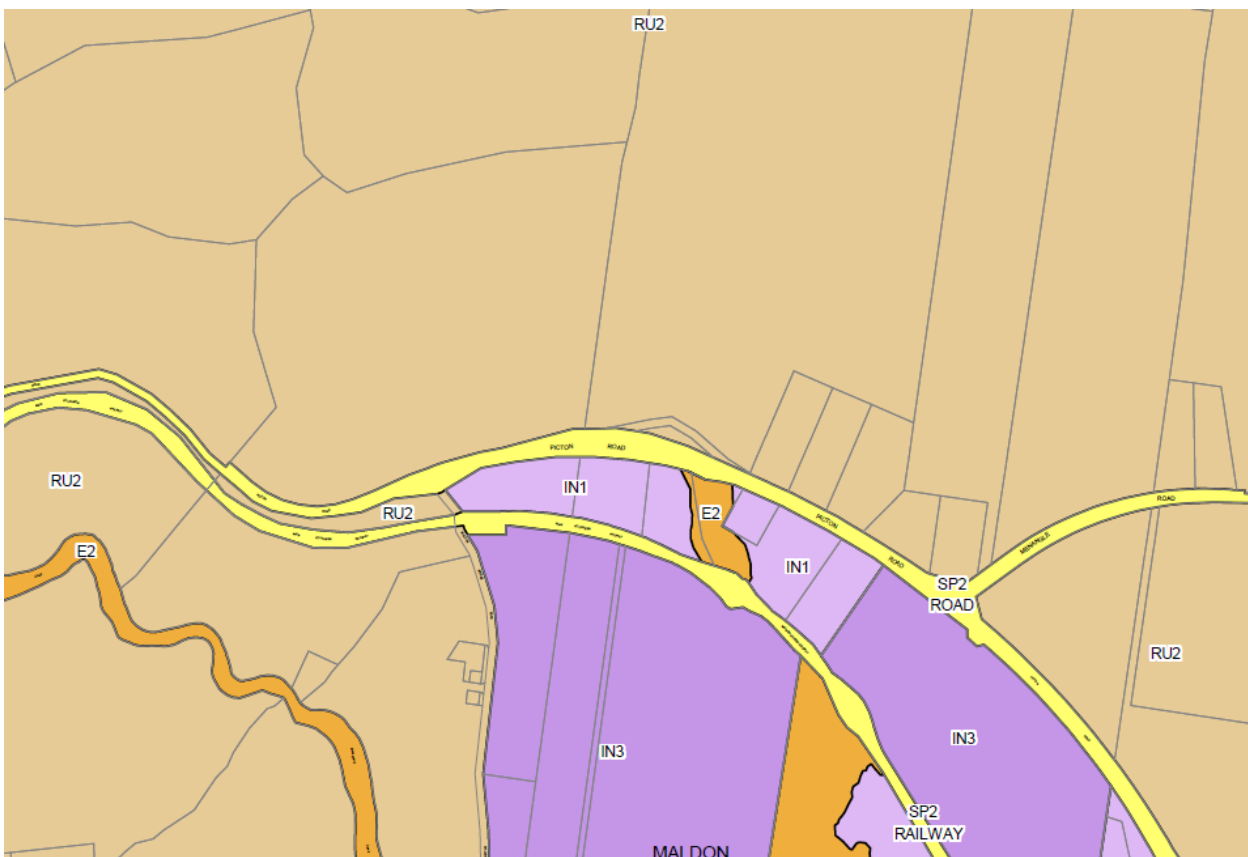
The proposal would be consistent with this document.

7 The Planning Documents

7.1 PREVAILING PLANNING PROVISIONS

The subject land is affected by LEP 2011 and the various clauses that apply. Under Clause 2.3 of this Plan, the subject land is zoned RU2 – Rural Landscape. **Figure 7** below shows the zoning of the land under the LEP.

FIGURE 7 – CURRENT ZONING



Under Clause 2.3 of the LEP, the following landuses are permissible.

Agriculture; Air transport facilities; Animal boarding or training establishments; Bed and breakfast accommodation; Cellar door premises; Cemeteries; Community facilities; Crematoria; Depots; Dwelling houses; Environmental facilities; Environmental protection works; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Funeral homes; Group homes; Home-based child care; Home businesses; Home industries; Home occupations (sex services); Information and education facilities; Intensive livestock agriculture; Intensive plant agriculture; Landscaping material supplies; Open cut mining; Places of public worship; Plant nurseries; Recreation areas; Research stations; Roads; Roadside stalls; Rural industries; Rural supplies; Rural workers' dwellings; Secondary dwellings; Signage; Transport depots; Truck depots; Veterinary hospitals; Water recreation structures; Water supply systems

An IN1 zoning would enable the lands to be developed for a variety of industrial related landuses, as shown above permissible uses.

