

NSW ICAC EXHIBIT

## Future-Proofing Infrastructure for Sydney's West

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**From:** Louise Waterhouse <[REDACTED]> to>  
**To:** Daryl Maguire <daryl.maguire@parliament.nsw.gov.au>  
**Date:** Wed, 15 Nov 2017 18:55:04 +1100

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Dear Daryl,

FYI letter to the Hon Premier.

Kind regards

Louise

Louise S.R. Waterhouse



**SmartWest.Sydney**

Waterhouse Group  
Level 6, 73 Walker St  
North Sydney  
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**From:** Louise Waterhouse [[mailto:louise@\[REDACTED\]](mailto:louise@[REDACTED])]  
**Sent:** Wednesday, 15 November 2017 6:51 PM  
**To:** [REDACTED]  
**Cc:** [louise@\[REDACTED\]](mailto:louise@[REDACTED])  
**Subject:** Future-Proofing Infrastructure for Sydney's West

The Hon Gladys Berejiklian  
Premier NSW

Dear Premier,

I hope you don't mind my taking the liberty to send my attached letter to you directly - about an urgent need to future-proof important infrastructure in Sydney's West - which greatly concerns me and I believe will concern you too.

Also attached is Cardno Engineers summary report and intersection map.

With kind regards

*Louise*

Louise S.R. Waterhouse



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**SmartWest.Sydney**  
Level 6, 73 Walker St,  
North Sydney 2060

15<sup>th</sup> November 2017

The Hon Gladys Berejiklian  
Premier NSW  
By Email: [REDACTED]

Dear Premier,

**RE: Future Proofing New Infrastructure for Sydney's West and Thousands of New Skilled Jobs**

Firstly, may I say how much I enjoyed your eloquent and informative presentation at the Sydney Institute last Thursday evening. I was glad to be taken back to the concept of liberalism – which I guess can sometimes be lost in the day-to-day of modern politics...

You may recall I expressed my appreciation for the NSW Government's extraordinary investment in infrastructure for Sydney's West. I also aired my concern that with the pressure of deadlines there is risk of not future-proofing this 'once in a generation' investment. I realise that you certainly want to see that this infrastructure is fit for the next 10-50 years and you warmly reassured us in the audience that future-proofing of the infrastructure now being built is an important priority – with a view to encouraging growth and jobs – despite deadline pressure.

However, as I did not wish to cause any embarrassment (especially as it was being telecasted), I did not draw your attention to a concerning lack of forward planning within a strategic section of the Northern Rd upgrade - right on the western boundary of the Western Sydney Airport.

The Northern Rd Airport South intersection is currently designed in a location with no future flexibility to open opportunities in the area adjacent to the new airport on its western boundary. Whether it be in the short or long-term future. To address the problem at a later stage will result in wasting precious financial resources. We are concerned as we have a significant, innovative and game changing proposal for a large 273ha land holding that adjoins the western boundary the Western Sydney Airport: SmartWest.Sydney. Economic studies show our proposal for high-tech employment will create 5,600 skilled jobs.

To do this we need access to the new The Northern Rd which requires only a relatively minor 300m location adjustment to The Northern Rd Airport South intersection – sliding along the road to the north. The new location would still fit within the location parameters required by DIRD and would ensure The Northern Rd is future-proofed to be able to provide access to the western precinct in the future. We have been advised by RMS that their engineers, Jacobs, confirmed that our proposed 300m adjustment - designed by our engineers (Cardno) - is feasible and safe.

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We are not proposing to amend the alignment of The Northern Road – just a minor adjustment to the intersection location. It is difficult to understand the logic of the consultation process when proposals of minor changes and acknowledged merit cannot be accommodated. We are frustrated as we have been raising these concerns for well over 12 months. We were initially advised by RMS that because ‘state planners’ had not yet done a framework for this western area, they were not taking this area into account... More recently we are told of RMS concerns about any possible delays at this late stage to The Northern Road project. And of course DIRD, whilst neutral on the location of the intersection within their position co-ordinates, do not want to risk delays either. However, tenders for this part of the road will not go out until early next year and even then minor adjustments can usually be accommodated. In any case, we don’t believe there would be any real delays to update the engineering and it is certainly justifiable in the scheme of things. Also, to address any concerns on costs, we have offered to assist RMS in contributing to extra costs for engineering etc. and even extra land acquisition.

