

28 September 2018

**Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001**

Re: Submission to West Schofields Draft Masterplan and Indicative Layout Plan

Stockland is pleased to submit this response to the NSW Department of Planning & Environment's (DPE) consultation process on the Draft Masterplan and associated documents for the West Schofields precinct. We make this submission in our capacity as an adjoining landowner to the precinct.

Stockland is one of the largest diversified property groups in Australia, with \$18.2 billion of real estate assets. More than half of our \$6 billion investment in New South Wales is in Western Sydney, including three significant new masterplanned communities in the North West and South West Growth Areas at Altrove (Schofields), Elara (Marsden Park) and Willowdale (East Leppington).

Specific comments

Stockland strongly supports the delivery of a north-south rail link from the future Tallawong Station in Rouse Hill to St Marys Station via Schofields and Marsden Park. We are pleased to see the draft Masterplan and Indicative Layout Plan (ILP) for West Schofields provide a transport corridor to facilitate the future rail link.

Whilst Stockland offers its support in this respect, we highlight our concern about the location of the current hatched 'transport corridor' as shown on the Draft Indicative Layout Plan and Draft Land Zoning Map (see **Attachment 1**). We believe the location as shown in these plans pre-empts additional technical studies and decisions about a future alignment of the rail link. We raise this concern as any route through West Schofields will impact the route alignment as it continues east through the Schofields precinct.

The hatched transport corridor in the Schofields ILP and Zoning Plan has deliberately been broad (up to 200m in width) to accommodate future detailed technical investigations into the optimal route alignment. We continue to liaise with Transport for New South Wales (TfNSW) on this matter and seek further detailed engagement on alignment options, including with the DPE. It is important that the ultimate alignment of the rail link is optimal both from an engineering perspective, as well as from a place-making and urban design perspective, to ensure the future rail link services the communities adjoining and surrounding it.

The Growth Centres SEPP protects the transport corridor via Clause 6.10 of the Precinct Plans for Schofields, Alex Avenue and Marsden Park. The clause states "*Consent must not be granted to development in the area marked "H" on the Land Zoning Map without the concurrence of Transport for NSW*".

The exhibited draft SEPP maps for West Schofields identify a very defined transport corridor (about 60 metres in width - see **Attachment 1**). While the Transport Corridor FAQ document exhibited with the West Schofields draft documents stresses that the alignment is indicative only, this position is not supported by clause 6.10 within the SEPP Precinct Plans. Clause 6.10 only protects land for the transport corridor within the hatched area. Should development be proposed outside of this hatched area, there is no obligation for

TfNSW to be consulted. Therefore there is a risk that any future transport corridor can only occur within this specific alignment.

Stockland has made representations to TfNSW to ensure a final transport corridor alignment does not jeopardise the delivery of the Schofields Town Centre.

Stockland strongly urges DPE that until a final corridor is identified, **the hatched transport corridor through West Schofields should be broadened in width in order to accommodate future decisions about the rail link alignment.** This will ensure that the best possible alignment is realised following future technical studies.

Summary

Stockland supports the protection of key transport corridors through the North West Growth Area that will connect and support the growing communities in Sydney's West.

Considering that the delivery of the corridor through West Schofields is still unknown, we propose that the NSW DPE and TfNSW explore all of the options available for protection of the identified corridor land and therefore do not indicate a restrictive investigation area in the final SEPP mapping.

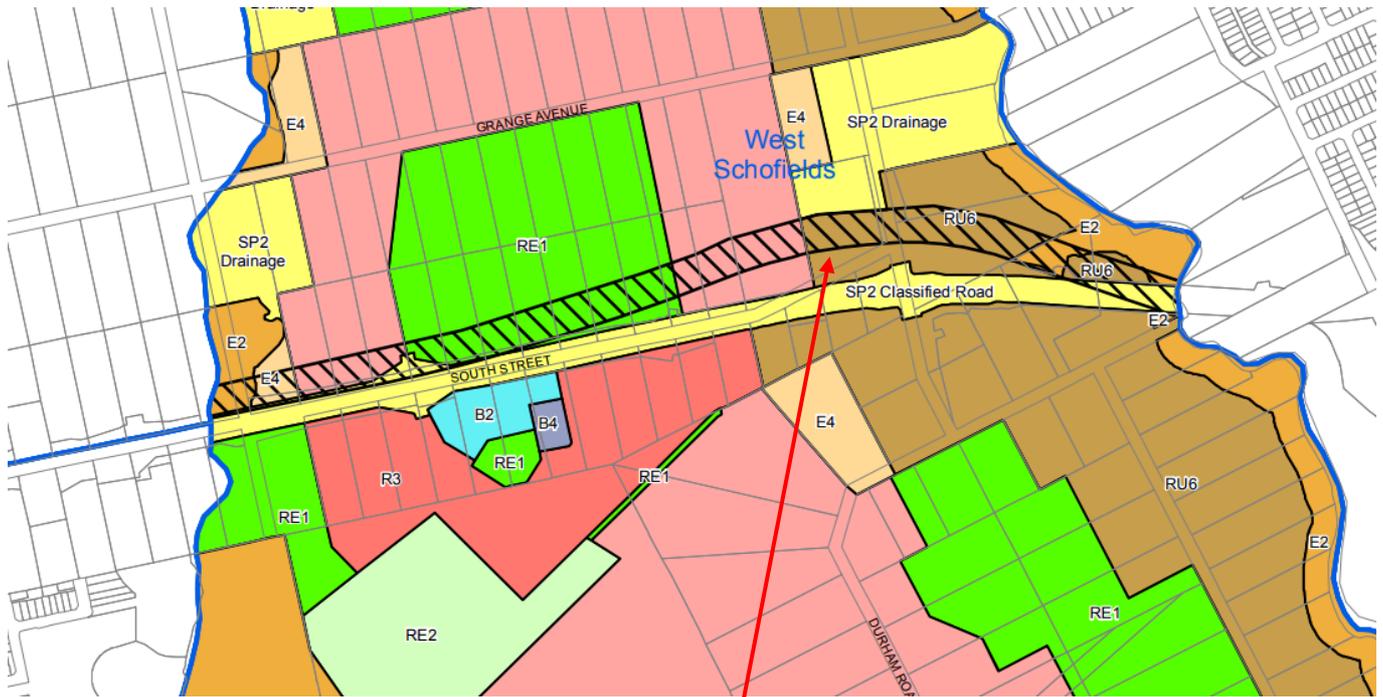
We would be happy to provide further material or meet with you to continue discussions. If you have any questions please contact me on 02 9035 2771 or email nigel.howe@stockland.com.au.

Yours Sincerely,



Nigel Howe
Business Manager, Stockland Communities
Stockland

Image 1. Extract from the Draft West Schofields Land Zoning Map



Narrow Rail Corridor as shown in the Draft Land Zoning Map pre-empts any final decisions about the ultimate alignment and route of the rail link. It would be more appropriate for this hatched corridor to be wider, to accommodate future decisions about the rail link.