

**Submission
No 34**

INQUIRY INTO DEFENCE INDUSTRY IN NEW SOUTH WALES

Organisation: 2JC Pty Ltd
Date received: 18 August 2017

18 August 2017

Dear NSW Legislative Council,

Re: 2JC Submission to NSW Senate Inquiry on Defence

2JC Pty Limited are lodging this as a formal submission to the NSW Legislative Council's Standing Committee on State Development's call for submissions associated with the New South Wales: Strong, Smart, Connected Defence and Industry Strategy 2017.

Please see the plan overleaf that details the site 2JC Pty Limited owns along Cabbage Tree Road Williamtown NSW. This land provides the opportunity for further expansion of the Williamtown Defence and Related Employment Zone (DAREZ). However, the expeditious rezoning of the land and the establishment of roads, sewer, water and utilities infrastructure will give the Hunter Region the opportunity to establish the area as a premier and world leading Aerospace and Defence Technology estate yielding jobs and growth for years to come. Indeed, it is part of the Region's post coal future economic diversification planning and delivery.

The establishment of this second and full industrial size major road and potentially secure access to the BAE precinct will ensure the overall context of the DAREZ area is not constrained.

The following points all meet the Committee's Terms of Reference and the brevity of our submission may assist with a robust committee outcome within the next few months.

- Quickly activate the Williamtown land to enable the local Hunter market to capture these once in a generation Defence based opportunities.
- Capture the Hunter Region's share of the record defence spending by the Federal Government.
- Remove infrastructure impediments to meet the market;
 - Defence sewer lagoons removed as a part of the Base's connection to the Hunter Water Corporation's modern sewerage transfer scheme expeditiously,
 - Practical approach to flood levels,
 - Utilising fill to ameliorate contamination issues
 - Utilities infrastructure establishment
- Realise that the land contamination has sterilized the current zoning objectives.
- Waive State Government contributions in further developing the land to meet the market pricing constraints and timing, including
 - Hunter Water Corporation's Williamtown Wastewater Transfer Scheme
 - Roads and Maritime Services levy and
 - State Infrastructure Levy (SIC)
- Achieve the market opportunity by ensuring NSW Government and Council approvals are appropriate and forthcoming.
- Activate this land to meet the varying land ownership requirements;
 - Small to Medium Enterprises are driven to purchase and own land to fund their growth and jobs.

2JC Pty Limited

**84 Cawarra Road
Caringbah, NSW 2229
(02) 9526 0999
A.C.N. 612 159 565**

- Whilst the success of bi-partisan and long-term support is very evident in the South Australian Defence state model, it is this NSW Government that funded the Hunter Water Corporation modern sewer infrastructure for the area. It is this NSW Government that is funding the duplication of the Tourle Street bridge duplication.
- Indeed, it is this NSW Government, in this term, that funds the infrastructure that guarantees that NSW becomes Australia's Aerospace state and delivers all the jobs and growth that will follow.

Further, we also attach overleaf a submission, dated July 2009, by Newcastle Airport to the proposed subdivision of the land NAPL now control seeking a second access to the Airport. This Newcastle Airport submission only strengthens the case for the NSW Government to move quickly to ensure this land is activated and that the second major access to the DAREZ and the BAE Systems Precinct and potentially Newcastle Airport is achieved.

Please contact the author below for the opportunity for our owners to address the Committee in person to further outline the benefits of this land rezoning for the Hunter Region, New South Wales and Australia.

Yours Faithfully,
2JC PTY LIMITED

JONATHAN TATHAM

**BAE PRECINCT
SERVICE ROAD PLAN**





**Newcastle™
Airport**

15 July 2009

Private Bag 1,
Williamstown NSW 2318 Australia

Tel (+61 2) 4928 9800
Fax (+61 2) 4965 1927

admin@newcastleairport.com.au
www.newcastleairport.com.au

Mr. Ian Shillington
Assessing Officer
Port Stephens Council
P O Box 42
RAYMOND TERRACE NSW 2324

Dear Mr. Shillington,

Re: Proposed Subdivision Hunter Land Developments Pty Ltd – DAREZ (Defence and Airport Related Employment Zone)

Thank you for inviting Newcastle Airport Limited (NAL) to comment on the abovementioned development application for the proposed subdivision.