Premier, by way of background, our SmartWest site is on land which has been held by my family for over 50 years - as part of our long-term vision for the future of Western Sydney. The land is strategically positioned right on the western boundary of the Western Sydney Airport and at about 680 acres, is one of the largest holdings in close proximity to the airport. Land holdings of such large scale are unusual and have the opportunity to be a catalyst to significant investment (and come without the problems of fragmentation - which is the feature of most of the landholdings elsewhere around the airport). The SmartWest vision is for high-tech employment and is consistent with the Vision of the Aerotropolis and Western Sydney Airport surrounds. Our planning is advanced to develop a cutting-edge technology park and high-tech business and services centre, plus 5 star tourism destination - employing 5,600 smart workers and hospitality professionals plus injecting \$1.7billion to the Western Sydney economy. It is a development proposition that works in with our northern neighbours and together we make up 600 hectares.

The SmartWest concept is a sustainable, self-contained and self-funded enterprise which will not create a burden on utilities nor infrastructure. It will seek to compliment rather than compete with the new airport.

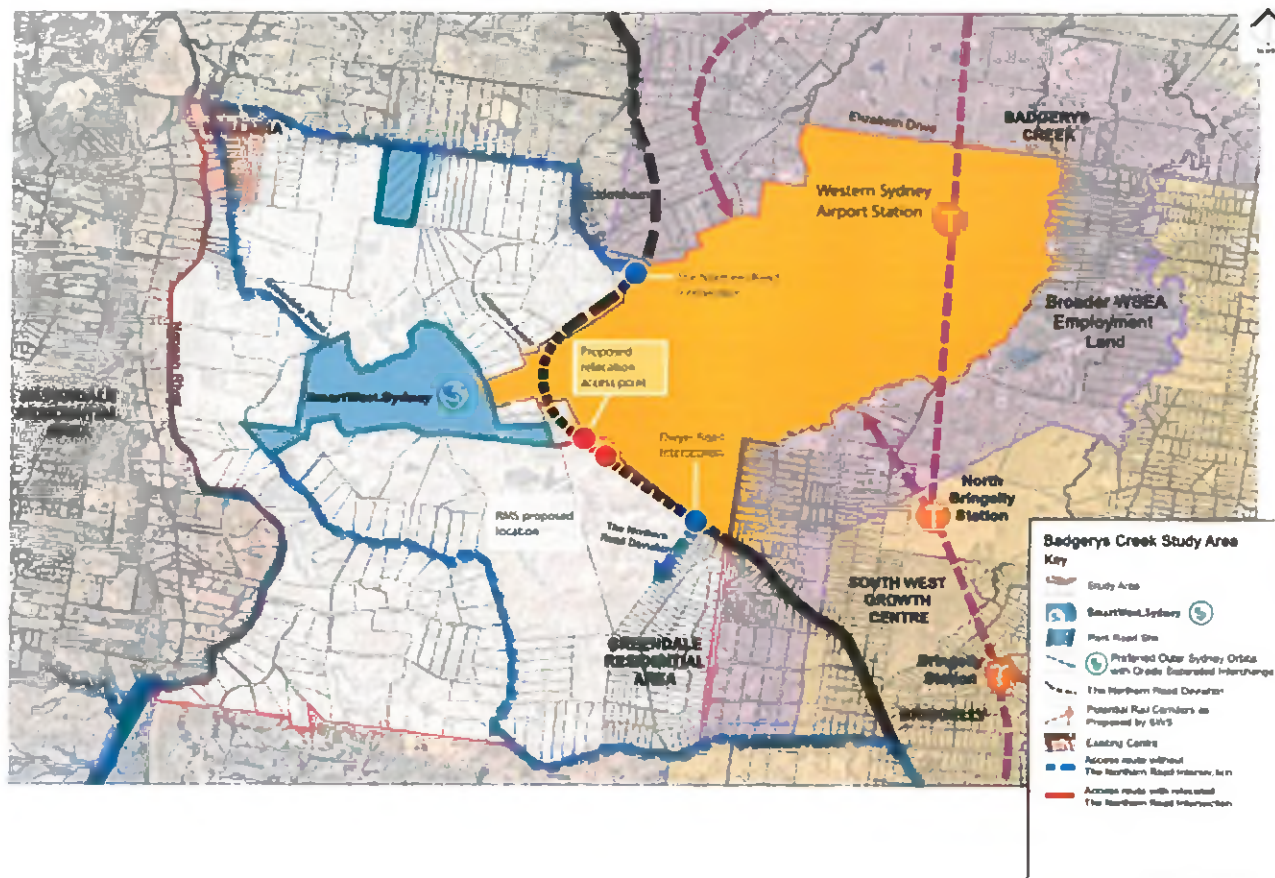
With such a significant investment by the NSW and Federal government to realign The Northern Rd, it would be a regrettable lack of future-proofing and delay thousands of jobs if the realigned road was not designed to service the area west of the airport. It would most likely result in very expensive revision works with inefficient slip roads at a later stage.

