

17 December 2010



Maldon to Dombarton Rail Link Feasibility Study
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Dear Sir/Madam

MALDON DOMBARTON LINE FEASIBILITY STUDY INPUT

Thank you for the opportunity to provide input into the study.

Walker Corporation makes this submission as a significant land owner in Maldon, and as a developer of industrial, commercial and residential projects with 40 years experience, in all parts of Australia.

1.0 MALDON

Walker owns a site of 107 hectares at the Maldon-Dombarton and Main Southern Line intersection. It is bisected by both lines, with the railway land owned by RailCorp.

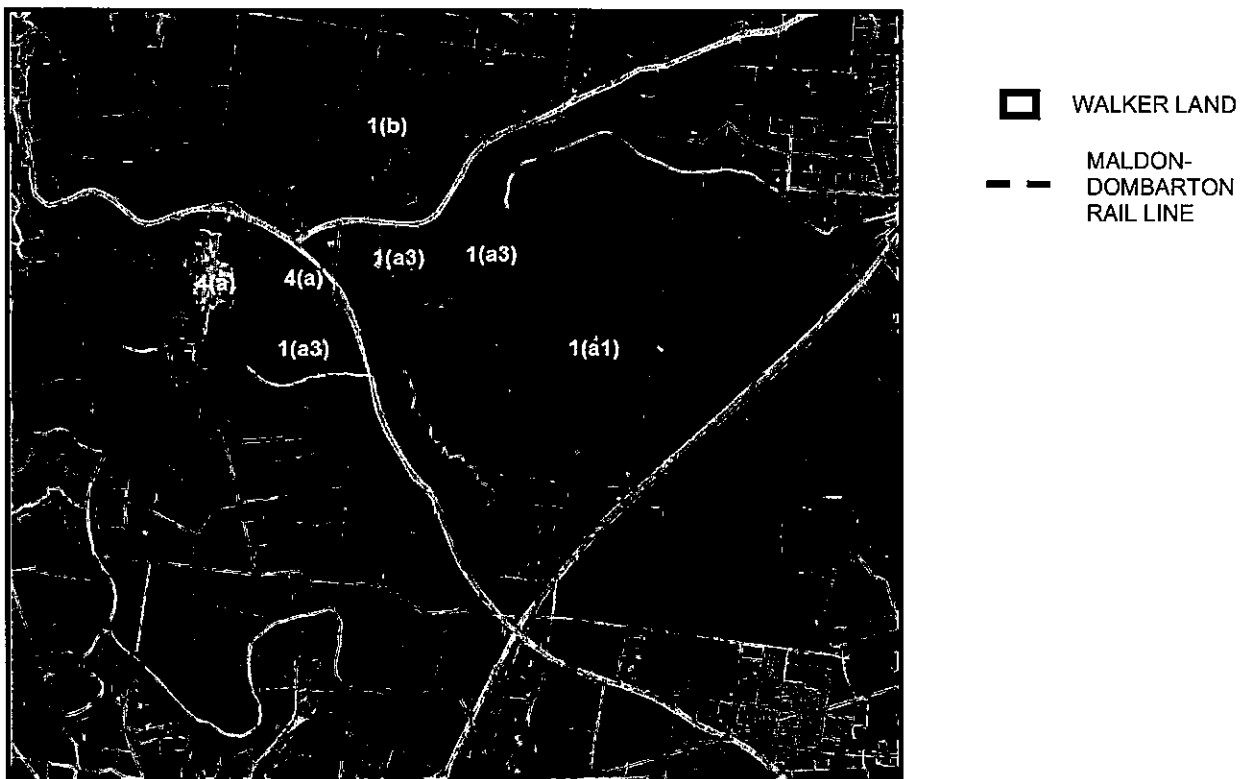


Figure One: MALDON WITH CURRENT ZONES



Figure Two: WALKER LAND WITH RAIL CORRIDORS

The Precinct has the potential to supply industrial land to accommodate businesses which will:

- Both support, and benefit from, freight rail connections with Port Kembla and Sydney.
- Provide a point where freight can be transferred from rail to the Hume Highway.

Creation of a Maldon industrial precinct will have economic benefits which should be factored into the feasibility study:

- Employment in Wollondilly during construction.
- 1,000 additional jobs in the completed and operating precinct.
- Construction benefits to the local and regional economy.
- Increased use of the Maldon Dombarton Line.
- Direct and indirect benefits to the NSW economy.

The establishment of an industrial Precinct at Maldon is supported by:

- Wollondilly Shire's draft Growth Management Strategy.
- NSW Govt.'s draft South West Subregional Strategy.