7.2 INDUSTRIAL/WAREHOUSING

The appropriateness of industrial land and the market responsiveness in a particular location is influenced by more than just existing and adjacent uses. Some of the broader drivers of industrial land demand include:

- Economic Growth,
- Labour Availability and Productivity,
- Levels of Employment,
- Changes in Industry Structure,

- Policy Direction,
- Competition and Commercial Market Realities.

Generally industrial land precincts work most effectively if they exhibit the appropriate characteristics required to suit end tenants. Fundamentally, zoning land for industrial purposes is generally undertaken to accommodate important local services for a given residential area or to allow broader industry clusters such as high-intensity manufacturing, traditional manufacturing, transport and logistics or heavy/noxious industry.

However if a particular land use will achieve a higher market responsiveness then such uses should also be considered as sound and orderly planning.

For a particular location such as the Maldon precinct the main drivers as to whether the lands would be suited for light industry, transport and storage or manufacturing will be a function of the potential markets and certain locational aspects.

This submission aims to provide employment land that is currently not zoned, thereby adding to the industrial land stock and further relieving pressures upon prices and land availability across the region.

The South West Sub-region accommodates about 1,700 ha of industrial (employment) zoned land across about 15-20 industrial precincts. The majority of this land supply is accommodated in several large regionally and state competitive industrial precincts.

Ingleburn (320ha), Minto (257ha), Prestons (235ha) and Smeaton Grange (230ha) are the major existing industrial nodes within the sub-region. Generally, these large precincts accommodate a range of industrial uses from major manufacturing, regional distribution to local and urban services. As at 2010, there were about 350-400ha of vacant industrial lands, with about 400ha of future parcels of industrial land identified within the draft South West Sub Regional Strategy.

Another factor in determining the success of industrial offerings is their connection to a suitable and dependable labour source. The labour force mix in south-western Sydney is aligned with industrial land uses, i.e. greater proportions of blue collar workers and trade related workers suit an industrial land use base.

If the precinct were able to offer a point of difference it would be capable of drawing a range of industrial activities. The connection of the estate to a local employment base and to the regional road network (via Hume Highway) and the presence of a rail line or potential rail siding could be those points of difference.

7.3 TRANSPORT-BASED INDUSTRY & LOGISTICS

The employment land will provide for uses which could benefit from the presence of key rail and road infrastructure, particularly close to the Sydney to Canberra Corridor. These may include storage, manufacturing, transport and logistics and ancillary office/commercial space.

The majority of land identified as employment is already used for industrial/employment purposes (Boral and Allied). Therefore the intent is to build upon these existing uses and to strengthen the site's employment potential by opening up further land for industrial-type development.

Notwithstanding, the presence of the existing railway line presents specific site characteristics that could be enhanced to promote freight and logistics-type industries to locate at Maldon. Whilst a rail-based facility therefore will support a related industry base, it cannot be expected to provide an impetus for the full use of the site for industrial purposes.

7.4 KEY FINDINGS – EMPLOYMENT LAND USE

The proposed employment land is consistent with a number of strategies, including the Greater Macarthur Strategy, which has identified part of the lands for employment purposes. The rezoning of the northern side of Menangle and Picton Roads for employment purposes is consistent with this Strategy and provides such land close to where people live, thereby reducing the number of employment trips outside the region, increasing productivity and reducing environmental impacts.

Our analysis has shown that other higher employment generating uses are possible and more appropriate elsewhere on the site (northern side).

The connection of the Maldon Precinct to a local employment base and to the regional road network via the Hume Highway is a strong point of difference in the market.

7.5 MALDON EMPLOYMENT PRECINCT

7.5.1 THE MALDON EAST + MALDON WEST OPPORTUNITY

- *Maldon East* and *Maldon West* are two sites that together can form a logical and seamless extension to the Maldon Employment Precinct that is as part of the new town at Wilton Junction proposed as outlined in the *Draft Greater Macarthur Land Release – Preliminary Strategy & Action Plan*.
- The *Maldon East* and *Maldon West* sites are located to the north of Menangle Road and Picton Road and are characterised by land that is largely level and unencumbered land by constraints with a defined ridgeline backdrop.
- The *Maldon East* and *Maldon West* sites can offer major additional employment benefits for the existing and expanding residential population
- *Maldon East* has the potential to deliver approximately 40ha of potential employment land, easily serviced via a new junction on Menangle Road and a link road acting as an internal service street.
- *Maldon West* has the potential to deliver approximately 18ha of potential employment land, easily serviced via a new junction on Picton Road and internal and a simple structure of internal service streets.
- *Maldon East* and *Maldon West* can therefore easily add approximately 58ha of employment land to the approximate 419ha identified for the Maldon Employment Precinct in the Draft Strategy and Action Plan.
- Using a development density (FSR) of 0.5:1 and an averaged* employment density of 50sqm per person for general industrial / warehousing uses, it is estimated that when fully developed, the *Maldon East* and *Maldon West* sites could generate up to **5,800 additional jobs**.