The site location map below indicates the positioning of the site and the current planned re-alignment of The Northern Road with intersections. The lower red dot shows the southern intersection on the western side of the airport (which is a 3 way intersection with a stump to a private land owner). This location does not connect to the neighbouring western precinct and in particular not SmartWest.Sydney. (This current location will be land-locked to the west as that land owner has no publicly known plans for the area and will already have another fully functional 4-way access at Dwyer Rd). The top red dot shows our proposed 300m slight positioning adjustment – in a location which opens up the area to the west. It could connect with Willowdene Ave and also our master plan of roadways through to Park Rd.

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The SmartWest proposal offers an equitable access proposition for all land holdings within the western Aerotropolis precinct. It is worth noting the draft District Plan does not yet designate this Precinct as urban land but our view, and that of our neighbours and our urban planning consultant team, that given the proximity to the airport (a shared boundary) we will be proposing a Badgerys Creek Western Precinct urban use. With the benefit of several larger land owners with vision – this precinct will provide tens of thousands of jobs – sooner or later.

Premier, in summary, we seek your urgent support in this relatively minor design change and a fast track for engineering work for the proposed amended location of The Northern Rd Airport South intersection – so as to not cause significant delays and future proof the new roadway by opening up the potential Badgerys Creek Western Precinct.

Thank you for your consideration and assistance.

Yours sincerely

Louise Waterhouse  
Director  
Waterhouse Group  
SmartWest.Sydney



Our Ref: 802170\_001\_04

Contact: Mehul Patel

16<sup>th</sup> May 2017

Peter Alevizos  
APP  
Level 7, 116 Miller Street  
North Sydney NSW 2060

By Email: Peter.Alevizos@app.com.au

Dear Peter,

# **RE: WESTERN SYDNEY AIRPORT – COMMERCIAL ENTRY**

As part of the Western Sydney Airport (WSA) - Revised Draft Airport Plan, a commercial entry (location A) is proposed from The Northern Road (TNR) to access the cargo, aircraft maintenance and business areas.

Cardno have reviewed the location of the entry point and investigated an alternative option that will continue to adequately service the needs of the airport and also improve accessibility and connections with the proposed SmartWest.Sydney and Wallacia precinct development.

The criteria considered in determining a new entry point being:

- An access point that is mid-way between the two proposed runways to ensure safety and functionality requirements of the airport;
- The four way signalised intersection that will provide direct access to the future industrial/ commercial areas of Wallacia precinct west of TNR, which are proposed specifically for servicing the airport precinct.; and
- The location that will provide improved exit of the vehicles from aircraft maintenance area to TNR in place of acute turnings as currently proposed with Location A.

In applying the above criteria, Cardno have reviewed a new intersection (Location B) approximately 350m to the north from location A from TNR. The proposed geometry will provide controlled traffic movements to aircraft maintenance and cargo areas. The proposed location B provides direct access to SmartWest.Sydney and Wallacia precinct development. It is located mid-way between two runways, approx. 900m from Stage 1 WSA – runway/ flight path and 1100m from Stage 2 WSA – runway/ flight path.

Proposed alignment of TNR traverses in the north-east direction along the airport. The new intersection B is proposed approx. 600m from the horizontal arc of TNR. This will provide sufficient sight distance for the south bound traffic travelling to a signalised intersection at B.

The proposed new intersection option (location B) is shown on plan CDO-SK-001 and CDO-SK-002.