As you may be aware NAL, HEDC, DSARD, Business Port Stephens and Hunter Land have been working as a collective force to promote the potential of the Williamstown Aerospace Centre (WAC) with the view to attract aviation and aerospace businesses to the area. NAL is supportive of this proposed development application subject to a number of issues being satisfactorily resolved. These issues are listed below for consideration.

1. Storm water management and flood assessment

NAL has concerns surrounding the potential for storm water runoff being diverted back towards the NAL leased area and or the potential negative impact on NAL's own flood mitigation plans, both for the existing site and the future development, particularly in the early stages of this proposed development and the final subdivision.

NAL would also be interested if and or how Hunter Land has or will address the following issues:

- > Storm water reuse
- > Infiltration and void storage options
- > Storm water runoff quality improvement
- > No net worsening of the catchment flooding characteristics particularly to the South and West of the Airport site.

Tow way concept plan

Hunter Land proposes to build a tow way access into the airside operational area of Defence. Key considerations that need to be addressed in relation to this tow way from NAL's perspective are:

- > Security provisions from the Hunter Land subdivision into and out of the Defence airfield
- > What type of physical infrastructure will be built to accommodate and comply with Defence and NAL security requirements
- > Access controls and the operational management of this proposed access
- > The impact on NAL's existing operating agreement with Defence
- > The staging of this proposed tow way and the management of security compliance around this staging process
- > Future maintenance issues.



Development Control Plan

Given this proposal will form part of the "Gateway" into one of the fastest growing Airports in Australia, it is imperative that any built form adopts excellent urban design principles presenting both the proposed development and Newcastle Airport as high quality developments and at a level of sophistication relevant to the aviation and aerospace industries.

Sewer management

NAL is aware of the proponent's intention to install an interim pump out solution in the initial stages of the development with a long-term plan to pump sewerage into a reticulated system owned by the Hunter Water Corporation; NAL has no issues with these short and long term plans subject to:

- > the interim system is operating satisfactorily
- > NAL is part of the consultation process between the stakeholders; and
- > the final system delivers on all the stakeholders expectations and outcomes.

Roads: Existing intersection, alternate access road and internal road network

NAL has recently finished the upgrade of the intersection of Nelson Bay Road and Williamtown Drive to traffic signal control. Preliminary observations have shown this upgrade to be operating extremely well and have reduced the waiting time for traffic turning right from Williamtown Drive into Nelson Bay Road.

This upgrade was fully funded by NAL as a direct result of NAL's strategy to future proof the intersection ensuring future capacity was well within the Airport's Master Plan and future growth scenarios.

NAL seeks assurance that any further increase in traffic volumes directly generated by this proposed development will NOT facilitate the need for NAL to fund (fully or partially) any future upgrades of the Nelson Bay Road and Williamtown Drive intersection.

Given the potential increase in employment opportunities and therefore increased traffic volumes generated by this proposed development, together with the pending expansion plans of the Airport, NAL strongly suggests that any increase in traffic flow from this development is mitigated through the construction of a second access off Cabbage Tree Road as part of Stage 1A. This second access could be constructed as part of Road 2 and be extended to Cabbage Tree Road (see attached plans).

The construction of this secondary access as part of Stage 1A will facilitate the traffic flow into and out of the proposed development and alleviate any potential congestion in and around Williamtown Drive and Nelson Bay Road.

Preliminary discussions with the emergency services representatives have reinforced the need to construct an alternative access as part of the earliest stage of the proposed development.

Independent traffic studies have also recommended a second access would improve the circulation as traffic volumes grow. The timing and implementation of a second access will provide confidence in the ability of the surrounding road network's capacity to cater for the planned growth in airport services.



NAL also notes Road 3 does not align to NAL's internal road design (needs moving to the East), which if constructed as per the proposed development will affect NAL's sub lease provisions with existing tenants and NAL's future storm water management systems. This road design needs to reflect NAL's existing plans.