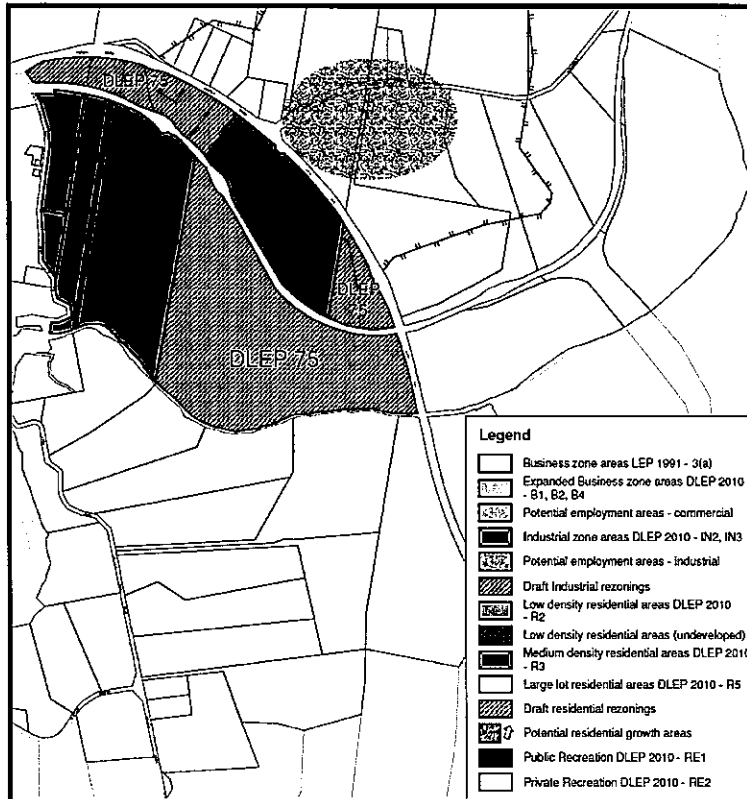


Figure Four: WOLLONDILLY COUNCIL'S MALDON PLAN

10) **Maldon** is well located with good rail and road access to the regional and state wide network. It has about 105ha of industrially zoned land, and is currently dominated by the Blue Circle Southern Cement facility works, currently producing 650,000 tonnes of cement each year. A flour and maize mill (Allied) is being constructed on 24ha, leaving about 25ha vacant. The Allied Mill will consist of bulk storage, handling and milling facilities for 300,000 tonnes per annum with access via a rail siding to the main southern line and road access to the M5 Motorway via Picton Road. Opportunities for expanding this precinct and capitalising on the location attributes and access to transport infrastructure warrant further investigation, particularly in relation to the precinct's capacity to accommodate large 'regional' industries requiring large lots.

Figure Five: DRAFT SOUTH WEST SUBREGIONAL STRATEGY (PAGE 33)

Walker has applied to Wollondilly Shire Council and the NSW government to have its Maldon land rezoned for industrial uses. On 17th March 2008 Council has resolved to give Walker's land further study on Walker's land.

The economic and financial implications of potential land use changes at Maldon associated with commissioning the Maldon Dombarton Line should be included in the feasibility study.



Figure Three: A MALDON EMPLOYMENT PRECINCT

The establishment of an employment precinct in this strategic location will require resolution of environmental and planning costs and benefits.

Clearly, environmental considerations include the Nepean River and its bushland corridor.

Planning considerations include the provision of road and utilities infrastructure and the creation of a feasible Development Control Plan which addresses design issues, and the Precinct's context within a rural shire.

These considerations would be more effectively resolved if addressed simultaneously with the Maldon-Dombarton line's environmental and planning assessment.

2.0 THE MAIN SOUTHERN LINE'S FUTURE

The Feasibility Study should consider Sydney's need for growth in coming decades.

There are large areas of urban suitable land along the Main Southern Line, between its intersection with the Maldon Dombarton Line and the Suburban Network at Macarthur Station.

Some of this land is on the NSW Government's Metropolitan Development Programme, and therefore identified to supply housing land.

Some is subject to applications currently before Council and the NSW Government.

This area has been identified by the NSW Government as potential urban land for many decades.

While current NSW planning focuses new suburbs within the South West Growth Centre, it is important that options for other land be kept viable.

The NSW Department of Planning's 'Metropolitan Development Programme 2008/2009' 2010 identifies clear shortfalls in lot production in Sydney's south west region in the short to long term.

Dwelling Production - MDP Typology

LGA	Last 6-10 Years					Last 5 Years					Short Term					Medium Term				
	Infill	Transit Nodes	Release Area	Rural	Subtotal	Infill	Transit Nodes	Release Area	Rural	Subtotal	Infill	Transit Nodes	Release Area	Rural	Subtotal	Infill	Transit Nodes	Release Area	Rural	Subtotal
Camden	72	26	3,807	34	3,939	90	1	1,174	113	1,378	200	10	4,720	200	5,130	95	805	6,420	1,550	8,870
Campbelltown	1,058	181	1,743	103	3,085	513	445	466	15	1,439	1,120	920	1,070	250	3,360	1,625	575	1,689	550	4,439
Liverpool	1,061	403	7,700	61	9,225	953	704	1,604	257	3,518	1,605	775	3,255	100	5,735	1,025	975	3,245	100	5,345
Wollondilly	397	114	61	156	728	285	163	303	56	607	1,133	184	187	80	1,584	2,730	315	0	350	3,395
South West Total	2,588	724	13,311	354	16,977	1,841	1,313	3,547	441	7,142	4,058	1,889	9,232	630	15,809	5,475	2,670	11,354	2,550	22,049