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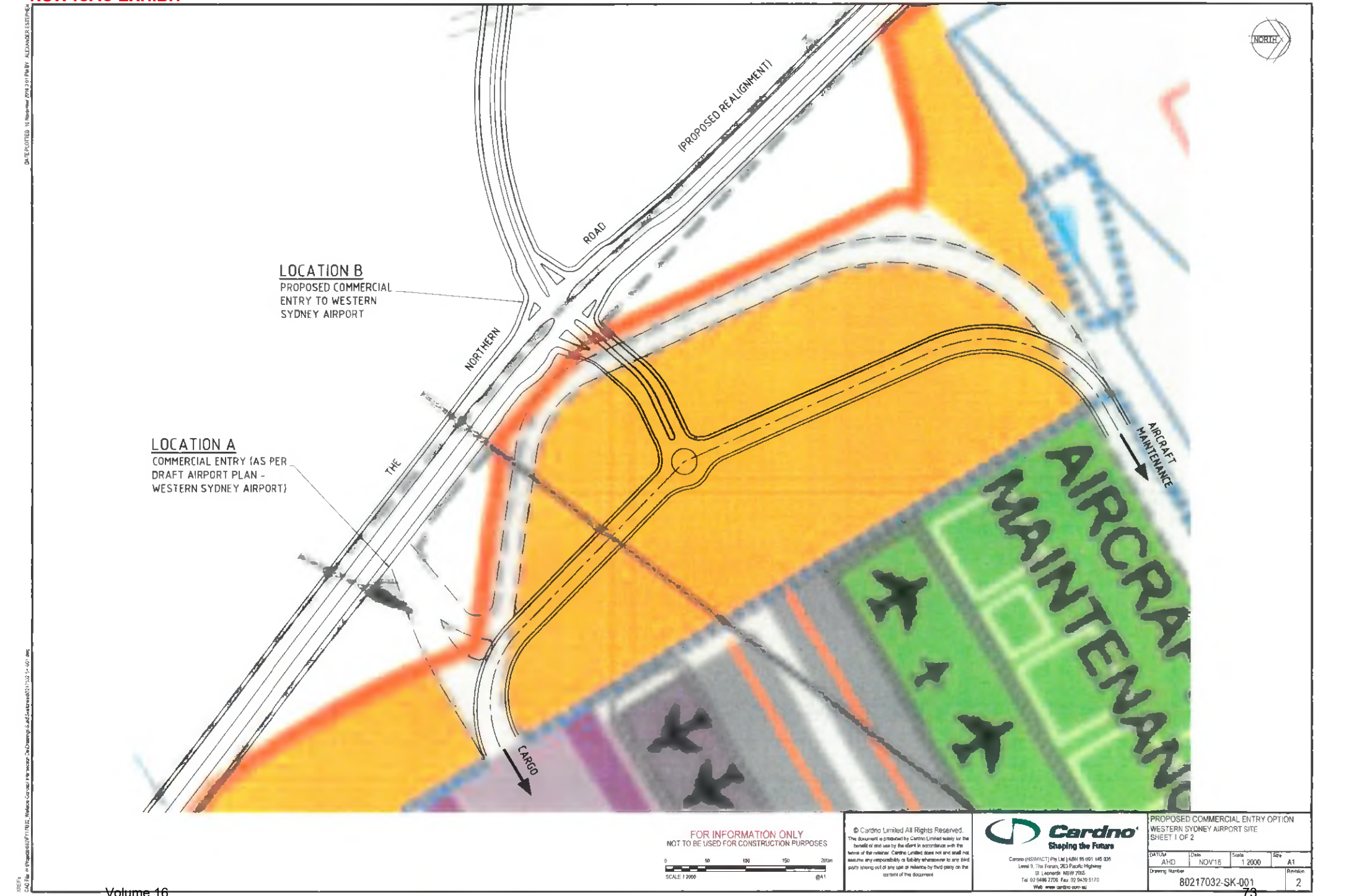
Should you have any questions or require clarification regarding this proposal, please contact me on 9024 7126.

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'Mehul Patel', is positioned above the printed name.

Mehul Patel  
Senior Engineer  
Urban Infrastructure  
for **Cardno**  
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Att: 80217032-SK-00, 80217032-SK-002



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Shaping the Future

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PROPOSED COMMERCIAL ENTRY OPTION  
WESTERN SYDNEY AIRPORT SITE  
SHEET 1 OF 2

DRAWN	DATE	SCALE	SHEET
AHD	NOV16	1:2000	A1
DRAWING NUMBER	80217032-SK-001		REVISION
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