Construction traffic

NAL is concerned about the level of activity, noise and volume of construction traffic associated with this proposed development. NAL seeks assurance that any additional construction traffic movements do not interfere with the traffic movements associated with the Airport's customers, staff and tenants, particularly around busy flight schedules. NAL would suggest an alternate construction access be incorporated as part of the proposed development application.

Future transport links

As the DAREZ and NAL expansion plans come to fruition and begin to evolve into the Williamstown Aerospace Centre (WAC), it is imperative from a strategic perspective to give planning consideration to future transport links and or corridors which support and facilitate efficient and effective access to the WAC.

Upgrading of existing roads, implementation of light rail networks, dedicated rail corridors, dedicated transit lanes for bus services etc should be considered.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Ray Bowen".

Ray Bowen
Manager Property & Development

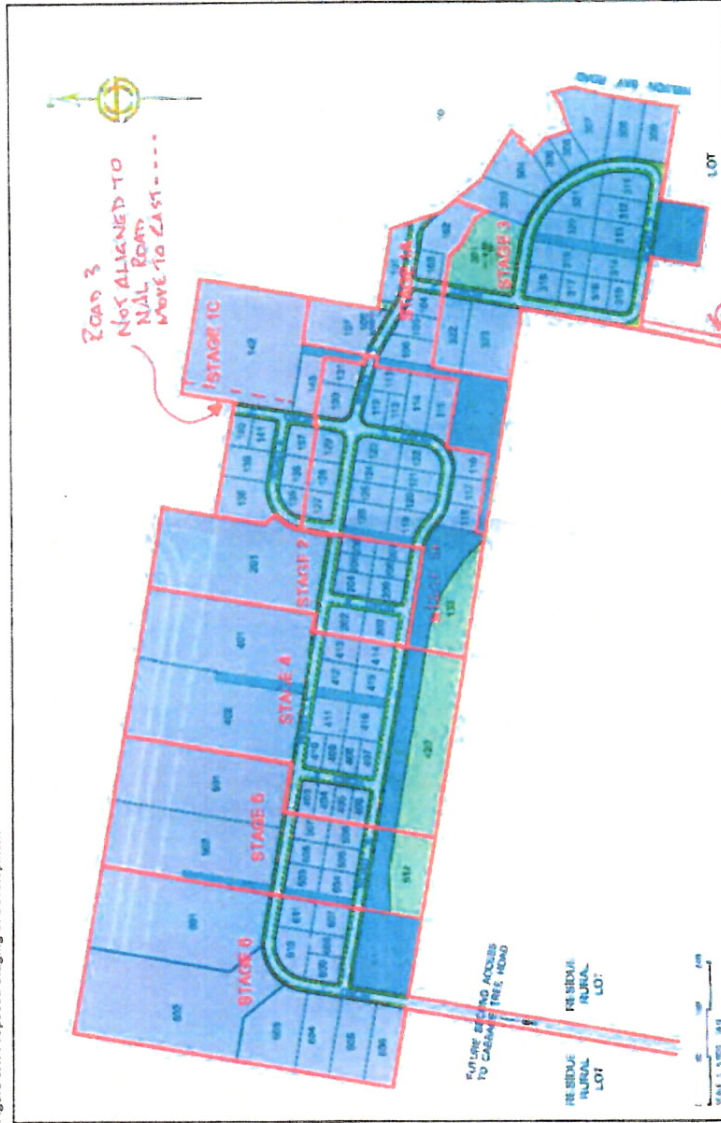


Hunter Land Pty Ltd
1 Hartley Drive,
PO Box 42,
Thernton NSW 2312
Phone: 02 4966 4966

Williamtown Aerospace Park

www.hunterland.com.au

Figure 3.4: Proposed Staging of Development



ROAD 3 NOT ALIGNED TO MAIN ROAD MOVE TO EAST

ACCESS TO CARROLL TREE ROAD AS PART OF STAGE 1A

SOURCE: RPS HSO, May 2009

Wilmington Aerodrome Park
20 May 2009