Note: Last 6-10 Years - 1998/99 - 2002/03, Last 5 Years - 2003/04 - 2007/08, Short Term - 2008/09 - 2012/13, Medium Term - 2013/14 - 2017/18

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7.12 South West MDP | 2008/09 | Section 7

Figure Four DWELLING PRODUCTION WILL NOT MEET TARGETS

Source: Department of Planning 'MDP 2008/2009': 205 – adapted by Walker

In its 'Metropolitan Plan for Sydney 2036' December 2010, the NSW Government advised it would consider residential proposals in the area in January 2011.

ACTION I 6.3
Conduct an annual land supply assessment

To facilitate consistent and timely land release decisions, the Government will conduct a land supply assessment each year or more frequently if required. The assessment will evaluate whether more land needs to be released for rezoning and servicing. If more greenfield land is required, Growth Centres precincts will be considered as well as sites outside the Growth Centres which are:

- identified for future housing under a draft or adopted subregional strategy or
- identified for future housing under a local strategy endorsed by the Department of Planning or
- located within the urban footprint or adjoining the urban footprint and which meet state government targets relating to jobs closer to home

Several submissions to the Metropolitan Strategy review requested the release of lands outside the Growth Centres. There are also several other requests with Government of a similar nature. Strategically located sites, as above, will be considered as part of the first annual land supply assessment in 2011.

Figure Five THE NSW GOVERNMENT WILL BE CONSIDERING PROPOSALS IN THE AREA
 Source: Department of Planning 'Metropolitan Plan for Sydney 2036 page 227

Already, there is land in the area on the NSW Government's Metropolitan Programme.

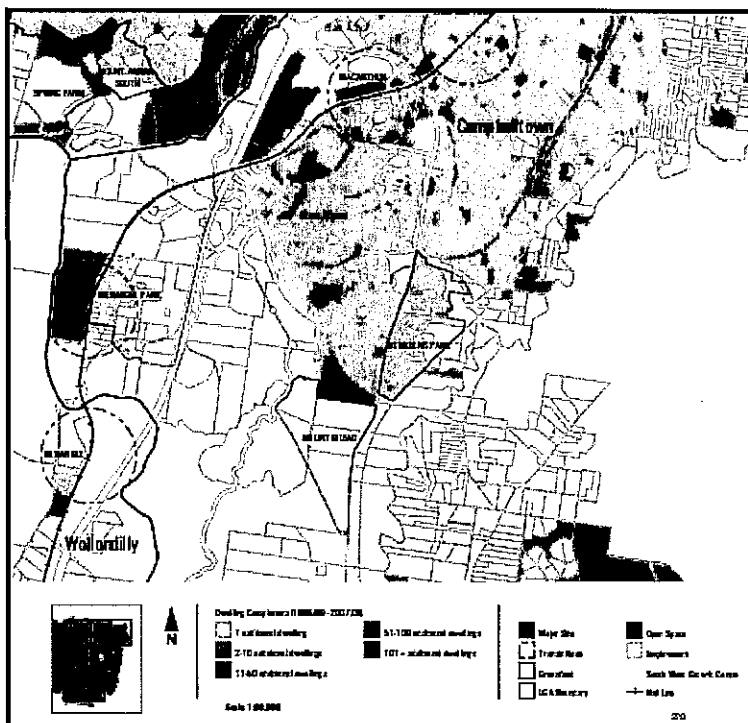


Figure Six THE NSW GOVERNMENT HAS RELEASED LAND IN THE AREA
 Source: Department of Planning 'Metropolitan Development Programme 2008/2009' page 220

Looking at these proposals and land releases in a strategic way would suggest consideration should be given to integrating parts of the Main Southern Line into the suburban network.

ARTC have a long term lease over the Main Southern Line, south of Macarthur Station.

This is necessary to ensure priority movement of freight by rail.

However, the Maldon Dombarton feasibility study should consider the integration of the Main Southern Line, between Macarthur and Douglas Park Stations into the suburban network.

This will require spending on rail infrastructure – electrification, rolling stock, stations, and duplication of the line and bridges etc.

However, planning for this future transport corridor is essential to ensure Sydney's growth options remain open into the future.

3.0 CONCLUSION

Walker Corporation requests the Maldon-Dombarton Line feasibility study address the following:

1. The economic contribution associated with land use changes at Maldon which would permit employment and freight related uses, facilitated by the Maldon Dombarton Line.
2. Provision for suburban services on the Main Southern Line between Macarthur to Douglas Park stations in the future, in accordance with strategic planning principles.

I am happy to provide more information if required, and look forward to seeing the completed feasibility study.

Walker Corporation is supportive of the Line's completion and views it as an important piece of transport infrastructure for both the Illawarra and Sydney's south west.

Yours sincerely



Sally Lewis
Principal Town Planner
Walker Corporation Pty Limited