* For the purposes of this preliminary exercise, the average of 50sqm per person was generated using a combined average of 35sqm per person typical for general industrial uses and 50-80sqm per person typical for warehousing and distribution uses.

7.5.2 PLANNING AND DESIGN PRINCIPLES

- The existing infrastructure of Menangle Road and Picton Road and the rail line will remain and be built upon as key structural elements that are significantly upgraded.
- Use Menangle Road and Picton Road as the key access spines to commence the development of the Maldon Employment precinct.
- Menangle Road and Picton Road as a connector and integrator, not an edge road or separating road.
- With Menangle Road as a key access spine optimise development potential with the development of serviced areas of relatively flat land on either side of the road.
- Where possible, use edge roads to establish a clear delineation between the urban character of the employment area and the landscape character of surrounding ridgelines and creeks.
- Establish 'Link Road' as a key service road that acts as a parallel connector street for Picton Road and Menangle Road.
- Integrate and regenerate existing creek corridors into the new employment precinct.
- Directly connect the existing ridgeline landscape by aligning access roads to create view corridors along valleys and to the top of the ridge.
- Use the development of the Maldon Employment Precinct as an opportunity to replant and revegetate the ridgeline to act as a landscape backdrop that can visually frame and reduce the visual impact of the employment precinct.
- Plan for a the development of new local centre to serve the Maldon Employment Precinct with good access to existing roads and or a potential new train station, should the proposed freight line connection be implemented.
- Develop the *Maldon East* and *Maldon West* sites for smaller scale employment uses better suited to the potential block sizes and that support larger scale employment uses located on blocks in the centre of the precinct.
- Revegetate the ridgelines located behind *Maldon East* and *Maldon West* sites, as part of an integrated approach to the development of the Maldon Employment Precinct.

8 Recommendation

This submission makes the following recommendations:

- 1) Amend the *Draft Strategy and Action Plan* to include the *Maldon East* and *Maldon West* sites as readily serviceable and developable employment lands that can seamlessly form part of the proposed Maldon Employment Precinct.
- 2) As illustrated in the attached indicative concept structure plan, prepare a Maldon Employment Precinct Structure Plan that:
 - a) Includes the *Maldon East* and *Maldon West* sites;

- b) Establishes the future access network for the precinct, including new and upgraded roads, new intersections and bridges required (across the rail line and existing roads);
- c) Establishes a strong landscape framework that integrates the regeneration of creek corridors and the revegetation of prominent ridgelines that frame the precinct;
- d) Creates a broad subdivision of employment sub-precincts which will be characterised by their context, connectivity and opportunity;
- e) Determines the best location for a new local centre to serve the precinct; and
- f) Establishes an integrated Staging and Infrastructure Plan that facilitates staged development of employment sub precincts and necessary infrastructure upgrades.

9 Conclusion

The advantage of this diverse offering is that it will provide a greater range of employment opportunities across a number of employment sectors and will provide more jobs overall. This is considered to best meet the needs of the community and will assist the staged release of the precinct in-line with infrastructure provision, as detailed above. The number of potential additional jobs that the lands could provide has been estimated at 5,800. However, when considered in the context of the Wilton Junction lands, there is a need to a large employment base to be situated approximate to this area and Picton.

Strong population growth is accompanied by strong growth in the available workforce. Across Australia a given population exhibits about a workforce participation rate of about 50% (of the population total) and in metropolitan cities this proportion can be higher.

This strong population growth expected across the Macarthur area will drive the need for local employment opportunities and services. The Maldon Employments Lands are ideally located between Picton and Wilton Junction. Wilton Junction in particular will cater for some 18,000 homes. As such Maldon Employment Lands will cater for some of the employment needed for the Wollondilly LGA that is not catered for within the proposed Town Centre and business or bulky goods retailing areas.

Given that about 50% of any population in a given metropolitan area will be employed, this means at least 8,500 new workers per year will be moving to the South West Sub-region. The importance of providing local job opportunities, particularly a diverse range of employment opportunities, should not be discounted by local governments. The potential mix of uses at the subject site will allow a greater diversity of employment to be generated as well as a greater diversity of business services and retail to be provided for local residents.

While many new employed residents will maintain jobs outside of the Wollondilly area, there will be significant demand for new jobs to be created and supported within these areas. Providing local jobs for local residents is a fundamental driver of sustainability as it results in shorter travel distances, reduced pressure on transport and road networks as well as time and costs savings and safety improvements (i.e. reduced car risks) for households.

The preceding analysis has demonstrably established a case to review the proposal to be shown as 'employment land' and that a zoning of IN1 be considered for the site and that the recommendations espoused in Section 8 above be adopted.

The above commentary provides a clear case for a review of the documents.

SINCERELY YOURS,

A handwritten signature in black ink, appearing to read 'MJ Brown', with a stylized, cursive script.

M J BROWN
DIRECTOR
MICHAEL BROWN PLANNING STRATEGIES PTY LTD